Appendix J

Scoping Summary Report

MILLENNIUM **Bulk Terminals - Longview**

EIS Environmental Impact Statements

Scoping Summary Report
Millennium Bulk Terminals-Longview
SEPA Environmental Impact Statement

February 2014

COWLITZ COUNTY WASHINGTON

DEPARTMENT OF ECOLOGY State of Washington

SCOPING SUMMARY REPORT

MILLENNIUM BULK TERMINALS—LONGVIEW SEPA ENVIRONMENTAL IMPACT STATEMENT

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Acronyms and Abbreviations

APE	area of potential effects
Applicant	Millennium, LLC
BNSF	BNSF Railway Company
BPA	Bonneville Power Administration
Co-Lead Agencies	U.S. Army Corps of Engineers, Washington State Department of Ecology, Cowlitz County
Corps	U.S. Army Corps of Engineers
DNR	Washington State Department of Natural Resources
DPM	diesel particulate matter
DS	Determination of Significance
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
EPA	U.S. Environmental Protection Agency
ESA	U.S. Endangered Species Act
GHG	greenhouse gas
GPT	Gateway Pacific Terminal
MBTL	Millennium Bulk Terminals—Longview
MCTA	Washington State Model Toxic Control Act
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NGO	Non-governmental Organization
NOI	Notice of Intent
PIP	Public Involvement Plan
PM10	particulate matter 10
Proposed Action	Millennium Bulk Terminals—Longview Proposal
SEPA	Washington State Environmental Policy Act
SR	State Route
WAC	Washington Administrative Code

Chapter 1
Introduction

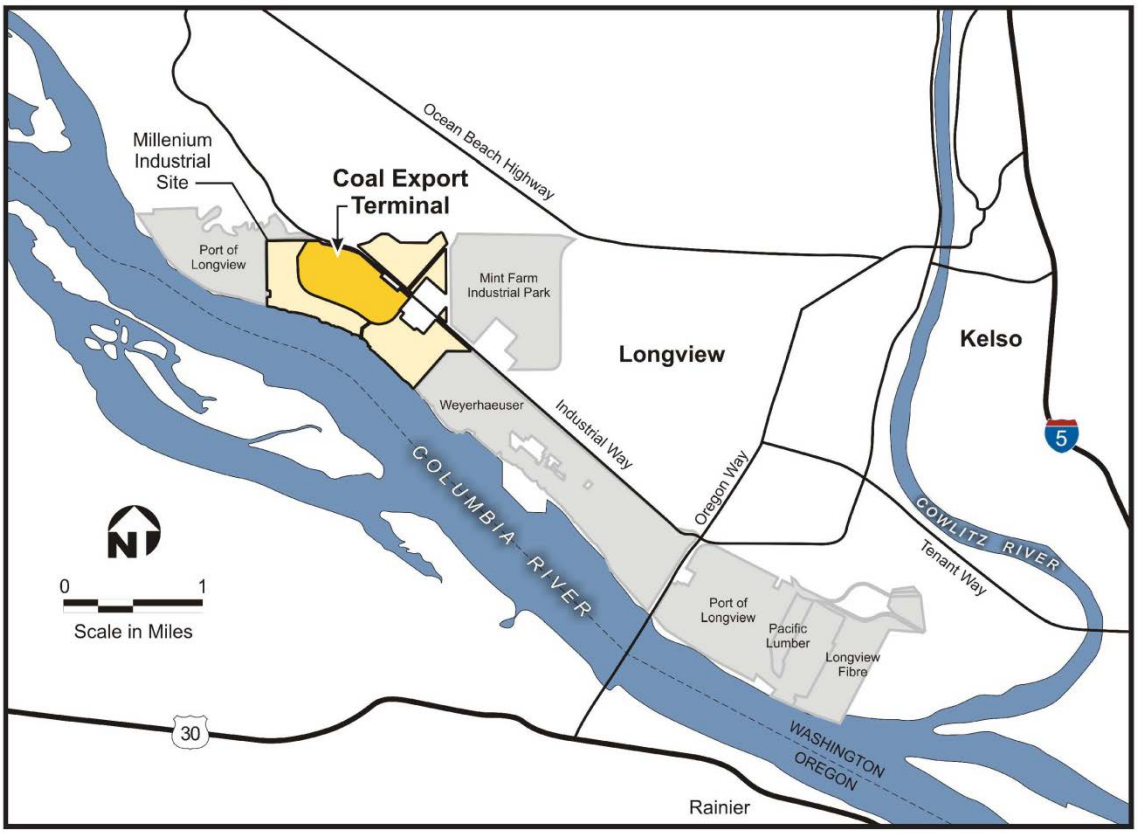
1.1 Proposal Overview and Context

Millennium Bulk Terminals—Longview, LLC (Applicant) proposes to construct a marine terminal to export coal at the site of the former Reynolds aluminum plant adjacent to the Columbia River near Longview. The property is approximately 540 acres with frontage on the Columbia River. The proposed Millennium Bulk Terminals—Longview proposal (Proposed Action) would cover approximately 190 acres of the site.

As proposed, the facility would be capable of receiving, stockpiling, blending, and loading coal by conveyor onto ships for export. The Applicant proposes bringing coal in by rail to the site, storing coal at the facility, and exporting coal on ships.

The proposal includes two stages. Under Stage 1 plans, up to 25 million metric tons of coal would be handled. Under Stage 2, the maximum volume would increase to 44 million metric tons of coal. The complete proposed facility would require construction of eight rail lines and one operating line on the site; two new docks on the Columbia River, two ship loaders; coal stockpile pads; and associated facilities, conveyors, and equipment.

Figure 1.1. General Location: Millennium Bulk Terminals—Longview



1.2 Co-Lead Agencies

Constructing and operating this proposed facility would require federal, state, and local permits and other permissions. Before applications for these permits and permissions can be considered, an environmental review must be completed. Three agencies—the U.S. Army Corps of Engineers (Corps), the Washington State Department of Ecology (Ecology), and Cowlitz County, collectively referred to as the Co-Lead Agencies, are responsible for issuing these permits and permissions.

Prior to issuing permits, Ecology and Cowlitz County must comply with the State Environmental Policy Act (SEPA), and the Corps must comply with the National Environmental Policy Act (NEPA), and. Both NEPA and SEPA require an objective and unbiased environmental review before making decisions on any permit. The Co-Lead Agencies are responsible for providing this objective review of the proposed project and opportunities for the public to participate in the environmental review process.

Ecology and Cowlitz County are preparing a SEPA environmental impact statement (EIS) and the Corps is preparing a NEPA EIS to document the effects of the Proposed Action. Although separate EIS documents will be prepared, they will be produced in a coordinated process, and the Co-Lead Agencies remain committed to collaboration and information sharing to efficiently perform decision-making processes.

1.3 EIS Process

The EIS process includes several phases. The first phase, scoping, allows for a public comment period to assist the Co-Lead Agencies to determine the scope of study for the EIS. The next phase focuses on the development of the EIS. This includes gathering data, conducting studies, and analyzing information. This information and analyses will be provided in a Draft EIS that will be subject to an additional public comment period. Comments on the Draft EIS are evaluated, responses are prepared, and changes are made for inclusion in a Final EIS. Only after the Final EIS is completed will permits be considered by the appropriate local, state, or federal agency and each through their own regulatory processes.

The EIS will describe the proposal, the purpose and need of the proposal, existing conditions, issues evaluated, and the range of reasonable alternatives under consideration. Alternatives are considered to avoid or minimize impacts identified in the EIS and will include a No Action Alternative. The No Action Alternative will provide a reference for comparison of proposed project alternatives. The EIS will analyze potential impacts that might result from each alternative, including the No Action Alternative. If significant adverse environmental impacts are identified, the EIS will discuss possible mitigation measures to those impacts.

Throughout the EIS process, additional information or changes to the proposal will be considered by the Co-Lead Agencies and included as appropriate. Figure 1.2 presents an overview of the SEPA EIS process.

Figure 1.2. Overview of SEPA EIS Process

1.4 Scoping Process Purpose

Scoping is an initial step in the SEPA and NEPA environmental review process. The Co-Lead Agencies used an Expanded Scoping Process that provided for a 95-day comment period from August 16, 2013 to November 18, 2013. During this time, the public, agencies, communities, and tribes were able to learn about the Proposed Action and the SEPA and NEPA EIS process and to provide scoping comments. Five public scoping meetings were held around the state.

The purpose of scoping is to determine the "scope" or content of an EIS. The scope identifies the potential environmental impacts and alternatives that need to be evaluated. The scoping process provides an opportunity for the public, communities, tribes, and agencies to recommend impacts and alternatives to evaluate in the EIS and help identify issues and concerns. Public comments on the scope of each EIS will help the Co-lead Agencies determine what should be addressed in each document.

Comments may address the following issues.

- A reasonable range of alternatives (identification of an alternative site for a terminal, or identification of an alternative approach to bulk material handling that achieves the proposal's objective).
- Potentially affected resources and extent of analyses (identification of natural, cultural, or community resources that will be potentially affected and the extent of study and analyses that is needed to understand the potential impacts).
- Significant unavoidable adverse impacts.
- Measures to avoid, minimize, and mitigate (offset) effects of the proposal.

Although two EIS documents are being prepared, the Co-Lead Agencies used a synchronized scoping process, including selected meetings, media releases, and comment submittal methods. Opportunity

was also available for commenters to identify if they were commenting on the NEPA EIS, the SEPA EIS, or both. For the SEPA EIS, all comments submitted were considered, even if marked NEPA only.

This Scoping Report summarizes over 215,000 comments collected at in-person scoping meetings, online, and in writing, and it provides an overview of public outreach activities. After considering the comments, the Co-Lead Agencies will decide what should be studied in the EIS. This Scoping Report is for the purpose of describing the scoping process and the comments received.

Chapter 2
Scoping Process

2.1 Scoping Purpose

Scoping is the first step in the Millennium Bulk Terminals—Longview (MBTL) EIS process and is used to identify potential issues to be studied in an EIS. The purpose of scoping is to assist Ecology and Cowlitz County in identifying pertinent issues, public concerns, and alternatives, and the depth of the evaluation of these issues and concerns. Direct, indirect, and cumulative effects of proposed project activities will be analyzed in the SEPA EIS.

Agencies, local governments, tribes, and the public were invited to participate in the scoping process by providing comments, attending a public scoping meeting, or participating in the online scoping meeting continuously hosted on the Co-Lead Agencies joint MBTL EIS website.

Interested parties were invited to comment on issues or concerns of importance to them. Table 2-1 provides a list of SEPA topics identified by Ecology and Cowlitz County for scoping comments.

Table 2-1. Typical SEPA Study Areas

Alphabetical Listing of SEPA Resource Areas		
Aesthetics	Historic and Cultural Preservation	Public Services
Air	Housing	Recreation
Animals	Land and Shoreline Use	Transportation
Earth	Light and Glare	Utilities
Energy and Natural Resources	Noise	Water Surface, Ground, and Runoff
Environmental Health	Plants	Wetlands

2.2 Providing Comments

During the scoping process, the Co-Lead Agencies provided multiple opportunities for interested members of the public to learn about the Proposed Action and the EIS process and to provide scoping comments.

The Co-Lead Agencies invited members of the public, government agencies, tribes, and other organizations to provide scoping comments through the following methods.

- Sending a comment by mail to the Co-Lead Agencies in care of ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104.
- Submitting a written comment form, made available at the scoping meetings, which were submitted at a drop box at the meeting or mailed in.
- Using the online comment form on the joint MBTL EIS website: www.millenniumbulkeiswa.gov.
- Submitting a comment by email to comments@millenniumbulkeiswa.gov

- Making a public verbal comment at a scoping meeting.
- Providing an individual verbal comment at a scoping meeting in a quiet room.

Emails and letters were also provided directly to the agencies.

All comments received were posted on the website so users could review others' or their own comments. For mass mailings or email petitions, the comments were reviewed individually, but only one representative document was uploaded on the website. Similarly, some organizations collected a large number of comments from individuals and then submitted them in one package; a representative document was uploaded to the website in the same format which they were submitted. All comments will be retained as part of the scoping period record, regardless of if they are posted to the website or not.

2.3 Public Involvement Plan

The Co-Lead Agencies developed a Public Involvement Plan (PIP) to guide actions to inform and involve the public in the scoping process. The PIP outlines the objectives, methods, strategies, outreach activities, and information on the public scoping meetings. Public involvement is a key component of the EIS process.

The Co-Lead Agencies developed the following objectives to guide the public involvement process:

- Conduct a thorough, impartial, and transparent public review process that informs the development of the Draft and Final Environmental Impact Statements.
- Provide clear milestones for public participation.
- Effectively and efficiently share with and obtain information from the public and stakeholders during the coordinated NEPA and SEPA EIS development process.
- Meet or exceed federal, state, and local requirements for public involvement, as defined by the NEPA and SEPA processes.

The Plan identifies multiple pathways to learn about the project: project website, scoping meetings/open houses, printed informational materials.

Also contained in the PIP is a discussion of the targeted environmental justice outreach provided to neighborhoods nearest to the MBTL facility in Cowlitz County and the City of Longview with non-English speaking and low-income populations.

The PIP is available for review on the EIS website, www.millenniumbulkeiswa.gov.

2.4 Notification of Scoping

2.4.1 SEPA and NEPA Notifications

On August 9, 2013, Cowlitz County issued a Determination of Significance (DS), thus triggering the requirement to prepare a SEPA EIS. Concurrently, the Corps issued its Notice of Intent (NOI), initiating the start of the NEPA EIS process. The NOI appeared in the August 14, 2013 Federal

Register. In addition to the state and federal register, a press release announcing the start of public scoping was also issued by the Co-Lead Agencies. The initial DS and NOI identified a combined NEPA/SEPA process. Once it was determined that two EISs would be prepared, a revised NOI was issued September 6, 2013 in the Federal Register and a revised DS was issued on September 9, 2013.

The DS included a description of the proposal, the proponent, the location, and the lead agencies. The NOI included the proposed action, a description of the proposal, the scope of analysis, and the scoping process. Both notices also provided information on the scoping meetings and how to submit comments.

Scoping notices can be found in Appendix A of this document.

2.4.2 Public and Media Notifications

A broad-based, multi-media approach was used to notify the public about the Proposed Action and of the purpose, time, and location of the scoping meetings.

2.4.2.1 Website

Agency and the joint EIS websites were used throughout public scoping for announcements and as a repository for scoping materials and information. The Co-Lead Agencies emphasized the availability of the joint EIS website:

- The EIS website address (www.millenniumbulkeiswa.gov) was included in all news releases and informational materials and identified as the project information hub and portal for submitting comments during the scoping period.
- The website address was provided to each scoping meeting venue for incorporation into venue websites.

2.4.2.2 Media Releases

Standard press releases, as well as social media (Twitter), were used to inform the public of the scoping process, scoping meetings, and comment opportunities:

- Media releases from the Co-Lead Agencies were distributed before each meeting, with designated contacts listed for reporter follow-ups.
- Care was taken to ensure that notices of meetings reached minority or low-income residents. Approximately 6,000 flyers (in English and Spanish) were mailed to identified minority or low-income neighborhoods. Flyers were also placed at public locations near the target neighborhoods and posted to the project website. An example of this flyer is included in Appendix B.
- Social media such as Twitter was used as appropriate by the Co-Lead Agencies.

2.4.2.3 Public Notices

- Display ads were placed in local newspapers where scoping meetings were held, including The Spokane Spokesman-Review, The Tri-City Herald (Pasco), The Columbian (Vancouver/Clark County), The Longview Daily News, and The Tacoma News-Tribune.

- People interested in getting updates on the project were added to the project LISTSERV before and during the scoping period. Announcements were sent to the MBTL EIS LISTSERV group throughout the scoping period. (listserv.wa.gov/cgi-bin/wa?A0=WA-MILLENNIUM-EIS).
- An informational English and Spanish flyer was mailed to 6,000 residents in neighborhoods near the Proposed Action site, including the Highlands neighborhood.
- The scoping meeting dates and locations were included on Ecology's public calendar and posted on the County's homepage

Appendix B contains display ads and the informational flyer.

2.4.3 Agency Notifications

The scoping notice was entered into the statewide SEPA Register to provide notification to agencies. Federal agencies were notified by the Corps as the NEPA lead agency and via the Federal Register.

On October 23, 2013 a state agency scoping meeting was held at Ecology's offices in Lacey. Appendix C contains a list of attendees.

2.4.4 Tribal Notifications

On August 19, 2013, a letter informing the tribes of the scoping process and requesting input was sent to all tribes in Washington State, as well as tribes in Oregon and Idaho that expressed interest in the proposal. Appendix D contains a list of these tribes as well as an example of the letter.

2.5 Scoping Meetings

Cowlitz County and Ecology held five meetings to receive SEPA EIS comments. The Corps conducted two scoping meetings for NEPA EIS comments. The two Corps sponsored meetings preceded the two meetings sponsored by the County and Ecology in Longview and Clark County.

Table 2-2. SEPA Open House Scoping Meetings

City	Meeting Date and Time	Venue
Longview	Tuesday, September 17, 2013 4 p.m. to 8 p.m.	Cowlitz County Expo Center
Spokane	Wednesday, September 25, 2013 4 p.m. to 8 p.m.	Spokane Convention Center
Pasco	Tuesday, October 1, 2013 4 p.m. to 8 p.m.	The Trac Center
Clark County	Wednesday, October 9, 2013 4 p.m. to 8 p.m.	Clark County Fairgrounds
Tacoma	Thursday, October 17, 2013 4 p.m. to 8 p.m.	Tacoma Convention Center

Table 2-3. NEPA Open House Scoping Meetings

City	Meeting Date and Time	Venue
Longview	Tuesday, September 17, 2013 Noon to 4 p.m.	Cowlitz County Expo Center
Clark County	Wednesday, October 9, 2013 Noon to 4 p.m.	Clark County Fairgrounds

All meetings used an open house format to provide EIS process information and details about the proposed project, and to receive scoping comments. The period for public oral comments began one

hour after the open house began. The same exhibits and informational materials were used in all of the meetings for consistency and were available on the website.

Each meeting venue included:

- Welcome and check in table
- Open house exhibits
- Public oral comment area to Co-Lead Agencies and court reporter
- Semi-private oral comment area with court reporter
- Quiet area with tables and comment forms to make written comments.

2.5.1 Open House Exhibits

The open house exhibits provided information about:

- Information on the MBTL proposal from the Applicant
- Scoping overview
- Process steps for developing Draft and Final SEPA and NEPA EIS documents
- Guidance on providing comments during the scoping period

Staff was available in the exhibit area to answer questions and to provide information. Appendix E provides copies of the scoping meeting exhibits.

2.5.2 Receiving Scoping Comments at Scoping Meetings

As noted above, attendees at the scoping meeting could comment orally or in writing.

At each scoping meeting, comment forms were available to attendees at designated comment tables. The comment forms included the website and email address as alternative, convenient ways to submit comments. A staff person was stationed near each comment table to provide assistance and ensure adequate supplies of forms and pens.

Oral comments could be made in a semi-private “quiet room” area adjacent to the meeting exhibits, or before the larger audience in the main auditorium. Court reporters transcribed the comments in both locations. Because of the many people wishing to make comments before the auditorium audience, speakers were chosen by lottery and allowed two minutes for their comments.

People wishing to speak before the entire audience were given a lottery ticket. Each ticket was distributed by tearing off half to give to the speaker, and the other half went into a box. When the meeting started, meeting mangers drew 10 tickets and called out the numbers; the numbers were also projected onto a screen at the front of the auditorium. As needed, five additional numbers were called to replenish the speaker queue. Designated speakers were allowed to swap tickets.

During the scoping meeting comment period, the first 10 minutes of each hour were allotted to local elected officials and tribal representatives on a first-come, first-served basis.

A facilitator managed the public comment period at the meetings, explained the ground rules, called speakers forward, and maintained order.

2.5.3 Online Scoping Meeting

In addition to the in-person public scoping meetings, the joint EIS website hosted an online scoping meeting with the same information provided at the scoping meetings. After viewing scoping meeting exhibits and other information about the Proposed Action and the SEPA EIS process, participants could submit comments through an online comment form. People could also comment by U.S. mail or via email. The online meeting ran for the duration of the 95-day scoping period.

Chapter 3
Public Comments Received

In total, 215,486 comments were received during the 95-day scoping comment period. Of the 215,486 submissions received, approximately 212,564 were from mass mail form letter or email campaigns. Of the roughly 3,000 unique submissions, approximately 2,000 were found to contain substantive text. As mentioned in the previous chapter, scoping comments were received in a variety of ways including via electronic, written, and at scoping meetings. Electronic comments include those that were submitted online through the EIS website or via email to a designated email address or to the Co-Lead Agencies. Written comments included unique letters, form letters, or comment cards that were received through U.S. Mail or at the public scoping meetings. Written comments also included pre-printed cards from the Co-Leads (MBTL EIS Comment Cards) and form letters or postcards from non-governmental organizations (NGO Comment Cards). Verbal commenting was offered at the public scoping meetings, where people chose to submit their comments by presenting them before the audience, or to a court reporter in a semi-private setting room. The discussion below presents an overview of all public scoping comments received.

3.1 Scoping Meetings

The five scoping meetings yielded nearly 4,000 attendees and 1,334 scoping comments. Comments were submitted verbally, either before an audience or in a semi-private setting room with a court reporter, or written via comment cards or unique letters. Representatives from the Co-Lead Agencies listened to public verbal comments. Additional agency staff and contractor staff provided information and addressed questions at the open house.

Comment cards included those provided by the Co-Lead Agencies at each meeting (referred to hereafter as MBTL EIS Comment Cards) and others were provided at several of the meetings by non-governmental organizations (hereafter referred to as NGO Comment Cards). The following subsections summarize meeting attendance and comment totals provided at each meeting.

3.1.1 Longview

The public scoping meeting held in Longview had an approximate attendance of 1,300. Comments submitted at this public scoping meeting totaled 436. Of these, 174 were submitted as comment cards, including 149 MBTL EIS Comment Cards and 25 NGO Comment Cards. Unique letters were also submitted at this meeting as comments, totaling 50. Lastly, 212 comments were submitted verbally comprising 145 comments presented on the main stage, and 67 recorded in a semi-private setting room. Comment totals are shown in Table 3-1.

Table 3-1. Longview Scoping Meeting Comment Statistics

Type of Comment Submitted	Number of Comments Submitted
MBTL EIS Comment Cards	149
NGO Comment Cards	25
Unique Letters	50
Transcribed Verbal Comments	212
Presented from Main Stage	*145*
Recorded in Private Room	*67*
Total	436

3.1.2 Spokane

Approximately 500 people attended the public scoping meeting held in Spokane and 157 comments were received. Of these, 61 were submitted as comment cards, comprising 55 MBTL EIS Comment Cards and six NGO Comment Cards. Comments were also submitted through 10 unique letters collected at this meeting. Lastly, 86 verbal comments were submitted, including 67 comments presented on the main stage, and 19 recorded in a semi-private room. These comment totals are shown in Table 3-2.

Table 3-2. Spokane Scoping Meeting Comment Statistics

Type of Comment Submitted	Number of Comments Submitted
MBTL EIS Comment Cards	55
NGO Comment Cards	6
Unique Letters	10
Transcribed Verbal Comments	86
Presented from Main Stage	*67*
Recorded in Private Room	*19*
Total	157

3.1.3 Pasco

The Pasco scoping meeting had approximately 260 attendees. A total of 140 comments were submitted at this meeting, including 39 received via MBTL EIS Comment Cards. Comments were also submitted through six unique letters. Lastly, 95 comments were submitted verbally, including 78 that were presented on the main stage and 17 were recorded in a semi-private room. These comment totals are shown in Table 3-3.

Table 3-3. Pasco Scoping Meeting Comment Statistics

Type of Comment Submitted	Number of Comments Submitted
MBTL EIS Comment Cards	39
Unique Letters	6
Transcribed Verbal Comments	95
Presented from Main Stage	*78*
Recorded in Private Room	*17*
Total	140

3.1.4 Clark County

The public scoping meeting held in Clark County yielded approximately 1,000 attendees. Comments received from this public scoping meeting totaled 382. Comment submissions included 152 comment cards, including 120 MBTL EIS Comment Cards, and 32 NGO Comment Cards. Comment submissions also included 33 unique letters. Lastly, 197 verbal comments were submitted, including 150 comments presented on the main stage, and 47 recorded in a semi-private room by a court reporter. Comment totals for this meeting are exhibited in Table 3-4.

Table 3-4. Clark County Scoping Meeting Comment Statistics

Type of Comment Submitted	Number of Comments Submitted
MBTL EIS Comment Cards	120
NGO Comment Cards	32
Unique Letters	33
Transcribed Verbal Comments	197
Presented from Main Stage	*150*
Recorded in Private Room	*47*
Total	382

3.1.5 Tacoma

Approximately 900 people attended the public scoping meeting held in Tacoma. A total of 219 comments were received, of which 109 were submitted as comment cards and 13 were submitted as unique letters. Comment cards included 97 MBTL EIS Comment Cards and 12 NGO Comment Cards. Lastly, 97 comments were given verbally at this meeting, including 66 comments presented on the main stage, and 31 recorded in a semi-private room. These comment totals are shown in Table 3-5.

Table 3-5. Tacoma Scoping Meeting Comment Statistics

Type of Comment Submitted	Number of Comments Submitted
MBTL EIS Comment Cards	97
NGO Comment Cards	12
Unique Letters	13
Transcribed Verbal Comments	97
Presented from Main Stage	*66*
Recorded in Private Room	*31*
Total	219

3.2 Online Web Form, Email, and Postal Mail Comments

In addition to those comments obtained at public scoping meetings, over 214,000 comments were submitted by individuals, agencies, and organizations via email, U.S. Mail, and an online web form offered through the EIS website. Table 3-6 provides the totals of each of these comment submission types.

Table 3-6. Web Form, Email, and U.S. Mail Comment Statistics

Type of Comment Submitted	Number of Comments Submitted
U.S Mail	18,769
Email	194,807
Web Form	576
Total	214,152

A majority of these submissions (over 210,000) contained mass mailing or form letter comments from various interest groups. A breakdown of these comments is provided in Section 3.3, Mass Mailing. The remaining submissions contained 947 unique comment letters; 820 from individuals, and 127 from agencies and organizations. These comments, along with a representative copy of each form letter, have been posted on the EIS website. The list of agencies and organizations that provided comments is included in Chapter 4, Agencies, Tribal, and Elected Official Comments.

3.3 Mass Mailing Comments

Over 210,000 comments received were submitted through 63 organized mass mailing or form letter campaigns. These campaigns were submitted as either individual letters or signed petitions via U.S Mail, the EIS web form, or most commonly through email. Table 3-7 provides the mass mailing comment totals, and a breakdown of these totals are provided in Table 3-8.

Table 3-7. Mass Mailing Comment Statistics

Type of Comment Submitted	Number of Comments Submitted
U.S. Mail-Form Letters	18,700
Emails/Web Forms-Form Letters	194,471
Total	213,171

Table 3-8. Mass Mailing Letters

Mass Mail Comment Submitted	Number of Comments Submitted
Mass Mail Campaign A	91
Mass Mail Campaign B	111,570
Mass Mail Campaign B2	14,101
Mass Mail Campaign B3	85
Mass Mail Campaign B4	630
Mass Mail Campaign B5	123

Mass Mail Comment Submitted	Number of Comments Submitted
Mass Mail Campaign B6	805
Mass Mail Campaign B7	915
Mass Mail Campaign C	878
Mass Mail Campaign D	282
Mass Mail Campaign E	17,141
Mass Mail Campaign F	10
Mass Mail Campaign G	11,150
Mass Mail Campaign H	23,449
Mass Mail Campaign I	161
Mass Mail Campaign J	19
Mass Mail Campaign K	2,434
Mass Mail Campaign L	3,342
Mass Mail Campaign M	58
Mass Mail Campaign N	85
Mass Mail Campaign O	36
Mass Mail Campaign P	84
Mass Mail Campaign Q	54
Mass Mail Campaign R	49
Mass Mail Campaign S	50
Mass Mail Campaign T	45
Mass Mail Campaign U	45
Mass Mail Campaign V	55
Mass Mail Campaign W	23
Mass Mail Campaign X	61
Mass Mail Campaign Y	51
Mass Mail Campaign Z	34
Mass Mail Campaign ZA	30
Mass Mail Campaign ZB	28
Mass Mail Campaign ZC	20
Mass Mail Campaign ZD	32
Mass Mail Campaign ZE	38
Mass Mail Campaign ZF	27
Mass Mail Campaign ZG	29
Mass Mail Campaign ZH	24
Mass Mail Campaign ZI	28
Mass Mail Campaign ZJ	36
Mass Mail Campaign ZK	36
Mass Mail Campaign ZL	29
Mass Mail Campaign ZM	33
Mass Mail Campaign ZN	34
Mass Mail Campaign ZO	20
Mass Mail Campaign ZP	27

Mass Mail Comment Submitted	Number of Comments Submitted
Mass Mail Campaign ZQ	148
Mass Mail Campaign ZR	5
Mass Mail Campaign ZS	194
Mass Mail Campaign ZT	381
Mass Mail Campaign ZU	661
Mass Mail Campaign ZV	2,077
Mass Mail Campaign ZW	172
Mass Mail Campaign ZX	0
Mass Mail Campaign ZY	178
Mass Mail Campaign ZZ	210
Mass Mail Campaign ZZ1	6,567
Mass Mail Campaign ZZ2	464
Mass Mail CREDO	12,346
Mass Mail Earth Ministry	243
Mass Mail ForceChange	348
Mass Mail Waterkeeper Alliance Petition	790
Total	213,171

Chapter 4
Agency, Tribal, and Elected Official Comments

Of the 215,486 comment letters received during the 95-day scoping comment period, 127 letters were received from federal and state agencies, state and locally elected officials, local agencies/organizations, and tribes. This chapter provides a list of these commenters.

4.1 Federal and Regional Agency Comments

Eight comment letters were received from federal agencies.

- Bonneville Power Administration
- Columbia River Gorge Commission (submitted two letters)
- National Marine Fisheries Service
- National Park Service
- U.S. Chamber of Commerce
- U.S. Department of Agriculture Forest Service
- U.S. Environmental Protection Agency

4.2 Tribal Comments

Ten comment letters were submitted by the following Native American tribes.

- Coeur D'Alene Tribe
- Columbia River Inter-Tribal Fish Commission
- Confederated Tribes of the Umatilla Indian Reservation
- Confederated Tribes of the Warm Springs Reservation of Oregon (submitted two letters)
- Cowlitz Indian Tribe
- Nez Perce Tribe
- Nisqually Indian Tribe
- Upper Columbia United Tribes
- Yakama Nation

4.3 Washington State Agency and State-Elected Official Comments

A total of 11 comment letters were received from the following state agencies and state-elected officials.

- Washington State Department of Archaeology and Historic Preservation
- Washington State Department of Health
- Washington State Department of Natural Resources
- Washington State Department of Transportation
- Washington State Legislature, Representatives Larry Haler and Brad Klippert, 8th District
- Washington State Legislature, Representative Joe Schmick, 9th District
- Washington State Legislature, Representative Paul Harris, 17th District
- Washington State Representative, Representative Liz Pike, 18th District
- Washington State Senate, Senator Tom Sheldon, 35th District
- Washington State Legislature, Representatives and Senators from Districts 23, 24, 27, 32, 33, 34, 36, 37, 38, 40, 43, 46
- Washington Utilities and Transportation Commission

4.4 Local Agency and Locally Elected Official Comments

A total of 28 comment letters were received from the following local agencies and locally elected officials.

- City of Camas, Washington
- City of Cheney, Washington
- City of Eugene, Oregon
- City of Everett, Washington
- City of Lacey, Washington
- City of Livingston, Montana
- City of Longview, Washington (submitted two letters)
- City of Missoula, Montana
- City of Mosier, Oregon
- City of Olympia, Washington
- City of Sandpoint, Idaho
- City of the Dalles, Oregon

- City of Vancouver, Washington
- City of Washougal, Washington
- Cowlitz 2 Fire & Rescue
- Cowlitz-Wahkiakum Council of Governments
- Gallatin City-County Board of Health
- Hood River City Council
- King County Executive
- Metropolitan King County Council
- Olympic Region Clean Air Agency
- Port of Longview
- San Juan County Council
- Spokane Regional Clean Air Agency
- Thurston County Commissioner
- Tri-City Regional Chamber of Commerce (submitted two letters)

4.5 Other Agency and Organization Comments

Other comment letters were submitted by other agency/organizations not listed above. These agencies/organizations are listed below.

- Association of Washington Business (submitted two letters)
- Attorneys General for the State of Montana and the State of North Dakota
- Brotherhood of Locomotive Engineers and Trainmen (submitted two letters)
- Center for Salish Community Strategies
- Columbia River Pilots
- Columbia Riverkeeper
- Cottonwood Environmental Law Center
- Earth Ministry (submitted two letters)
- Earthjustice
- Eastside Audubon Society
- Federation of Western Outdoor Clubs
- Friends of Grays Harbor
- Friends of Grays Harbor, Friends of the San Juans, and Friends of the Alaska National Wildlife Refuges
- Friends of the Columbia Gorge

- Friends of the San Juans (submitted six letters)
- Futurewise
- Gonzaga University Environmental Law Clinic
- Idaho Conservation League
- Leadership Alliance Against Coal
- League of Women Voters of Bellingham/Whatcom County (submitted three letters)
- League of Women Voters of Washington
- Mazamas
- Missions, Peace, and Justice Ministry and concerned members of the United Churches of Olympia
- National Association of Manufacturers
- National Mining Association
- Native Plant Society of Oregon
- Northern Pacific Resource Council (submitted two letters)
- Northern Plains Resource Council and Western Organization of Resource Councils
- Northwest Environmental Defense Center
- Northwest Mining Association (submitted two letters)
- Oregon Interfaith Power and Light, Ecumenical Ministries of Oregon
- Oregon Physicians for Social Responsibility (submitted three letters)
- Oregon Rural Action (submitted two letters)
- Our Children's Trust
- Pacific Northwest Conference of the United Church of Christ
- Pacific Northwest Waterways Association
- Pacific Rainforest Wildlife Guardians
- Puget Soundkeeper Alliance
- Salem Sierra Club Beyond Coal
- San Juans Alliance (submitted two letters)
- Shalom Church
- Sierra Club
- Spokane Riverkeeper
- The Lands Council
- United Transportation Union/SMART
- Vancouver's Downtown Association
- Voters Taking Action on Climate Change

- Washington Farm Bureau
- Washington Public Ports Association
- Washington State Audubon Conservation Committee
- Washington State Catholic Conference
- Waterkeeper Alliance
- Western Organization of Resource Councils
- Whidbey Environmental Action Network

Chapter 5
Summary of Comments

5.1 Introduction

Between August 16, 2013 and November 18, 2013, the Co-Lead Agencies received over 215,400 scoping comments for the Proposed Action. Due to the large number of comments received and large percentage of mass mailings (form letters, electronic petitions, postcards), the Co-Lead Agencies and their contractor, ICF International (ICF), developed an approach to ensure every comment was considered efficiently and effectively. The Co-Lead Agencies listened to public verbal comment at scoping meetings and reviewed many individual comments submitted electronically or written. The contractor was responsible for reviewing every comment submitted to identify substantive comments on the proposal and provided an analysis to the Co-Lead Agencies. This Scoping Report is a summary of substantive comments received that were considered as part of the environmental review process.

The Co-Lead Agencies' SEPA and NEPA contractor, ICF, was responsible for collecting and summarizing all scoping comments for the Co-Lead Agencies review and for this Scoping Report. As a first step, ICF collected the comments from the Co-Lead Agencies, the joint website email address, joint website form, public comment transcripts, scoping meeting comment forms, and paper mail submissions. All comments were then imported into a comment database for analysis. The Co-Lead Agencies and ICF staff developed a coding structure to include key issues identified for the EIS scoping summary report by the Co-Lead Agencies. ICF staff then analyzed the comments received and distilled the content from the verbatim excerpt quotes into the detailed comment summaries that are included in this document. The comment summaries that follow are organized by issue topic areas, as indicated in the table of contents.

This summary report is not intended to be a recitation of all unique comments received. Rather, it attempts to capture substantive comments and common themes discussed by commenters. Some comments did not specifically address the standard SEPA elements of the environment or comments overlapped several of the elements. These comments were summarized by the general theme.

5.2 General Comments

Many comments received during public scoping contained sentiments of support or opposition for a specific issue of concern. The EIS is an impartial, factual document for use by the public and decision-makers. These comments were reviewed and are acknowledged, but support or opposition are not considered factors in determining the scope of the EIS. The information is included here only to provide the complete picture of comments received during scoping. Substantive comments on issues to be considered will be included in the following sections of this chapter.

Approximately 170,800 comments expressed general support or opposition without providing specific statements related to issues of concern. Nearly all general comments stemmed from 20 form letter campaigns. The following summary includes a synopsis of the commenters' general opinions of the Proposed Action, and also provides accounts of general feedback.

5.2.1 General Support

Approximately 600 commenters expressed general support for the Proposed Action, most of which derived from seven form letter campaigns, of which four expressed support due to the jobs and boost to the local economy that the Proposed Action may provide. Two form letter campaigns expressed general support of the Proposed Action, but did not provide additional information on specific issues to consider in scoping.

In addition to the form letter campaigns, numerous commenters expressed general support for the Proposed Action but did not provide additional information on specific issues to consider in scoping. A majority of these comments requested that the Proposed Action not be delayed and asked that the scope of review not exceed previous reviews.

5.2.2 General Opposition

Approximately 170,100 commenters expressed general opposition to the Proposed Action. Nearly all of these comments stemmed from 13 form letters, nine of which expressed project disapproval but did not provide additional information on specific issues to consider in scoping. Two form letters stated disapproval of the Proposed Action expressing "coal is toxic", and another letter expressed disapproval because of impacts on endangered species and the local and global human environment.

In addition to the form letter campaigns, numerous commenters stated their opposition of the Proposed Action and/or all proposed Pacific Northwest coal export terminals but did not provide additional information on specific issues to consider in scoping. Many of these commenters added statements against the mining, transport, and/or use of coal.

5.3 Comments Regarding the Purpose and Need Statement

Approximately 900 commenters discussed the Applicant's purpose and need statement for the Proposed Action. Nearly all comments on this issue stemmed from a form letter campaign stating that the Proposed Action should be broadened to look at economic development and environmental needs for the region and global climate.

In addition to the form letter submissions, other commenters requested that the purpose and need statement be modified to include a public interest component. A commenter cited court cases to express concern that the purpose and need of the Proposed Action was limited in scope and, therefore, the Proposed Action would not be able to identify a reasonable range of alternatives. One commenter stated that the Applicant's purpose and need statement is only a description of the Proposed Action and does not describe a purpose for the Proposed Action beyond use of the existing facility site. The commenter went on to state that the Applicant failed to discuss why the Proposed Action would solve any issues or problems.

Some commenters expressed concern over the long-term viability of coal, sustainability of the facility, its economic viability and existing port capacity. For example, one commenter stated that other coal export facilities that have been built in California and Oregon were never fully used due to shifting coal demands.

Some commenters expressed general concern over the future demand for coal; others expressed their opposition to promoting the use of coal, while suggesting the emergence of alternative energy sources. Some commenters stated that globally, the use of coal is declining and the terminal would not be used as frequently as anticipated. In particular, a few commenters stated that China is currently investing in infrastructure that would increase the availability of natural gas, which would likely displace demand for coal. A commenter stated that the demand for coal in the United States has fallen due to increasing environmental control costs associated with coal combustion and that coal does not provide an appealing return on investment. The commenter continued by requesting the EIS analyze the extent to which coal market trends are being followed in the proposed export markets, including trends to replace coal with natural gas or renewable energy. A commenter stated that adequately assessing how markets would react to United States coal exports would be difficult and any attempt to do so would be speculative. One commenter stated that the sale of coal and other natural resources would attract investment to areas of the country that produces coal, like Montana and North Dakota.

5.4 Comments Regarding Project Alternatives

5.4.1 No Action Alternative

Approximately 230 commenters discussed the No Action Alternative. Nearly all of the comments on the No Action Alternative stemmed from four form letter campaigns, one of which requested that the No Action Alternative consider potential negative impacts of the site remaining undeveloped. Another form letter requested that operation of the rail system for all forms of cargo with and without coal exports be included in the No Action Alternative. Another form letter requested the No Action Alternative include impacts from transporting coal whether or not the terminal is built. One form letter stated that the construction and operation of the terminal is not a proximate cause of the combustion of coal and if a close causal relationship cannot be established then the coal combustion should be considered under the No Action Alternative.

In addition to the form letter submissions, a few commenters also requested that the No Action Alternative evaluate potential adverse impacts associated with the proposed site remaining unused in its current condition. Numerous commenters requested that the No Action Alternative include historic changes in levels of rail traffic in the region in creating a baseline traffic projection. A few commenters stated their expectations as to how the EIS should address the No Action Alternative, including conducting a thorough examination of the No Action Alternative without prejudgment of the outcome of the analysis. One commenter stated that unless “every impact identified, singly and in combination,” would not be fully mitigated, then they recommend the No Action Alternative.

One commenter stated that the No Action Alternative should recognize that existing coal exports occur from other facilities on the west coast of Canada and that there is the potential to expand these facilities. This commenter further remarked that existing Canadian terminal facilities use the same Washington State rail infrastructure that would be used for the Proposed Action, and therefore, the No Action Alternative would likely include, and should analyze, an increase in rail traffic along the same corridors as the Proposed Action, but bound for Canadian ports, and without a corresponding economic benefit to Washington State. A few commenters stated that the same level of Asian coal imports would occur regardless of whether the Proposed Action is approved and,

therefore, any impact associated with the transportation of coal should be analyzed under the No Action Alternative.

A few commenters stated that if direct and cumulative impacts associated with the Proposed Action could not be adequately mitigated that the Co-Lead Agencies approve the No Action Alternative.

5.4.2 Identification of an Alternative Site for a Terminal

Approximately 40 commenters discussed alternative sites for the proposed terminal. Over half of the comments stemmed from one form letter campaign suggesting that there are no feasible alternative sites for a coal export terminal in the area.

In addition to the form letter submissions, a few commenters provided general feedback on the identification of an alternative site for a terminal. One of these commenters requested that the EIS consider an alternative site location for the MBTL facility that is not along the lower Columbia River. The commenter requested that the alternative site not "require significant alteration of aquatic habitat that may be harmful to treaty-protected resources".

Another commenter offered that an action that would meet the proposed purpose and need would consider making improvements to ports in Washington so ships with similar capacity could be used, instead of choosing a site that would require destruction of wetlands, filling of wetlands, or affecting vessel traffic. This commenter expanded on their argument by stating that although a waterfront site is needed for this project, it is not necessary for the site to be one that requires filling wetlands. This commenter stated that the proposed terminal facility site encompasses as much as 30 acres of wetlands, and concluded that the Corps should require mitigation from MBTL for unavoidable impacts, while also considering the opportunity to maintain wetlands by researching a reasonable alternative. Another commenter requested that the EIS consider sites that do not require any wetlands fill, even if the result would mean a project that is smaller in capacity or is more costly to build.

A few commenters stated that there are no other alternative sites on existing brownfields, with no adjacent residential neighborhoods, and that have adequate port and rail access. One commenter continued by stating that of the alternative sites that were examined in Washington, Oregon, and California, the site in Longview was the only reasonable site that fulfilled the Applicant's purpose and need. The commenter continued by stating that NEPA and SEPA do not require an alternative to be carried forward for analysis that would fail to meet the Applicant's purpose and need.

5.4.3 Other Proposed Alternatives

Approximately 900 commenters provided feedback on other proposed alternatives. Nearly all of the comments stemmed from one form letter campaign in which commenters requested that the range of alternatives considered include those that better address the economic and environmental needs of the region. Additional details of the comments are provided in the summary below.

In addition to the form letter submissions, a couple of commenters provided feedback related to the material handling of coal. One commenter requested that pollution prevention technology (i.e., the fully enclosed storage and handling of coal) proposed for the Morrow coal terminal project, be considered as an alternative method for material handling of coal at the proposed MBTL terminal project site. Another commenter stated streamlining the terminal from "train to boat" so the long-term storage of coal in open containers would not be needed.

One commenter did not suggest a new or unique alternative, but instead urged the Co-Lead Agencies to evaluate alternative designs for overwater structures, docks, and ship-loading equipment. The commenter requested that an overwater alternative be evaluated to identify the opportunity to minimize impacts. The commenter stated that the overwater design could consider "…minimizing the number of pilings required, minimizing the coverage area of new overwater structures, using alternative decking materials, and minimizing artificial lighting." This commenter also requested that an alternate dock configuration be evaluated as an alternative so as to identify potential options to minimize dredging requirements. This commenter further requested that the EIS consider evaluating alternative ship loading equipment designs that would identify alternatives that would minimize the risk of coal and coal dust entering the Columbia River.

One commenter stated that they expect several "reasonable alternatives" to be developed that are in line with the purpose and need for the Proposed Action. The same commenter added that the alternatives should take into account the geographic scale of any impacts that need to be researched and/or mitigated. Another commenter stated that they expect the agencies involved to evaluate any reasonable alternatives, including alternatives that may not fall into the current scope. One of these commenters did not suggest a specific alternative to the Proposed Action, but instead requested that the EIS instead consider how these sites could be best used to generate the most jobs and have the most beneficial economic impact on the state and Cowlitz County.

5.5 Earth (Geology and Soils)

Approximately 60 commenters discussed concerns related to soils and geologic hazards. Several commenters expressed concern for potential soil contamination due to coal dust deposition during coal extraction, transport and/or storage. One commenter recommended that the analysis to evaluate potential geologic hazards follow the Washington State Department of Natural Resources (DNR) methodology outlined in the comment, especially if expansion of rail lines over state-managed lands was to occur and to collaborate with DNR when evaluating short-term impacts, long-term impacts, and mitigation measures related to soil, soil contamination, and cumulative hazardous material buildup. One commenter stated that the Proposed Action site was on a federal list for necessary clean-up and asked if the proposed coal terminal would add to the existing onsite pollution. One commenter requested for the EIS to include the effects of wind events to determine the potential range of contamination and include the potential of mercury contamination from coal dust. Several commenters stated that coal should not be considered toxic, and referred to soil sample studies conducted for previous coal terminals that determined existing natural soil contained more toxins than coal.

Other concerns raised by commenters related to suggestions that the EIS consider impacts associated with ground disturbance due to vibration of trains and its effects on buildings disrupting households and businesses; risks of slope instability and landslides during the mining of coal; dredging spoils and how contaminants, if found, would be properly disposed; erosion from overpasses and underpasses that could be implemented to mitigate train traffic; and contamination risks associated with coal bulk carriers and the proposed terminal in an event of an earthquake or tsunami; and potential of liquefaction at the proposed site. Another commenter asked how much grading and filling the Proposed Action would involve, and if land would be filled to a higher level of surrounding land.

5.6 Air (Air Quality, Greenhouse Gas Emissions, Air Deposition)

5.6.1 Air Quality

Approximately 179,400 commenters provided comments relating to air quality. Nearly all comments derived from 23 form letter campaigns, 14 of which expressed general concern for air quality without providing additional information to explain their concern. Another four form letters expressed concern about air impacts resulting from the Proposed Action's diesel emissions. Three form letter campaigns expressed specific concerns about air quality impacts on the Columbia River Gorge (due to rail traffic emissions) and San Juan Islands (due to vessel emissions). One of these form letter campaigns stated that communities in Montana should not have to bear financial costs associated with adverse impacts on Montana's air quality. One form letter stated that coal mining has significant impacts on air, and another stated that high air pollution standards are needed for pollution caused by coal. One form letter proclaimed that due to the conservative nature of emissions rates and ability to manage dust-generating activities, impacts on local air quality as a result of the Proposed Action are likely to be insignificant. Another form letter stated the Proposed Action would result in a beneficial impact on air quality due to workers traveling less distance with implementation of the proposed facility.

In addition to the form letter campaigns, a number of commenters discussed concerns related to the geographic scope of the analysis of air quality impacts. Numerous commenters requested that the EIS consider air quality analysis areas beyond the proposed terminal site, including areas where potential effects could occur as a result from mining activities, rail transportation, handling at the export facility, and shipping traffic. A few commenters stated that coal export through the Pacific Northwest could potentially affect air quality in areas with Class I air designations. One commenter requested that the EIS include all National Park Service units within 50 kilometers of the rail lines and shipping channels and all units within 100 kilometers of the terminals. One commenter requested specifically that impacts of train traffic be considered within 0.5 mile of the train. One commenter requested that impacts of train traffic be analyzed within 7 miles of railroad tracks.

A few commenters expressed concern for the air quality in certain geographic locations. A number of commenters requested that the EIS consider impacts on air quality from increased train traffic in communities in Washington or along the full length of the rail line that the trains would traverse, the Columbia River Gorge, and in national wildlife refuges in Alaska and Washington State. Many commenters requested that the EIS consider the air quality impacts from additional trains through Spokane County. A commenter questioned what the air quality impacts would be at the Bozeman rail yard, which they stated would experience increased activity as trains are attached to helper engines for transit over the Bozeman pass. Another commenter requested evaluation of impacts that additional train activity would have at the BNSF Railway Company's (BNSF) rail yard in Spokane County. Another commenter stated that the scope of the EIS should be broadened, in part, because of the potential impacts from long-range transportation of air pollutants. A commenter stated that the Proposed Action would result in impacts on visibility in the region and in particular, the Columbia River Gorge.

Comments were provided linking the geographic scope to a consideration of National Ambient Air Quality Standards (NAAQS). One commenter stated that there are numerous areas designated for nonattainment and maintenance for criteria pollutants that trains would emit along the rail lines.

Another commenter remarked that Spokane County is designated as a maintenance area for particulate matter 10 (PM10) and carbon monoxide and requested that the EIS include a conformity evaluation to determine if the Proposed Action would comply with the General Conformity Regulations.

Some comments were received regarding emissions from train traffic and locomotives. Numerous commenters stated that coal trains would require the combustion of diesel fuel resulting in emissions of air pollutants and carcinogens. Some of these commenters requested that the EIS include an analysis of impacts from increased diesel emissions and air pollution from locomotives. A commenter remarked that coal trains may require twice the number of engines than a typical freight train and stated that the EIS needs to quantify the amount of diesel emissions from the total number of engines. Some commenters requested that the EIS include measures to mitigate the impacts of diesel exhaust. A commenter recommended that all locomotives associated with the Proposed Action be required to meet the U.S. Environmental Protection Agency's (EPA's) Tier 3 or 4 emissions standards. Another commenter stated that the use of diesel-fueled locomotives would contribute to criteria and hazardous air pollutant emissions into the Longview airshed, consuming the capacity of air pollution in the airshed. This commenter requested that the EIS assess options to reduce air pollutants from coal transportation including diesel engines and diesel fuel. One commenter advocated using natural gas as a cleaner fuel for the trains to reduce harmful emissions.

A number of commenters stated that the exhaust from increased vehicle idle time at blocked railroad crossings would result in air quality impacts. Some of these commenters requested that increased idling times be analyzed in the EIS. Two of these commenters stated that the EIS should include measures to mitigate the air quality impacts from increased idle time.

A few commenters requested that the EIS consider emissions resulting from shipping vessels. A couple of commenters requested that the EIS include measures to minimize air impacts from shipping activities and one commenter stated that binding mechanisms are necessary to ensure the use of the best available control technology to minimize emissions ships in transit and at berth. Another commenter requested that the EIS include an evaluation of the diesel emissions associated with marine vessels as well as the towboats and other support vessels within the North American Emissions Control Area. The commenter stated that the Co-Lead Agencies should evaluate ozone in the air quality impact analysis, including the combustion of the exported coal and the ozone precursors emitted by ships such as nitrogen oxides and requested that the analysis consider the type of fuels being used and the efficiency of the vehicles.

A number of comments identified concerns about other emissions sources. One commenter requested that the EIS include a list of potential export commodities that contains hazardous materials and the air quality impacts resulting from fugitive emissions from each commodity be evaluated. A commenter stated that fugitive coal dust fallout from transport and storage of coal at the proposed terminal site has the potential to contaminate raw materials and products used in papermaking operations. One commenter stated that there is a risk of fires or spontaneous combustion associated with coal handling, shipment, and storage and asked that the risk of fires and associated impacts on air quality be considered in the EIS. One commenter stated that wildfires caused by increased train traffic would lead to air pollution. Another commenter requested that the EIS analyze impacts on visibility from the fugitive emissions of the proposed uncovered storage site.

Several comments pertained to one or more specific pollutants. One commenter asked that the air quality analysis include impacts and pollution from nitrogen dioxide, particulate matter, sulfur

dioxide, sulfuric acid mist, heavy metals, and coal dust. A number of commenters called out the pollutant diesel particular matter (DPM) specifically and requested that it be analyzed in the EIS.

A number of comments concerned the methods to be used in the air quality analysis. One commenter requested a cost-benefit analysis to analyze train traffic impacts on air quality. Another commenter requested that air modelling tools, such as AERMOD be used, but stated that comparing modeled impacts on NAAQS is not appropriate for a NEPA or SEPA analysis. The commenter stated that the NAAQS is not a level of pollution below which people are not harmed, but rather it is a policy tool to implement the Clean Air Act. The commenter requested that air modelling be conducted and use "realistic" assumptions and inputs, a number of which were provided as examples. Another commenter requested that dispersion modeling be used in the EIS to assess impacts from DPM on receptors in Spokane County. A couple of commenters remarked that the EIS should analyze the Proposed Action's consistency with the Columbia River Gorge Air Study and Strategy (Oregon Department of Environmental Quality 2011), which the commenters stated identifies as a goal for continued improvement of visibility in the Gorge. A commenter requested the EIS model visibility impacts on the Gorge and the cumulative impacts on visibility from other coal facilities in the region. A couple of commenters specifically requested that the EIS analyze the cumulative impacts on air quality resulting from the Proposed Action, as well as other coal export terminals.

Additional unique comments on the issues of greenhouse gases (GHGs) and air depositions are highlighted in the summary sections below.

5.6.2 Greenhouse Gas Emissions

Approximately 900 commenters discussed issues related to GHGs. A majority of these comments stemmed from six form letter campaigns, three of which expressed general concern for an increase in GHGs as a result of the Proposed Action, while another inquired about the economic cost to the shellfish industry in Washington State due to global climate impacts as a result in increased GHGs. Conversely, three form letters stated GHG emissions from the Proposed Action would not affect the atmosphere, whereas one letter stated that the degree of emissions required to cause a global impact is vastly greater than the emissions that could be attributed to the Proposed Action. Two form letters stated that the proposed terminal would not increase the use of coal globally and, therefore, the net gain in GHG emissions would be insignificant.

In addition to the form letter campaigns, one commenter stated that coal export projects are inconsistent with the Copenhagen Climate Accord, to which the United States is a signatory. Another commenter stated that the scoping decision for the Gateway Pacific Bulk Terminal (GPT) Project should not be considered. A commenter stated that the conclusions of the GPT scoping decisions are flawed because there is no evidence that the export of coal across the MBTL project docks would create new or additional GHG emissions or that any additional GHG emissions would adversely affect the environment. The commenter also stated that the scoping decisions for GPT could violate "the presumption against extraterritoriality," which the commenter stated, "prohibits agencies from applying a statue to regulate conduct beyond Borders".

Sources of GHG emissions to be considered were identified in the comments. One commenter cited a recent study that spontaneous combustion of coal stocks constitute substantial sources of GHGs. Some commenters requested that the EIS include an evaluation of GHGs associated with idling motor vehicles waiting for coal trains at at-grade crossings in Washington State. A few commenters

stated that the vessels trips would result in the release of GHGs both while vessels are docked and underway. One of these commenters requested that the EIS include measures to reduce the Proposed Action's carbon footprint. The commenter also stated that the EIS should include an analysis of fossil fuels used by trains travelling over state-managed lands.

A couple of commenters stated that the scope of the analysis would be unnecessarily and inappropriately broad if it includes the carbon footprint of the coal from its point of origin to combustion at its destination. Another commenter stated that because there are too many variables that affect the calculation of GHGs, an analysis of GHGs associated with the transportation and use of a product outside the state of Washington would be speculative and costly.

One commenter stated that a 2012 Executive Order of the Washington Governor directs the Office of the Governor and cabinet agencies to advocate for GHG reductions at a global, national, and regional level.

5.6.3 Air Deposition

Approximately 30,400 commenters provided comments related to the issue of air deposition. Most comments came from 10 form letter campaigns, four of which expressed general concern for impacts on air, water, soil, human health, and/or property values due to the exposure to coal dust. Two form letters stated concern regarding uncovered trains and resulting impacts of coal dust in the Columbia River Gorge and Columbia River. Other form letters discussed the need to study the toxicity of coal dust, the need for high standards for coal pollution, and concerns that the Proposed Action would directly affect communities in Montana, Wyoming, and the West Coast. Another form letter inquired about the impacts on Chinook salmon as a result of fugitive dust from coal processing, transport, runoff from dust-control water that is applied to coal piles, removal of Columbia River water to control fugitive dust, and use of dust suppressants. Another form letter requested that previous environmental studies on suppressing coal dust during transport be incorporated into the EIS.

In addition to form letter comments, multiple commenters described their overall concern regarding coal dust impacts on water quality, aquatic life, and human health. A couple of commenters stated that coal dust has significant effects on plant function. Several comments were received that pertained to the scope of resources and geographic area that could be affected by coal dust. Commenters concluded that the following would be negatively affected by coal dust: farmlands, forests, lakes, streams, and rivers in Thurston County, Washington; regional visibility; equipment, businesses, and/or economic activity; nearby soils; and agricultural production. One commenter requested that coal dust impacts be analyzed in the context of the local airshed in Longview. The commenter also stated that that coal dust could be washed into Longview's stormwater system and concluded that this could affect the ability of the city to meet state and federal stormwater standards. A few commenters expressed concern that coal dust from the Proposed Action would have impacts on specific areas such as The Dalles, Gallatin County in Montana, Washington State, and the Columbia River Gorge. Another commenter stated that it has been documented that coal dust is already being deposited in the lands and waters of the Yakama Nation. Another commenter requested that the EIS consider the potential effects the coal dust may have on the BPA electrical substation near the export facility. A commenter requested that the impacts of coal dust be considered in National Forest System lands through which the trains would travel. A commenter singled out McAlister Springs Nisqually Basin and stated that coal dust impacts of these resources

should be studied. Other commenters stated that increases in coal dust along all proposed rail routes should be analyzed as a reasonably foreseeable impact.

Human health effects from coal dust were one of the issues about which most commenters expressed concern. A number of commenters called for a detailed study of health impacts from coal dust. One commenter specifically requested that an exposure risk assessment include evaluation of exposure through inhalation of coal dust particles near the rail lines and export terminal, as well as ingestion and consumption of food from contaminated areas. Another commenter specifically called for a Health Impact Assessment and provided specific questions that could be addressed. One commenter requested that the EIS include a full description of the chemical composition of the coal that would be transported.

Several comments were submitted that pertained to other potential risks presented or exacerbated by coal dust deposition. A number of commenters stated that or questioned if accumulations of coal dust carry a risk of spontaneous combustion and fire. One commenter expressed concern that coal dust from the terminal may affect equipment and services provided by the nearby electrical substation. Several commenters stated that accumulations on train tracks can cause derailments. One commenter stated that the Surface Transportation Board has conducted studies that identified coal dust as a "pernicious ballast foulant". A commenter requested that the EIS study the increased costs of rail infrastructure maintenance required because of increased coal dust.

Numerous comments referred to a study conducted by BNSF that quantified the amount of coal dust a car may lose in transit. A couple of commenters included another study from 1993 that they stated showed a loss of up to 1 pound of coal dust per car, per mile. One commenter stated that, based on these studies, the Proposed Action would result in over 32 million pounds of coal in the Columbia River Gorge each year. One commenter stated that the Proposed Action would result in 132 to 144 tons of annual dust releases.

Some comments described a number of purported methods by which coal dust could be transported. For example, one commenter stated that coal dust would accumulate in the cloud bank in the Columbia Basin and would later be transported as snow or rain around the region. Another commenter concluded that coal dust is capable of spreading over large areas of land and water through wind and stormwater runoff. A commenter recommended that the uniquely high winds in the Columbia Gorge should be considered in the analysis. One commenter requested that the EIS include modeling of fugitive emissions based on regional weather patterns.

Although the majority of the comments on air depositions pertained to coal dust emitted by rail cars during transit, a number of comments were received regarding other sources of coal dust. Several commenters stated that coal dust could spread during loading/unloading activities or from the uncovered coal piles at the terminal. One commenter stated that coal dust would be generated during ship transport. Another commenter requested that the EIS evaluate the impacts from coal dust originating at the mine sites. One commenter stated that the EIS must consider the impacts of all three pending coal export terminals.

In addition to coal dust, a number of comments were submitted that pertained to the deposition of other materials. Several commenters stated that air pollutants, including particulate and mercury emissions, could be transported from the combustion site back to North America or requested that the EIS include an analysis of air pollution in North America that could result from combustion in Asia and blow back of pollution such as mercury. A couple of commenters questioned what kind of air regulations and standards would be in effect where the coal is combusted. One commenter

remarked that mercury deposition should be specifically examined. Another commenter recommended that the EIS consider the deposition of nitrogen and sulfur compound deposition from diesel exhaust.

The issue of surfactants was raised by commenters in a few different contexts. Several commenters questioned the efficacy of surfactants in controlling coal dust and/or requested that it be discussed in the EIS. A couple of commenters stated that there are no binding regulations requiring shippers to use surfactants and that many coal companies are not using surfactants. One commenter stated that BNSF has stated its intent to construct a surfactant re-topping station on the route between the Powder River Basin and the Port of Metro Vancouver (Canada). A couple of commenters concluded that the EIS should also disclose and compare the consequences of not using surfactants. A number of commenters claimed that the surfactants contain chemicals (both known and unknown) whose effects on the environment are not well understood or otherwise requested that the EIS include an analysis of impacts of surfactants on the environment.

Several commenters requested or suggested mitigation measures for the EIS. One commenter recommended that the EIS include mitigation measures specific to coal dust inhalation and ingestion while others requested that more general (or unspecified) measures be included to mitigate coal dust impacts. Some commenters stated that the Proposed Action should be required to pay for all mitigation measures of coal dust. A commenter requested that stormwater management and dust suppression methods be included in the EIS. Several commenters stated that the EIS should consider or evaluate the requirement that coal cars are covered or other control technologies be used.

A commenter asked that the EIS include a comparison of coal dust releases between the proposed terminal and the Coyote Island terminal, which they stated would include, covered or closed storage and loading. A commenter requested that the EIS process include air monitoring at locations near the proposed facility to determine baseline levels that can be used to determine the impacts of coal dust after export operations begin.

5.7 Water (Groundwater, Drinking Water, Surface Water, Floodplains, Wetlands)

Approximately 145,500 commenters addressed concerns regarding the Proposed Action's impacts on water quality. Nearly all comments stemmed from 21 form letter campaigns, 12 of which expressed general concern for water quality with no additional information to explain their concern. Three form letters expressed general concern for water impacts resulting from the Proposed Action's coal dust and/or other pollution leaching into waterways. One form letter focused on water quality concerns regarding rail construction in the Columbia River Gorge, and another stated that communities in Montana should not bear financial costs associated with adverse effects on Montana's water quality. Another form letter stated that high standards need to be set for water pollution by coal. One form letter discussed how coal is not toxic in water, and pollution is only released through burning. This form letter added that the EIS would not need to study water quality impacts related to coal due to previous coal operations at the site.

In addition to the form letter campaigns, some commenters listed water quality among a list of other issues of concern (e.g., air quality, public health, fish and wildlife) without providing additional information to explain their concern. Some commenters requested that the EIS consider several

aspects of water quality impacts (e.g., increased sediment loads, possible spills, coal dust impacts, mercury deposition, and groundwater impact). According to one commenter, BNSF is currently a defendant in a Clean Water Act citizen suit regarding coal dust discharge. Another commenter requested that the Proposed Action's permit application be denied for not meeting the Section 404(b)(1) Guidelines under the Clean Water Act. Other general comments specific to water quality concerns include coal dust, construction impacts, and other topics of concern.

- **Coal dust.** Several commenters stated concerns regarding waterways being exposed to coal dust lost from uncovered trains during transportation. One commenter stated coal dust could also end up in a cloud bank and return to rivers and streams in rain or snow. The same commenter stated concern for toxic contaminates released at coal ash disposal sites, and further commented that coal dust could spread not just from transportation, but from uncovered coal piles sitting at the terminal. A few commenters stated that errant coal dust could potentially be washed into the local stormwater systems. One commenter stated that the provisions in the construction and industrial stormwater general permit are not adequate for controlling toxic runoff from the proposed facility into sensitive and impaired water bodies.
- **Construction impacts.** One commenter requested water quality impacts resulting from construction of the Proposed Action, including in-water, above-water, and on-land construction be examined. The commenter stated it would be important to examine increased turbidity, resuspension of contaminants, and discharge of pollutants from the Proposed Action's construction activities and stormwater runoff.
- **Other topics of concern.** Other topics of concern related to water quality included rainwater leaching, impacts on local wildlife refuges, acid deposition, runoff, and impacts from active and abandoned mine sites. Another commenter requested that the EIS scope include an impact assessment on the water environment in Alaska's National Wildlife Refuges and National Wildlife Refuges in Washington. One commenter requested the EIS analysis consider acid deposition into waterways (locally and globally) from train and vessel engines. This commenter mentioned the analysis for the Port of Morrow Proposed Action, which they stated showed nitrogen deposition in to the Columbia River much higher than the ecological screening level. One commenter listed a potential impact as "polluting the waters with slurry runoff." One commenter stated that contact with water in active and abandoned mines could release mercury into the environment. Additional unique comments on the issues of ground water, surface water, floodplains, and wetlands are highlighted in the summary sections below.

5.7.1 Groundwater

Approximately 60 commenters addressed concerns related to groundwater impacts of the Proposed Action. Of these comments, approximately 20 comments stemmed from a form letter campaign that stated that high standards need to be set for coal pollution on aquifers. Of the unique comments submitted, several commenters stated their concerns of pollutants associated with the Proposed Action seeping or leaching into groundwater. A couple of commenters requested for the EIS to analyze potential groundwater contamination from coal dust or other "toxic" materials from project facilities and the rail line. Several commenters expressed concern regarding the increased frequency of refueling due to more rail traffic by the Proposed Action contaminating the Spokane Valley and Rathdrum prairie aquifers. Other commenters expressed concern for groundwater contamination in the event of a train derailment and stormwater runoff. The scope of groundwater analysis was requested by another commenter to encompass 7 miles of the railroad tracks. One commenter

expressed concern about the effect on local water tables from water being drawn to irrigate coal piles (to prevent combustion), and another asked for the EIS to investigate any wells and the water table on or near the proposed site, and how they would be protected from contamination.

5.7.2 Drinking Water

A few commenters addressed the issue of potential impacts on local drinking water supplies. A commenter requested the EIS analyze the impacts of rainwater runoff from the proposed coal piles to Longview's potable well water. One commenter stated that the City of Olympia has long been concerned about the potential of a hazardous spill along the BNSF rail line and the spill's effects on the city's primary drinking water source, McAllister Springs. Another commenter stated the Proposed Action's rail lines would be located directly above the Rathdrum Prairie Aquifer, Spokane Valley's sole source of drinking water, and requested the maximum protection for this aquifer. Another commenter expressed concern for mercury deposition in Lake Whatcom, a potable water source for Whatcom County, as a result of pollution drifting back to the United States from coal combustion in Asia.

5.7.3 Surface Water

Approximately 41,600 commenters addressed concerns regarding the Proposed Action's potential impacts on surface water (e.g., rivers, streams, lakes). Most of these comments derived from five form letter campaigns, one of which expressed general concern for surface water impacts without providing additional information to explain their concern. Other form letter campaigns relayed concerns about the Proposed Action's uncovered trains introducing pollutants into the Columbia River, surface water quality concerns in the Columbia River Gorge, and water pollution in the San Juan Islands from increased shipping traffic. One form letter requested the EIS consider the pollution of waterways from mining, transporting, and shipping of coal.

In addition to the form letter submissions, one commenter requested that the EIS analyze "how much right-of-way onto state-owned aquatic lands is estimated to be required to accommodate the increase in trains". Some commenters listed impacts on surface water among a list of other issues of concern (e.g., air quality, public health, fish and wildlife) without providing additional information to explain their concern. Most commenters addressed specific surface water quality concerns, the most common related to potential impacts from coal dust, train and vessel transportation, and potential spills. These and other specific surface water concerns are summarized below.

- **Coal dust.** Many commenters expressed concern regarding waterways being exposed to coal dust lost from uncovered trains during transportation via rail and/or shipping. Specific waterways mentioned include the Columbia River, Spokane River, Lake Pend Oreille, and other multiple water bodies along the route from the Powder River Basin. One commenter also asked for the potential water quality hazards of surfactant to be studied in the EIS, and another requested for the acidity of the Columbia River to be studied due to exposure of engine exhaust and cargo dust. Another concern of commenters involved polluted stormwater runoff entering natural water systems, and several added that this issue could be exacerbated due to the high amount of rain received in the region. One commenter stated that errant coal dust could potentially be washed into the local stormwater systems, affecting the ability to meet state and federal stormwater standards. A few commenters discussed how coal is not toxic in water, and added that the EIS should not be required to study surface water quality impacts related to coal.

- **Train and vessel routes.** Several commenters requested that the EIS examine potential surface water impacts along the Proposed Action's train and vessel routes. A common concern included the impacts related to the increase in train and vessel traffic by the Proposed Action resulting in a greater risk of contaminants entering surrounding water bodies.
- **Potential spills.** Several commenters expressed concern about potential train derailments and the subsequent release of hazardous material spills into waterways along the rail line. This included potential spills along the rail line, at the proposed facility, and along proposed vessel routes. Most of these commenters specifically remarked on the potential impact on public drinking water supplies due to a spill. Specifically, the drinking water supplies at McAllister Springs, the Nisqually Basin, and the community of Longview were discussed.
- **Other topics of concern.** Other topics of concern related to surface water included comments on construction, the water used to spray coal piles, impacts on wildlife refuges and national parks, impacts from coal mining, and the scope of analysis. One commenter stated that construction of the Proposed Action would alter water quality conditions, and another commenter asked the EIS to study the adverse impacts on surface water cause by the runoff from spraying down coal trains and coal piles. Another commenter requested the scope of surface water analysis to encompass seven miles of the railroad tracks. One commenter asked for the potential of overwater structures to affect water flow or other natural hydrological functions to be examined. Another commenter stated that additional coal mining is harmful to water resources.

5.7.4 Floodplains

Two commenters provided comments on floodplains. One commenter stated that impacts of the Proposed Action would include loss of floodplain lands in the Columbia River Estuary. Another commenter asked how the Proposed Action would affect and mitigate for the increased loss of the Columbia River Estuary floodplain lands.

5.7.5 Wetlands

Approximately 900 commenters addressed concerns related to the Proposed Action's potential impacts on wetlands. A majority of these comments stemmed from a form letter campaign that expressed concern about the Proposed Action's rail lines crossing many tributaries and wetlands, and the potential impacts on these water resources during construction of new tracks. Many other commenters discussed potential direct impacts and/or permanent loss of wetlands from implementation and operation of the Proposed Action. This included impacts on coastal wetlands and wetlands at the project site, in the immediate project vicinity, and along the coal train routes. Some commenters also expressed concern about coal being introduced to wetland areas by wind-blown dust and possible leaching of stationary piles. One commenter added that coal contains multiple toxins capable of changing biological activity, which would be harmful to wetlands. Another commenter expressed concern that the Proposed Action could negate the wetland restoration efforts on the lower Columbia River. Polluted stormwater runoff infiltrating wetland areas was another topic of concern for a few commenters, and it was also requested the EIS analyze how state resources, including wetlands within and outside directly affected areas would be protected".

5.8 Terrestrial Resources (Wildlife, Vegetation)

Approximately 31,400 commenters expressed general concerns for the terrestrial environment and degradation of habitat as it related to the Proposed Action. Nearly all comments stemmed from six form letter campaigns, four of which expressed general concern regarding the potential impact the Proposed Action would have on Columbia River Gorge ecosystems while another form letter campaign called for more stringent coal pollution standards to better protect terrestrial habitats. Another form letter campaign called for the protection of the Columbia River Gorge and its terrestrial resources. Similarly, a few commenters stated their concern for the affect that coal and coal dust would have on terrestrial ecosystems. Another commenter expressed a need for the EIS to assess the direct, indirect and cumulative impacts on the Washington State National Wildlife Refuge, the Alaska Maritime National Wildlife Refuge, and other Alaskan National Wildlife Refuges. One commenter requested that the EIS analyze sensitive ecosystems and potential impacts on DNR Natural Resource Conservation Areas and Natural Area Preserves along the potential rail corridors. Additional comments on the issues of terrestrial wildlife and vegetation are highlighted in the summary sections below.

5.8.1 Terrestrial Wildlife

Approximately 17,200 commenters discussed concerns related to terrestrial wildlife. Nearly all comments were from two form letter campaigns that expressed general concern over the potential toxins added to the atmosphere by coal transport (e.g., mercury, carbon dioxide, and heavy metals) explaining that these toxins could be harmful to wildlife.

In addition to the form letter submissions, a commenter expressed concern for impacts on wildlife that may occur from particulate and mercury emissions that are “transported back” to North America. A couple of commenters stated that local wildlife is currently exhibiting elevated levels of mercury in their blood.

Some commenters requested that evaluations and/or assessments related to terrestrial wildlife and their habitat be included in the scope of the EIS. Many of these commenters requested assessments including evaluation of potential impacts of the proposed coal trains on various wildlife habitats, evaluation of Glacier National Park, Alaska National Wildlife Refuges, Washington National Wildlife Refuges, and on wildlife life stages and migration patterns. One commenter concluded that the EIS scope should be extended to include the Powder River Basin.

Some commenters expressed concern about potential impacts on terrestrial threatened and endangered species, including waterfowl and migratory birds. One commenter noted that to thoroughly assess impacts on threatened species and critical habitat (including migration routes and spawning areas), the EIS analysis would need to expand its scope to include areas proposed for the transport of coal, including along rail lines and shipping routes. A few commenters urged agency consultation and coordination pursuant to the ESA regarding impacts of the Proposed Action on federally listed terrestrial species and their habitat.

A few commenters expressed concern about the general effects of the Proposed Action, coal mining, coal dust, coal spillage, and train operations on wildlife and their habitat. One commenter stated that increased vessel traffic would result in the increased introduction of nonnative terrestrial species, such as rodents, to the Alaska Maritime Refuge, threatening the native sea bird colonies.

5.8.2 Terrestrial Vegetation

Approximately 20 commenters, including a form letter campaign, asked for evaluations and/or assessments related to terrestrial vegetation to be included in the scope of the EIS. One commenter requested vegetation communities, specifically in the Columbia River Gorge, be considered, and that the impact of potential train-related fires on local vegetation and rare plants growing along the train routes be assessed. One commenter requested that plant communities listed as threatened or endangered on state-managed lands along the entire potential rail corridor be evaluated. One commenter was concerned with the potential for new introductions and increased spread of invasive species as a result of the proposed rail operations, and requested that the EIS identify potential mitigation measures that may be used to minimize impacts from invasive species that might occur in the Columbia River Gorge National Scenic Area. One commenter requested the EIS analyze potential impacts on urban forests along the rail corridors. This would include permanent removal of urban forests and fragmented forests. The commenter also expressed concern regarding the potential for fine particulates to coat the surface areas of leaves leading to a reduction in plant photosynthesis and respiration.

One commenter was concerned about potential impacts on vegetation from the breakdown of surfactants sprayed on coal to minimize dust, and requested that the EIS provide a determination of the chemical components of the surfactant and their potential impacts on vegetation. Another commenter stated that coal dust can alter floral and lichen communities.

5.9 Aquatic Resources (Wildlife, Vegetation)

Approximately 178,100 commenters expressed general concern for the aquatic environment and degradation of habitat as it relates to the Proposed Action. Nearly all general comments were from 15 form letter campaigns, 12 of which expressed general concern for the damage of aquatic ecosystems and/or fishing areas on the Columbia River caused by the Proposed Action. Two form letter campaigns stated that the Proposed Action would cause damage to aquatic ecosystems because it would expand strip-mining in Wyoming and Montana.

In addition to the form letter submissions, other commenters expressed concern related to the effect of in-water construction and railroad operation on certain water bodies. A couple of these commenters requested that an analysis of impacts during construction occur, including the impacts of sea-floor disturbance and increased turbidity related to in-water construction. A few commenters concerned with the construction and operation of the terminal stated that the construction and existence of the wharf and trestle would have shading impacts, which would affect estuary ecology. A couple of commenters expressed their concern about the effects of increased marine traffic on marine habitats, including the introduction of invasive species. A few commenters stated that studies have shown that large ships can cause significant disturbances in the system, such as causing wake stranding of outmigrating smolts, bank erosion, and disturbance of nearshore habitats. Other comments specific to marine and/or vessel traffic are addressed in detail in Section 5.15.2. Vessel Traffic.

Some commenters expressed their concern for coal dust and coal spillage related impacts on the aquatic environment and requested that the EIS analyze this topic. One commenter asked that the EIS determine the chemical properties of Powder River Basin coal and its chemical effects on fresh

water and saltwater resources and habitat. One commenter stated that spills and the burning of coal could result in increased levels of mercury damaging aquatic resources and lead to habitat loss.

One commenter expressed a need for the EIS to assess the direct, indirect, and cumulative impacts on the Washington State National Wildlife Refuge, the Alaska Maritime National Wildlife Refuge, and other Alaskan National Wildlife Refuges.

One commenter stated that the BNSF railroad runs adjacent to Bear Creek and the Middle Fork Flathead River, and crosses several streams in Glacier National Park, and that they are concerned about impacts on aquatic life from coal dust, diesel emissions, and potential oil spills and train derailments. This same commenter requested that the EIS analyze the effects of the export terminals and increased ship traffic on aquatic habitats and wildlife in Puget Sound and the Columbia River.

Other commenters asked that the EIS include certain analyses in the scope of the document to determine potential impacts on aquatic resources and river ecosystems. One commenter requested that the EIS include an analysis of impacts on marine and aquatic resources beginning in the area of coal mining, extending along the rail corridor to the terminal, at the terminal, extending along the vessel corridor to Asia, and ending with the burning of coal in Asia. One commenter stated that the EIS should evaluate and present all mitigation measures necessary to ensure minimization of impacts on fish and wildlife species and habitats. This same commenter requested the evaluation of impacts on the aquatic environment from coal dust emissions from uncovered rail cars, and the inclusion of associated identified mitigation measures. Other commenters expressed the need for the EIS to address impacts on aquatic species along the transportation route, and to analyze whether rail corridors may need to expand onto aquatic lands to accommodate the Proposed Action.

One commenter asked that the EIS include a study of estuarine habitat, determine a baseline bathymetry value, and conduct a hydrodynamic modeling study of the effects of the Proposed Action on the estuary, including effects on water flow, velocity, and sediment transport. This commenter further stated that the study should include various water quality parameters, such as temperature. One commenter was concerned how riverine vegetation and habitat for freshwater invertebrates would be affected by changes in wave energy, sediment transport, or substrate.

A few commenters expressed concern for the economic loss to the seafood industry, as a result of the loss of marine species due to ocean acidification from GHGs that are produced from increased coal transport and burning.

Additional comments on the issues of aquatic wildlife and vegetation are highlighted in the summary sections below.

5.9.1 Aquatic Wildlife

Approximately 29,300 commenters expressed general concern for impacts on aquatic wildlife resulting from the Proposed Action. Nearly all of these comments stemmed from three form letter campaigns, two of which expressed general concern over mercury added to the atmosphere by coal transport and the impact on seafood, endangered salmon runs and orcas. A few commenters urged agency consultation and coordination regarding marine mammals and threatened and endangered species during the EIS process. One form letter campaign expressed general concern for the impact that increased rail construction would have on aquatic wildlife.

In addition to the form letter submissions, some commenters expressed concern regarding adverse impacts on aquatic wildlife that would be caused by increased vessel traffic. The commenters stated that the wakes and waves caused by increased vessel traffic could potentially lead to shoreline erosion and adverse impacts on aquatic wildlife. One commenter stated that the transportation of products from the proposed terminal site was an interrelated action and would require analysis under Section 7 of the ESA. The commenter requested that information on shipping corridors include routes to the edge of the Exclusive Economic Zone. The commenter also remarked that the EIS should take into account increased vessel collisions with marine mammals and sea turtles. One commenter requested that the EIS consider seasonal restrictions of vessel traffic and tug operations to minimize impacts on spawning and migration behavior of fish.

A few commenters stated concern for marine mammals such as sea lions and seals in the Columbia River, and requested an analysis of the impacts on them from the coal export facility and increased vessel traffic. A few commenters conveyed concerns regarding the Southern Resident Killer Whale or orca. Some of these commenters called for the EIS to assess a variety of potential impacts on the Columbia River itself and on the forage fish, Chinook salmon, and orcas, including project construction, coal dust, oil and coal spills, ocean acidification, and increased mercury pollution. One commenter expressed concern for potential harmful effects on orcas from loss of forage fish habitat at the proposed terminal site. One commenter expressed concern for the potential impacts on ducks and geese that forage for vegetation along the Columbia River that may be contaminated by coal dust.

One commenter requested a study of the direct, indirect, and cumulative impacts on marine mammals from noise emanating from vessels along the routes to and from Asia, and another commenter requested a study of the impact of noise and vibration during construction on the native aquatic species of the Columbia River. One commenter called for toxicity studies that assessed the level of discharged heavy metals and polycyclic hydrocarbons on freshwater and marine life at all stages of life. A couple of commenters requested that baseline conditions be established and monitoring of relevant conditions to determine if mitigation measures are working effectively. One commenter voiced concern for the potential impact of sea level rise on marine mammal haul out, nesting, and foraging sites.

One commenter requested the EIS identify, quantify, and evaluate potential impacts on fish and commercial, sport, and subsistence fisheries from vessel operations. This same commenter requested a study to analyze the direct, indirect, and cumulative climate change, ocean acidification, and mercury emissions impacts on fish and to commercial, sport, and subsistence fisheries.

Numerous commenters expressed general concern for impacts on, and resulting loss of, fish and shellfish populations, both wild and farmed, resulting from the Proposed Action. A few commenters expressed concern about effects on regional fishing, including tribal fishing and Native American treaty rights. A few commenters made general comments related to the Proposed Action negatively affecting fish and shellfish populations.

A few commenters expressed concern regarding construction and operational impacts resulting from the Proposed Action, including dredging and lighting during normally dark hours and shading during normally light hours. Others expressed concern for the general effects resulting from operation of the Proposed Action including coal mining, coal dust, coal spillage, and train operations on fish and shellfish and their associated habitat.

Several commenters requested evaluations or assessments related to fish and shellfish species to be included in the EIS. One of the commenters requested that the habitat evaluation extend from the terminal location upstream to, and along, the Columbia River and Cowlitz River. A couple of commenters requested an analysis of potential impacts on protected sensitive species including resident and anadromous fish species such as salmon, steelhead, lamprey, eulachon, and trout.

Several commenters expressed concern for toxic contaminants in fish and shellfish, such as mercury and selenium, and requested that the EIS address this issue. One commenter requested the evaluation of potential impacts on fish from nitrogen pollutants emitted by diesel engines, and acids formed by other diesel pollutants. Additionally, a couple commenters were concerned about potential impacts on fish and shellfish from the breakdown of surfactants sprayed on coal to minimize dust, and requested that the EIS identify potential impacts of surfactants on fish and shellfish, including freshwater mussels at the terminal and along the rail route. A few commenters requested that the EIS investigate the potential magnitude of wake-stranding mortality.

One commenter discussed a food chain connection between birds and forage fish and requested that the EIS document the global effects of the Proposed Action on birds, fish, and other aquatic and marine life. A couple commenters noted a food-chain connection between Chinook salmon and orca whales, and requested that the EIS evaluate a large number of potential impacts on Chinook salmon. These same commenters requested consideration of the following mitigation measures related to Chinook salmon to cease operations during the migration of Chinook salmon smolts, when juvenile Chinook salmon are present, and when adult Chinook salmon are migrating.

One commenter expressed concern that construction and operation of the Proposed Action could affect portions of the Columbia River and its tributaries where listed threatened and endangered fish live, and requested that the EIS include information on the train routes and the anticipated number of water body crossings per day.

Numerous commenters stated that the potential for the introduction of invasive species through ballast water exchanges and hull fouling be evaluated in the EIS and mitigation measures are identified. One commenter requested that management of ballast water exchanges be consistent with Washington State Ballast Water Management Act and interstate agreements on Columbia River ballast water management protocols. A couple of commenters were concerned about the potential impacts on fishing, crabbing and shellfish harvesting from invasive species introduced by vessels releasing ballast water.

One commenter expressed concern for noise impacts on fish and shellfish from additional large vessel traffic. Another commenter requested a study of the impact of noise, vibration, sedimentation, and turbidity during construction and operation of the Proposed Action on the native fish and shellfish species of the Columbia River.

One commenter expressed a need for the EIS to assess the direct, indirect and cumulative impacts on the Washington State National Wildlife Refuge, the Alaska Maritime National Wildlife Refuge, and other Alaskan National Wildlife Refuges.

5.9.2 Aquatic Vegetation

Approximately 900 commenters provided comments specific to aquatic vegetation. Nearly all comments were from a form letter campaign that expressed concern over the expansion of rail

capacity in the Columbia River Gorge to accommodate the Proposed Action, and the adverse impacts this construction would have on aquatic vegetation.

In addition to the form letter submissions, one commenter expressed concern for the amount of shading resulting from the overwater structure and moorage of vessels, and requested the identification of potential impacts of shading on riverine resources, including littoral vegetation, benthic habitats and riverine vegetation. This same commenter expressed concern for potential impacts on riverine vegetation as a result of dock construction, operations, and maintenance, and vessel operations, and urged agency coordination regarding methods for mapping aquatic vegetation resources.

A few commenters expressed the need for the EIS to identify, quantify, and evaluate all potential impacts of the Proposed Action on phytoplankton, zooplankton, aquatic plants and the marine food web, among other resources. One commenter provided background information on, and a description of aquatic vegetation found in, the Alaska Maritime National Wildlife Refuge. A couple of commenters expressed concern for eel grass beds near Cherry Point and Columbia River and related effects from coal export.

Increased vessel traffic was stated by some commenters to potentially cause environmental impacts due to vessel wakes and waves, which commenters stated could lead to adverse impacts on vegetation.

5.10 Energy and Natural Resources

Approximately 140 commenters discussed energy resources. Several commenters advised against the Proposed Action and requested considering alternate, cleaner energy sources. One commenter stated that because Washington is a leader in clean energy, it should not be approving the storage of a fossil fuel. Other commenters stated that the Proposed Action promotes dependence on fossil fuels and that it would "undermine the leadership of Oregon and the Northwest". Another commenter expressed the need for the EIS to analyze potential impacts (direct and indirect) along the rail corridor including impacts on the Washougal Oaks Natural Area and recommended the use of the forest biomass initiative as a reference to study the impacts on renewable energy. A few commenters supported the use of coal and the Proposed Action, suggesting that coal supports the domestic economy.

5.11 Environmental Health (Human Health)

Approximately 141,400 commenters discussed various public health topics as they relate to the Proposed Action. Nearly all of these comments stemmed from 12 form letter campaigns. Five of the form letters mentioned human health impacts without providing additional details. Two of the form letters expressed concern for human health impacts from the Proposed Action's coal dust from uncovered trains and diesel emissions. One form letter stated that the amount of GHGs that would result from the Proposed Action would lead to risks to human health, and another stated that communities in Montana should not have to bear financial costs associated with adverse human health impacts associated with diesel fumes, coal dust, and coal fumes. Another form letter stated that studies show a reduction in the human lifespan in China due to the burning of coal and urged for coal dust to be intensively studied. One form letter requested the EIS to include a Health Impact

Assessment with a public scoping process, and another requested the impacts on human health from the life cycle of coal facilitated by the Proposed Action to be analyzed. Another form letter campaign inquired about health impacts due to mercury from the burning of coal overseas sent back to the Pacific Northwest by prevailing winds.

In addition to form letter submissions, several commenters expressed general concern for public health concerns such as development of heart, lung, and kidney diseases; respiratory disease; asthma; cancer; and chronic obstructive pulmonary disorder from exposure to coal dust, water contamination, and other environmental exposures related to the Proposed Action. Several commenters expressed concern for coal workers, residents, children, the elderly, and pregnant women who may become exposed to particulates in the air that are released by coal mining and transport. The particulates of concern mentioned by commenters include exhaust fumes (diesel particulate matter), coal dust, nitrogen dioxide, sulfur dioxide, and acid mist. One commenter requested that the EIS analyze the health benefits from increased economic development and employment as a result of the Proposed Action as well as the mental health and social well-being impacts of the Proposed Action. Several commenters requested that a Health Impact Assessment be conducted.

The commenters also expressed health-related concerns with global emissions impacts related to the Proposed Action, cumulative impacts of diesel emissions from idling vehicles, surfactant use, and contamination of farmlands, livestock, forests, and water bodies from coal dust. One commenter raised concerns about the adequacy of fire department resources in responding to cases of a coal fire and the possibility of health hazards related to the combustion of coal in the Powder River Basin.

Some commenters raised concerns over the well-being of coal workers, life expectancy of coal workers, and fatalities due to lung diseases caused by working closely with coal dust. Commenters stated that it is the responsibility of the public officials to provide better work environments and jobs through the community college system. One commenter added that a lack of consultation with the U.S Fish and Wildlife Service or National Oceanic and Atmospheric Administration resulted in poisoning of food and migratory birds and endangered salmon with mercury and cadmium.

One commenter recommended that in the event of a hazardous spill from a train car that could contaminate the drinking water resources that are close to the rail lines, the risks of increased train traffic, coal dust and toxic residuals in the Nisqually Valley be evaluated as part of the EIS.

A few commenters expressed concern regarding the Proposed Action's impact on the health of tribal members, specifically tribal fishers that may be exposed to diminishing air quality and water quality as coal is being transported by rail from the Powder River Basin and exported by vessel though the lower Columbia River.

One commenter expressed concern that the increased pollution from coal dust and diesel pollution from trains could affect taxpayers when the health-related costs affect medical systems.

One commenter expressed the need to hold scoping meetings for the Health Impact Assessment in affected communities including the Columbia River Gorge. The commenter requested these scoping meetings provide a place for concerns and general information to be shared.

5.12 Noise and Vibration

Approximately 126,100 commenters discussed noise and vibration as it relates to the Proposed Action. Nearly all comments were from 15 form letter campaigns that opposed the Proposed Action because of general concern about increased noise and related disturbance to communities that could be caused by the Proposed Action.

In addition to the form letter submissions, other commenters expressed concern about the potential increased noise and vibration from rail traffic, rail operations, blowing of horns, and building damage from ground settling due to vibrations. Some commenters were concerned about surface and subsurface noise, including vessel noise. Other concerns related to noise included the increase in the number of coupling and decoupling trains in the rail yard resulting in noise pollution; negative impacts on communities due to noise; noise impacts of additional large vessels on threatened and endangered communities in the Columbia River; and construction, operation, and cumulative noise impacts caused by large vessels on marine mammal species including Chinook salmon, bird species, and the National Wildlife Refuges. Some commenters requested that the increase in train trips and impacts from train horn noise should be studied in the EIS and adequate mitigation should be provided.

A few commenters stated that adverse effects resulting from chronic noise include impaired sleep, lower cognitive function, cardiovascular effects, and general adverse effects on quality of life. Some commenters requested a study be conducted on noise impacts on sleep and related health concerns such as depression, high blood pressure, and cognitive impairment in children. A commenter proposed a Health Impact Assessment be conducted, as well as a study to assess the potential impacts of coal train noise and hearing loss and related costs. Other commenters requested that a study be conducted on existing noise levels and the cumulative noise impacts given the housing pattern, location of schools, and other community facilities. Another commenter requested that a study be conducted on the health, economic, and social impacts on the Highlands community in Longview, Washington, which the commenter stated is alongside a corridor where 16 coal trains are scheduled to pass by.

Some commenters were in favor of establishing a Quiet Zone but raised concern about the costs involved in establishing a Quiet Zone within the community. One commenter stated that the increase in rail traffic noise may negatively affect recreational experiences and requested an evaluation and identification of mitigation measures to reduce such noise impacts.

Some commenters stated that their property has been damaged by vibrations occurring from an increased number of trains that pass by. Others expressed concern for marine life and the negative effect that train vibrations may have on animals and their habitat.

5.13 Land and Shoreline Use

Approximately 20 commenters provided comments of general concern for issues involving land use, shoreline, visual resources, and recreation. Additional comments on these specific topics are highlighted in the summary sections below.

5.13.1 Land Use

Approximately 60 commenters expressed concern regarding impacts on land use. A few commenters discussed the importance of the identification and inclusion of mitigation measures in the EIS for any potential impacts on land use. Other commenters expressed concern that the Proposed Action would encourage increased coal mining and affect land use after coal removal. Several commenters expressed concern and requested an analysis of rail lines, particulate emissions and coal dust impacts on residential and agricultural land use including vineyards, farmland, and ranches. One commenter stated that the Proposed Action is a reclamation project used to clean up the existing site and several commenters stated that the existing site is already located in a heavy industrial area. Other commenters requested that the EIS analyze impacts of coal dust, emissions, and increased noise from rail lines on residential land use in proximity of the rail lines. A few commenters were concerned about the use of eminent domain to procure privately owned ranches for rail development.

Many commenters expressed concern that construction of the terminal, coal dust, corridor expansion, and rail lines associated with the Proposed Action would have impacts on nearby federal and state land use, natural resource conservation areas, national forests and parks, natural area preserves, and sensitive, threatened and endangered areas. Several commenters expressed concern that rail lines would pass through national forests and result in the bifurcation of federal, state, and publicly managed lands and requested an analysis on such areas. One commenter requested that a survey of sensitive environmental lands be performed. One commenter stated that a rail loop connected to the Proposed Action would overlap a BPA transmission tower and associated BPA properties. Some commenters discussed the effects of coal dust, vessel traffic and rail lines on the Columbia Gorge National Scenic Area including its geographic and historical features. A couple of commenters stated the importance of federal compliance with the Columbia Gorge National Scenic Area Management Plan and the National Scenic Area Act and encouraged the proponent to utilize the Columbia Gorge National Scenic Area Management Plan to identify potential impacts on consider in the EIS.

5.13.2 Shoreline Use

Approximately 20 commenters expressed concern regarding shorelines adjacent to existing railroad lines and systems. Some commenters were concerned about cumulative impacts of sea level rise and effects on coastal areas and shorelines; others were concerned about potential effects on coastal areas due to potential shipping accidents from marine vessels. One commenter stated that an analysis of direct, indirect, and cumulative impacts on Alaska's National Wildlife Refuges and shorelines due to climate change, ocean acidification, and mercury emissions be provided.

5.14 Housing

No specific comments were received on housing for the proposed facility site. Concerns on impacts to housing not on the proposed site are included in the sections 5.15 Aesthetics and 5.20 Socioeconomics.

5.15 Aesthetics (Visual Resources, Light, Glare)

Approximately 900 comments discussed potential impacts on visual resources and aesthetics. Nearly all comments stemmed from a form letter campaign which expressed general concern regarding the potential impact the Proposed Action would have on the aesthetics of the Columbia River Gorge as a federally designated National Scenic Area.

In addition to the form letter submissions, other commenters expressed concern about coal stockpiles, rail lines, and the impact of coal dust on the scenery, pristine areas, and visual resources. Several commenters stated that the Proposed Action would result in lighting impacts that could affect the view shed of the area near the facility, particularly regarding artificial and nighttime lighting. One commenter was concerned about the influence of darkness to maintain plant and animal life cycles and how this would be affected by nighttime lighting. Another commenter suggested the use of personal motion and Radio Frequency Identification detectors to activate lighting only as needed as opposed to constant nighttime lighting. A couple of commenters expressed concern that haze and an increase in fugitive emissions due to train traffic may affect visibility in the Columbia River Gorge scenic areas.

5.16 Recreation

Approximately 900 commenters expressed general concern regarding impacts on recreation and recreational areas. Nearly all comments stemmed from a form letter campaign, which expressed general concern regarding the potential impact the Proposed Action would have on tourism and recreational resources of the Columbia River Gorge.

In addition to the form letter campaign, some commenters stated that coal dust, rail lines, rail traffic and vessel traffic may affect recreational activities and tourism at recreational and scenic areas, including but not limited to locations along the Columbia River and the Columbia River Gorge. A few commenters expressed concern for the safety and health of visitors to national parks and recreational areas if there was a likelihood of an increase in rail traffic in the vicinity. A few commenters stated that there was no adverse effect on the recreational area and activities of Tongue River Reservoir Park, despite the park's close proximity to the Decker Montana Coal Mine.

5.17 Historic and Cultural Resources

Approximately 900 commenters, most from a form letter campaign, addressed the issues of cultural, historic, and archeological resources. A number of these commenters requested that the EIS consider the specific impacts of air pollution from the Proposed Action on cultural and historic resources.

In addition to the form letter submissions, one comments requested that potential historic properties along the rail route be analyzed in the EIS. One commenter listed a historic site (Coffin Hills Site 45CW3) that they stated should be clearly identified and addressed in the EIS. A commenter stated that there are over 10,000 historic properties documented along the route with more yet to be identified, and another commenter stated that the EIS must include all communities that may have locally designated historic properties bisected or traversed by the rail routes in

Washington. One commenter asked that the EIS evaluate impacts of the coal terminal on people who use the cultural resources.

One of these commenters stated that coal dust can cause soiling and darkening of historic properties and that acid deposition from diesel combustion and blasting from mining activities can damage historic properties. A number of commenters stated that the EIS should consider cultural impacts along the rail routes between the mines and the export terminal and a few commenters requested that the EIS consider the cultural impacts at the terminal site. One commenter stated that the Crow Indian Tribe has not had any complaints about adverse effects on the Crow Indian Reservation as a result of coal trains. A number of commenters requested that the EIS consider impacts on Traditional Cultural Properties including ancestral lands and tribal burial grounds. One commenter stated that the Pacific Lamprey has special cultural significance to Native American tribes and requested that impacts from the terminal site be evaluated in the EIS.

A number of comments were submitted regarding the cultural properties of the Columbia River Gorge. One commenter stated that the Management Plan for the Columbia River National Scenic Area would be helpful for identifying potential impacts to consider in the EIS. Other commenters identified a number of state- and federally designated historic areas within the Columbia River Gorge National Scenic Area. Commenters stated that there are cultural resources sites throughout the Gorge. Commenters also recommended that that the review pay greatest attention to the areas in the Lewis and Clark National Historic Trail and Fort Vancouver Historical Site, where the historic vistas and natural resources are intact.

A number of comments regarding consultation were received. A few commenters stated the Corps must conduct Section 106 consultation with all affected tribes, which one commenter stated includes the Nisqually Tribe. One commenter remarked that the National Historic Preservation Act (NHPA) requires that the lead agency determine and document the appropriate area of potential effects (APE) as part of Section 106 consultation. The commenter stated that the APE must include the transport of coal by rail from its origin to the facility as well as through the lower Columbia River to Asia. Another commenter stated that they expect the APE would also include the proposed Morrow and Cherry Point terminals.

One commenter requested that the EIS identify all mitigation measures necessary to address impacts on cultural resources and require the terminal proponents to pay for and implement the mitigation.

5.18 Transportation (Rail, Vessel, Vehicle)

Approximately 960 commenters, mainly from two form letter campaigns, expressed general concern regarding the potential environmental impacts associated with the transportation of coal. Some commenters requested that the transportation of coal be evaluated from the mine location to the point of consumption. Some commenters requested that the EIS evaluate the effects that the Proposed Action and other similar projects would have on the state's transportation system. Other comments provided on rail transportation and vessel transportation are summarized in the following sections.

5.18.1 Rail Transportation

Approximately 143,660 commenters stated concern about issues relating to rail transportation. Nearly all of these comments stemmed from 27 form letter campaigns, of which 17 form letter campaigns, and numerous unique submissions included comments expressing general concern regarding impacts related to a potential increase in rail traffic from the Powder River Basin to proposed bulk export terminals in the Pacific Northwest, including the Proposed Action.

Additional details of comments are provided below.

- **Scope.** Many commenters remarked on the scope regarding rail transportation. One of the form letter campaigns requested that the scope of train traffic analysis be consistent with that of other commodity export terminal projects. Another form letter campaign requested that the scope of the analysis include historic rates of rail traffic. One commenter requested the rail analysis be limited to the effects experienced locally in the Longview community. Some commenters requested a Programmatic EIS that would cover the expected increase in rail transportation of coal from the Powder River Basin to all proposed export terminals. Some commenters requested that the EIS evaluate all potentially affected communities along the proposed rail route. Other commenters requested that the EIS include direct, indirect, and cumulative impacts on freight mobility, rail capacity, and traffic throughout the Pacific Northwest. A few commenters requested that the EIS identify alternatives that would minimize local and regional impacts associated with increased rail traffic. Other commenters requested that the EIS not include impacts on or resulting from the rail transportation system.
- **Delay at grade crossing.** Numerous commenters expressed concern regarding restricted vehicle and pedestrian mobility and access resulting from longer wait times at rail crossings and requested that impacts on mobility and access be analyzed in the EIS. One commenter stated that increased rail traffic could result in interference with the interstate commerce clause of the Constitution of the United States by reducing access to Interstate 5 (I-5), Ocean Beach Highway, Highway 30, and Highway 101 due to delays that would be expected on the Lewis and Clark Bridge. A couple of commenters stated that the convergence of major BNSF and Union Pacific/Spokane International rail lines is currently creating a bottleneck for freight shipment through Spokane and affecting regional freight rail mobility. A few commenters remarked that increased rail traffic would affect residents of the Rattlesnake Valley in Missoula, Montana, which the commenters stated can only be accessed through one of two rail crossings. One commenter stressed the importance that access to the BPA transmission station adjacent to the proposed terminal site not be blocked by trains waiting to enter or leave the site.

  Numerous commenters requested that traffic and wait times at rail crossings due to increased rail traffic be included in the scope of the EIS. Other commenters specifically requested an analysis of traffic delays for highways and other major thoroughfares. Some of these commenters requested a safety impact analysis. Another commenter stated that long coal trains could simultaneously close all three at-grade crossings in Bozeman, Montana, and all four at-grade crossings in Belgrade, Montana. The commenter requested that impacts on residents' quality of life in these communities resulting from increased rail crossing closures be evaluated. One commenter urged evaluation of the time it takes for an average coal train to pass through a rail crossing, the times of the day these closures are likely to occur, and potential impacts on surrounding traffic patterns.

One commenter stated that many of these locations between Spokane, Washington and Longview, Washington already experience delays and may not be able to accommodate more rail traffic without mitigation measures. The commenter requested that the EIS analyze how the Washington State highways would be affected by the projected increase in rail traffic and identify any other rail routes being considered. A few commenters requested that the EIS identify alternatives that would minimize local and regional impacts associated with increased rail traffic.

- **Vehicle and pedestrian safety.** Numerous commenters expressed concern that an increase in rail traffic would lead to increased frequency of train and vehicle and/or train and pedestrian accidents. One commenter requested the EIS include impacts on safety resulting from increases in rail traffic along the entire rail transportation corridor. One commenter requested to review proposals from the railroads to modify train speeds in cities and towns. Another commenter requested that the EIS identify all unprotected rail crossings along the rail transportation routes and what entity is likely to pay for the construction of potential barriers. One commenter stated the only way to adequately mitigate rail crossing closures would be to build overpasses, which the commenter stated should be costs borne by the project proponents and not individual municipalities or states.
- **Infrastructure improvement.** Numerous commenters remarked on potential infrastructure improvements that would be necessary to accommodate an increase in rail traffic. One commenter requested the EIS analyze the investment necessary to maintain transportation infrastructure with increased rail traffic and identify potential sources of funding necessary for such improvements. One commenter expressed concern that state and local governments would bear the burden of infrastructure improvements resulting from increased rail traffic. Another commenter expressed concern regarding the ability of bridges to support the weight of heavy coal trains.

Numerous commenters requested that the EIS evaluate impacts on infrastructure projects such as the State Route (SR) 432 Rail Realignment and Highway Improvement project (SR 432 Project). One commenter stated that since the SR 432 Project would facilitate the increased unit train capacity for the Proposed Action, impacts of the SR 432 Project as part of the EIS should be evaluated.

One commenter requested that the EIS analyze the location and design of bridges or culverts that would be replaced for any stream crossing and requested that all structures meet the fish passage and hydraulic code requirements of Washington Department of Fish and Wildlife. The commenter continued by stating that the existing rail system is located adjacent to the Columbia River shoreline and other state-managed rivers and requested the EIS analyze how much of the right-of-way onto state-owned lands is estimated to be acquired to accommodate an increase in rail capacity.

- **Rail capacity.** A couple of commenters expressed concern regarding impacts associated with expanded rail capacity through the Columbia River Gorge. Some commenters stated that the current regional rail infrastructure does not have the capacity to accommodate an increase in rail traffic. Many commenters expressed concern regarding worsening bottlenecks and choke points along the rail routes. One commenter requested an evaluation of future capacity constraints and rail system accessibility in Washington. The commenter recommended the EIS include detail about the rail operations and capital needs assessment by the BNSF railroad to address future bottlenecks and capacity constraints when the proposed terminal is operating at both State 1 and Stage 2 levels of operation. A commenter stated that rail operations in the

region are currently operating below capacity. One commenter requested including increases of oil train traffic in the EIS.

- **Local planning.** One commenter stated that local planning efforts in Spokane County would be uniquely affected by additional rail traffic. The commenter cited four local plans and studies that were written prior to consideration of significant rail traffic increases and suggested that both NEPA and SEPA required consideration of potential impacts on regional planning initiatives. One form letter campaign stated that an increase in rail traffic would require the construction of additional overpasses and underpasses and the creation of Quiet Zones along all rail transportation routes. One commenter stated that to establish Quite Zones to lower rail-related noise impacts, communities must pay for additional infrastructure upgrades. The commenter requested these types of costs to communities along the rail route in Montana be included as part of the scope of the EIS.
- **Operational issues.** Numerous commenters requested that the EIS evaluate rail operations. One commenter requested that the EIS specify the average number of trains that would enter the proposed terminal site each day, the average length of each trains, and the rail transportation routes used in Washington. One commenter stated that rail transportation of coal is an interrelated action and requires analysis under Section 7 of the ESA. A commenter requested that the EIS contain information on train routes and the anticipated number of crossings per day. One commenter requested a binding mechanism to ensure that the lowest-emitting locomotives are used for new coal trains and ensure that the best operational practices are used to minimize locomotive idling. The commenter requested that locomotives meet EPA Tier 4 emissions standards. A few commenters requested that the EIS analyze the efficacy of surfactants as a means to control coal dust as well as the potential impacts associated with the use of surfactants.
- **Rail displacement issues.** Numerous commenters expressed concern that an increase in coal trains would lead to a displacement of other rail services including agricultural products and passenger rail. One commenter requested the EIS include how the additional coal train traffic would affect Washington's plans to implement additional passenger rail service. A commenter requested that project proponents ensure that accessibility to the rail system to allow for future growth in other commodity shipments. Another commenter requested that impacts on Amtrak's ability to provide reliable service between Vancouver, British Columbia, Seattle, Washington, and Portland, Oregon be evaluated and mitigation measures identified. One commenter requested that the EIS analyze impacts from increases in long-haul or intermodal trains on Washington's agriculture industries.
- **Derailments.** Numerous commenters requested the EIS analyze the risk and potential impacts of train derailments on the environment and communities along the rail transportation corridor. Several commenters expressed concern regarding potential cargo spills, including coal and hazardous materials, resulting from train derailments. Some commenters requested that an emergency environmental clean-up plan be developed in the event of a derailment. Other commenters specifically requested the analysis evaluate the risk of train derailment and cargo spills into the Columbia River. One commenter cited the Rail Safety Improvement Act of 2008, which the commenter stated, mandates the requirement of Positive Train Control technology for high volume of trains carrying hazardous materials. The commenter stated that any needed infrastructure along the rail lines should be included in the EIS.

Numerous commenters were specifically concerned about the potential for derailments being exacerbated by the presence of coal dust deposition on the rail bed. One commenter expressed concern that train derailments would kill livestock and people along the rail transportation corridor. One commenter stated that freight rail is a safe, clean, and reliable means of transportation.

- **Wildfires.** Several commenters requested that risks associated with rail-induced wildfire be included in the EIS. One commenter requested that all fire-prevention laws and rules of the state be adhered to during the facility construction. The commenter went on to request that all reasonable measures to prevent and minimize the start and spread of fires on forested areas be taken. The commenter also requested that the EIS analyze the potential increased risk of explosion and resulting wildfire from the additional train traffic through or adjacent to forest lands. One commenter stated forest fires are particularly severe in the Columbia River Gorge due to heavy and persistent winds and suggested the coal companies be held liable for costs associated with rail-related wildfires. According to another commenter there have been 61 fires reported over the past ten years in the Columbia River Gorge National Scenic Area that had started on or near the railroad tracks.
- **Noxious weeds.** One commenter stated that additional rail traffic would increase the spread of noxious weeds to the Columbia River Gorge.

5.18.2 Vessel Traffic

Approximately 177,600 commenters discussed impacts resulting from increased vessel traffic. Nearly all of these comments stemmed from 17 form letter campaigns, of which expressed general concerns regarding increased vessel traffic and the potential for increased accidents and spills. One form letter campaign requested the analysis include potential beneficial impacts from increased vessel traffic.

In addition to the form letter submissions, numerous commenters stated general concerns regarding increases in maritime vessel transportation. Commenters requested the EIS analyze the cumulative impacts associated with all new proposed traffic in the Columbia River and along vessel transportation corridors. Some commenters voiced concern regarding the increase in vessel traffic in the Columbia River and questioned the river's capacity to accommodate such levels of traffic. Other commenters stated that due to the Columbia River Channel Improvement Project, the Columbia River has the capacity to accommodate increased vessel traffic. One commenter requested that the EIS evaluate increases in vessel traffic for those directly associated with the Proposed Action and only from the mouth of the Columbia River to the terminal itself. The commenter also stated that increases in vessel traffic on the Columbia River are likely to occur whether the Proposed Action is licensed or not and, therefore, stated that increases in vessel traffic should be analyzed as part of the No Action Alternative.

- **Spills.** Many commenters expressed concern and asked that the EIS include the risk of fuel and/or cargo spills into the Columbia River. One commenter requested a risk assessment be conducted to cover potential collisions and groundings. A couple of commenters requested that an adequate oil spill response plan be put in place. The commenters requested that the EIS include steps that would be required to implement such a plan, what the associated costs would be, and what entity would be responsible to pay for any necessary infrastructure upgrades. Other commenters expressed particular concern regarding potential accidents and spills that could affect Alaska's National Wildlife Refuge as ships sailed along the North Pacific route to Asia.

- **Shipping operations and safety.** Numerous commenters requested the EIS analyze the risk of vessel collisions with other ships. A couple of commenters requested that risks associated with potential accidents during refueling be considered. One commenter expressed concern regarding potential vessel accidents around the Aleutian Islands and requested that the EIS specify the entire route or routes the vessels would take to and from Asia during all times of the year. Commenters expressed concern regarding the size of the vessels that would access the terminal, the amount of fuel the vessels carry, and the amount of room the vessels need to maneuver safely.

  A few commenters requested that the EIS identify the type and number of vessels that would travel from the proposed terminal during the initial operation and full operation stages. Commenters expressed concern if foreign ships traversing through the Columbia River to access the proposed terminal would comply with the same standard of maintenance and operations as U.S. vessels. A few commenters requested that the EIS identify applicable laws and regulations governing safety in international waters, the entities that would be responsible for ensuring compliance, and the parties that would be held liable for noncompliance. The commenters also requested that the owners of the vessels servicing the proposed terminal be identified including which vessels would be sailing under the right of "innocent passage." They also requested that the EIS identify and evaluate emergency protocols in the event of an accident.

  One commenter requested that the EIS analyze how sewage and gray water would be handled at the proposed terminal. The commenter also requested that the EIS analyze the potential for vessel transportation to interfere with adjacent industrial operations and impacts on other vessels transiting through the lower Columbia River if vessels needed to moor temporarily at the proposed terminal site.

- **Traffic and navigation.** Numerous commenters expressed concern about increased vessel traffic congestion. One commenter requested that the EIS analyze multiple alternatives for reducing vessel congestion. One commenter stated that an increase in vessel traffic on the Columbia River would impede on tribal fishing rights. Another commenter stated that increased traffic would cause adverse impacts on navigation along the Columbia River resulting from ships that are forced to drop anchor in the river, while waiting to dock at the proposed terminal.

  One commenter requested that the EIS include a detailed vessel traffic analysis and assessment of potential traffic management needs. Numerous commenters stated that an increase in vessel traffic would pose safety and navigational risks to shippers due to what the commenters describe as difficult conditions that exist at the Columbia River bar. One commenter remarked that the vessels servicing the port are expected to be Panamax bulk carriers. The commenter stated that vessels of this type routinely sail through river systems and would pose no additional risk to navigational safety. A few commenters expressed concern that the Proposed Action would affect other commodity vessels using the Columbia River.

  Commenters also requested that the EIS include cumulative impacts from increased ship traffic. One commenter stated that the EIS should evaluate the cumulative risk of shipping to the North Pacific Great Circle Route, waters near Alaska's Wildlife Refuges, Alaska's Maritime Refuge, Washington's National Wildlife Refuges, and the lower Columbia River.

5.18.3 Vehicle Transportation

Approximately 560 commenters stated transportation-related concerns on vehicle transportation. Nearly all comments stemmed from five form letter campaigns, which provided general comments on the Proposed Action's potential impacts on road transportation.

In addition to the form letter submissions, one commenter stated that review of the SR 432 Project under the purview of the EIS would be inappropriate and not serve public interest, primarily because the Proposed Action is not intended to support a single business or property along the SR 432 corridor and instead is intended to service the region. Another commenter requested the EIS include a traffic impact analysis to disclose the Proposed Action's transportation construction impacts on the state highways systems. One commenter requested that the EIS evaluate possible mitigation for the relocation of the coal transportation routes away from western Washington. A commenter requested that the EIS analyze the Proposed Action and the impact that other similar projects would have on transportation resources in the region. One commenter requested that shipping-related increases in water turbidity also be examined in the EIS. One commenter remarked that the EIS should address the impacts from increased rail traffic to the efficient movement of goods by trucks.

5.19 Public Services and Utilities

Approximately 128,000 commenters remarked on the potential for public services and utilities impacts. Nearly all comments stemmed from 17 form letter campaigns. Seventeen of the form letter campaigns stated that the Proposed Action would increase congestion at grade crossings resulting in delays to emergency vehicle response times. One form letter campaign inquired about local oil spill response resources and capabilities in the event of vessel traffic malfunctions or collisions.

In addition to the form letter submissions, a majority of the unique submissions expressed general concern that increased rail traffic would result in decreased access and increased delays at rail crossings affecting emergency service response times. A few of these commenters remarked that the EIS should address the impacts from increased rail traffic to local and interstate traffic congestion, and local and interstate emergency response times. The commenters stated the delayed response times would increase accidents, injury and death. A few commenters requested that the EIS analyze the capabilities of communities along the rail transportation route to respond to rail-related accidents including derailments, spills of hazardous materials, and collisions.

One commenter requested that the EIS address issues related to rail crossings along the entire rail corridor (e.g., number of rail crossings, safety measures to be implemented at rail crossings, calculation of frequency and duration of rail crossing closures). The commenter expressed concern for the medical personnel that could be delayed at the rail crossing.

Several commenters expressed concern regarding the need to construct alternative means of access, such as bridges and overpasses over railroads, and for the financial impacts on municipalities that would be required to fund those capital improvements. Similarly, one commenter requested that the EIS examine mitigation options including deployment process and costs. One commenter stated concern that certain areas would be entirely cut off from emergency responders and that emergency responders may have no alternative but to access such areas by boat and, therefore, recommended that the EIS consider direct and cumulative impacts and funding the operation of the City's fire boat

and staff. One commenter remarked that an underpass in Livingston, Montana is prone to flooding, which cuts off all access while a train is passing, and that the EIS include this town in the assessment.

Multiple commenters requested that the EIS include evaluations and assessments to address public service and utility issues. Some commenters requested that the EIS identify and evaluate impacts on their city, including Billings, Montana; Miles City, Montana; Ferndale, Washington; Yakama, Washington; and Spokane, Washington. One commenter also requested that the EIS identify impacts on a neighboring city (City of Washougal, Washington) to which it provides emergency medical services. One commenter stated the EIS should evaluate the impacts of the Proposed Action on existing infrastructure. One commenter requested the EIS address the impacts of an increasing rate of climate change to San Juan County's ability to replace public infrastructure, as well as consider the costs associated with an increase in storms with tides affecting public roads and infrastructure. One commenter expressed concern for coal dust to coat exposed substation equipment for utilities and requested the EIS address the potential for fugitive dust from transfer operations to affect substation equipment and maintenance.

A few commenters requested that the analysis include impacts on local fire departments that would be responding to potential coal-related fires at the terminal site and along the rail routes. One commenter, remarking on the risk of coal-related fires at the terminal, requested that the appropriate fire department be provided with detailed information. Another commenter expressed the need for the EIS to conduct an emergency service analysis of the terminal facility and evaluate its ability to address coal fires.

5.20 Socioeconomics

Approximately 133,500 commenters stated concern regarding potential socioeconomic impacts associated with the Proposed Action. Nearly all comments stemmed from 28 form letter campaigns. Eight stated the Proposed Action would have beneficial impacts on the local economy. Five stated that benefits of the Proposed Action include job creation and increased tax revenue. Seventeen form letter campaigns stated the Proposed Action would have overall negative impacts on the economy. Nine of these form letter campaigns stated that increased rail traffic would harm existing businesses and slow regional commerce. Three form letter campaigns specifically addressed the potential for the Proposed Action to have negative impacts on property values. Another form letter campaign inquired about potential impacts on grain producers from rail displacement resulting from increased rail traffic. One form letter campaign expressed concern that the Proposed Action would encourage investments in coal-fired power plants in Asia, which would crowd out potential clean energy investments in the region. Another form letter campaign stated that the financial burdens of the Proposed Action would fall upon the public.

In addition to the form letter submissions, numerous commenters expressed general concern that the Proposed Action would generate negative socioeconomic impacts. Several other commenters stated that the Proposed Action would generate positive socioeconomic impacts.

Many commenters expressed concern for potential negative impacts on local businesses and residents from delays at train crossings, including lost work time, lost productivity, less visitors to the area, and social isolation. A few commenters asked that the EIS evaluate mitigating the delay to a level of nonsignificance and to include the ongoing funding of emergency responder alternative

means for access to emergency situations. Additional commenters expressed concern for impacts on businesses resulting from the increase in noise from added train horns sounding. One commenter stated that vibrations from additional trains could cause "ground settling and potentially building damage", and thereby "disrupt households and businesses". Several commenters stated that local communities would bear the expense of the costs of rail crossing improvements and installations, and that this issue should be addressed in the economics analysis.

Numerous commenters stated that local and national economies would benefit from the economic boost if the Proposed Action were to move forward. Several commenters stated that the Proposed Action would create many job opportunities, including "family-wage" jobs in construction, waterfront, maritime, and railroad trades, and apprenticeship positions. Some of these commenters stated that the Proposed Action would encourage the development of other natural resources in the United States, which would assist in bringing the country out of economic depression. A few commenters stated how the new infrastructure would assist in competing in a global economy. Another commenter stated that an increase in U.S. coal exports would draw in revenue and investments from abroad.

A few commenters expressed a concern that the increase in project-related jobs (construction, railroad, and export terminal jobs) would not offset the jobs at risk from the Proposed Action (tourism, small business, farming, and fishing).

Multiple commenters requested that the EIS assess and evaluate a wide variety of components of the local, regional, national, and global economies. A few commenters requested a thorough economic analysis. A few commenters requested an economics analysis to evaluate the impacts on air quality and the health system. One commenter requested that the EIS evaluate the health benefits from increased economic development and employment.

A few commenters stated that coal companies are receiving subsidies at the expense of their economy, and that the Proposed Action includes spending public tax money for a private project. A couple of commenters asked that the EIS include an economics analysis to determine what entity would be responsible for the cost of mitigation, and what government resources could be used to lessen the impacts of the Proposed Action

A few commenters voiced concern for impacts on natural resources that would affect businesses related to recreation and tourism, including the Alaskan and Washington National Wildlife Refuges. Several commenters were concerned that the Proposed Action would negatively affect the availability of fish for those who rely on fishing for "sustenance, employment, recreation, or cultural heritage." Commenters expressed concern regarding what impact a potential depletion of the regional fisheries would have on the recreational fishing tourism industry

One commenter remarked that a 2010 Columbia River Channel Improvement Project was conducted to make the Columbia River navigation channel deeper and, therefore, more marketable and accessible to move more tonnage and produce new business and jobs. A commenter stated that using the BNSF rail system is more costly than Chinese and Eurasian rail networks, and expressed concern that the expense would hinder the U.S. coal industry's ability to compete in the global market place.

Several commenters expressed concern that existing freight commodities and passenger rail service would be pushed out by the increase in coal trains. One commenter stated that the EIS should analyze impacts on passenger rail use if freight traffic were to increase. One commenter expressed

that the proposed additional train volume exceeds "the capacity of the current system," and another commenter requested the EIS review available regional planning efforts, while evaluating system capacity.

A few commenters expressed general concern that the Proposed Action would adversely affect property values locally and statewide, and requested that the EIS address this issue. A few commenters stated that property values decrease near coal terminals and railroads, and owners would no longer be able to sell their homes due to increased air pollution, noise, and traffic barriers. One commenter requested the EIS conduct an analysis on whether a "coal town reputation" could adversely affect businesses, property values, recruiting employees, and attracting tourism.

One commenter stated that the Proposed Action would increase diesel prices, and, therefore, increases the price of food. Another commenter requested that the EIS address the potential effect that coal export would have on domestic energy pricing and security.

5.21 Environmental Justice

Approximately 40 commenters stated concern pertaining to environmental justice. A few commenters expressed general concern regarding environmental justice issues and how to protect tribes and other minority groups from being disproportionately affected by the Proposed Action.

Numerous submissions expressed concern that the Proposed Action would result in adverse health outcomes for low-income neighborhoods close to the proposed terminal site. A few commenters specifically requested that the EIS analysis include performing health impact assessments that examine how the mining, transportation, and combustion of coal from the Proposed Action could increase the disproportionate "environmental burdens and health inequities" experienced in at-risk communities. A few commenters requested that the EIS focus on at-risk populations such as children and the elderly and to consider "cumulative and disproportionate impacts" on communities that are already exposed to high levels of air and water pollution.

Several commenters expressed concern for specific residential communities. A few commenters remarked that the Highlands neighborhood in the City of Longview is "a low income neighborhood with relatively high residential density" and "a disproportionately high share of the environmental impacts, including health, economic, and social effects will have the potential to affect this neighborhood". This commenter requested that the EIS include a comprehensive Health Impact Assessment for the Highland neighborhood. One commenter also expressed concern for the health of the low-income neighborhoods of the Highlands and Mint Farm. One commenter stated that communities adversely affected, like Mosier, Oregon, be compensated for the health, environmental, and economic impacts resulting from coal exports and rail traffic. One commenter remarked that because some of the lowest income communities in Missoula, Montana exist along the railroad track, the EIS should consider and plan mitigation for those communities along the full course of the route.

One commenter requested that the EIS examine the environmental justice impacts of the Proposed Action, stating that a disproportionate number of low-income and minority communities would be affected by the coal export terminal and the rail transportation of coal from the Powder River Basin and relating mining. This commenter remarked that Columbia River tribes and other tribes near and along the rail route would be affected by the Proposed Action. This commenter further requested that the EIS include "demographic information for all communities at the terminal site and along the rail lines that would ship coal to the port, as well as at the mine sites" and provided a list of potential

communities to evaluate, including "Spokane, Spokane Valley, Millwood, Cheney, Washington, and Lame Deer, Ashland, Birney, Muddy Cluster, Hardin, Crow Agency, Billings South Side neighborhood, and Busby, Montana, among others".

A few commenters requested that environmental justice concerns for tribes potentially affected by the Proposed Action be considered. One commenter stated that the Nez Perce Tribal members consume a greater amount of fish than non-tribal communities and that the volume of harvest is significantly lower than previous harvest levels. This same commenter also remarked that the Tribe's source of food such as salmon runs, has diminished and that Tribal members face high poverty and unemployment rates, and stated that the EIS should include an environmental justice review of the disproportionate impacts the Proposed Action could have on the Tribe.

5.22 Tribes, including Indian Fishing and Fishing Treaty Rights

Approximately 80 commenters addressed the issues of tribes, including Indian fishing and fishing treaty rights.

Some commenters, including a form letter campaign, expressed general concern about the effects of the Proposed Action on tribal treaty rights and resources including the ancestral use of land and burial grounds. Several commenters stated that the treaty "usual and accustomed" fishing areas and protected hunting areas would be affected by the Proposed Action. Another commenter remarked that the increased rail traffic associated with the Proposed Action would occur near or would otherwise affect traditional hunting and gathering areas. One commenter stated that the Proposed Action would be built in treaty-reserved-protected fishing areas of the Yakama, Warm Springs, Umatilla, and Nez Perce tribes. A few commenters expressed concern about the effects of the Proposed Action on fishing areas and farmland of the Nisqually and coastal Salish tribes. One commenter questioned how tribal religious freedoms would be affected by the Proposed Action.

Comments were submitted that listed project components or activities that were perceived to cause an impact on tribal resources. One commenter stated that direct and adverse impacts would be caused by the loading facility, dock, increased train traffic, and Panamax ships. That commenter stated that tribal members are exposed to train collisions when crossing rail tracks to access fishing sites and stated that the Proposed Action would increase the rate of fatalities to tribal members. The commenter recommended that the effects of fugitive coal dust on treaty rights be considered in the EIS. One commenter claimed that 17 Treaty Fishing Access Sites accessible through at-grade crossings located between the Bonneville and McNary dams would be affected. The commenter also stated that there are "In-Lieu" fishing sites (pursuant to P.L. 79-14) that already experience noticeable coal dust emissions. A number of commenters stated that chemicals in coal and coal dust are harmful to the fish in tribal fisheries, and one commenter concluded that mercury from coal combustion in Asia would end up in the fish that tribal members consume.

A few commenters requested that the EIS include an analysis of impacts on tribal fisheries and treaty resources. Commenters identified a number of species that they stated carry religious and cultural significance to one or more tribes including salmon, sturgeon, steelhead, and Pacific lamprey. One commenter stated that acid deposition from diesel combustion may damage tribal fisheries. Another commenter stated that fish species that rear, hold, and migrate through the

project area are subject to the Nez Perce Tribe's tribal treaty rights. A commenter also stated that tribal First Foods (not limited to fish) need to be considered.

A number of comments pertaining to the tribal consultation process were submitted. One commenter stated that they would not negotiate or agree to mitigation for any actions diminishing their treaty-reserved rights. A few commenters stated that several tribes had expressed interest in the Proposed Action and requested that government-to-government consultations take place. Another commenter stated that intergovernmental consultation is required from the Co-Lead Agencies. The commenter identified the 1989 Centennial Accord and concluded that it requires government-to-government consultation between the state of Washington and federally recognized tribes. A commenter requested that the EIS address how the federal government would be fulfilling its responsibility to tribes if the Proposed Action was authorized.

One commenter stated that the Proposed Action would have significant and irreparable impacts on the Yakama people and their treaty-reserved rights and requested that the each of the Co-Lead Agencies deny Millennium's application. Another commenter stated that the Proposed Action—which would run through the tribe's territory—would be a "violation of the public trust and constitute the unwise stewardship of common resources."

5.22.1 Climate Change

Approximately 193,900 comments were received on climate change. Nearly all comments stemmed from 24 form letter campaigns, of which 15 listed climate change among other issues of concern the commenters felt should be included in the EIS. Seven form letters further discussed climate change impacts as a result of combustion of fossil fuels from the use of coal at overseas power plants and/or GHG emissions from the mining and transportation of coal. One form letter focused on climate change concerns specifically relating to the San Juan Islands and requested the EIS include impacts associated with replacing San Juan's public infrastructure and damage costs from the effects of climate change. Another form letter requested that climate change impacts be analyzed from the coal life cycle facilitated by the Proposed Action. Two form letters stated the Proposed Action would not result in an impact on climate change. One of these letters stated that the degree of GHG emissions required to cause a global impact is vastly greater than the emissions that could be attributed to the Proposed Action. Another form letter discussed that the Proposed Action would result in a beneficial impact by providing high-quality coal, and that other coal suppliers would fill demand without the Proposed Action; so coal used globally would not increase and the net gain in GHG emissions by the Proposed Action would be insignificant.

In addition to the form letter submissions, other commenters listed climate change and the combustion of fossil fuels among other issues of concern without providing additional information to specific areas. A majority of commenters provided more detailed concerns on climate change associated with the increase of GHG emissions in Earth's atmosphere and requested the EIS evaluate the Proposed Action's impact on climate change. Most of these comments referred to the combustion of coal at coal plants in Asia or other potential foreign coal markets. Several commenters also requested that the EIS consider GHG emissions from locomotives transporting coal from the coal mines to the proposed terminal, operations at the proposed ship terminal, and vessels transporting coal overseas. Additionally, other commenters requested that the EIS evaluate the effects of GHG emissions from mining the coal.

Some commenters provided details on numerous climate change effects, including a variety of suggestions regarding the scope and method to examine project GHG emissions, as summarized below.

- **Climate change effects.** A majority of the commenters included specific issues of concern that were viewed as susceptible to climate change. The natural environment effects of concern included increasing temperatures (resulting in glacier melting, rising sea levels, declining springtime snowpack, declining river/stream flows, wildfires, etc.), changes to ecosystem health (changes to fish and wildlife, habitats, insect/pest infestation, vegetation/forests, treaty-reserved resources, etc.), causing extreme weather conditions (increased frequency or duration of typhoons, droughts, flooding, etc.), and changing regional albedo (ability to reflect radiation). Also, a few commenters expressed concern for climate change effects specifically associated with the Pacific Northwest's National Parks/Refuges, the Columbia River Gorge, and the San Juan Islands. One commenter noted that Washington State is believed to be particularly vulnerable to a warming climate because of its reliance on snow-fed water supplies, and impacts from sea-level rise on its many shoreline communities. Climate change effects associated with public health and safety; the forest, agriculture, fishing/shellfish industries; coastal structures, and public infrastructure (e.g., roads, utilities) were also noted.

  Several commenters expressed general concern for the cumulative impact of ocean acidification. One of the commenters questioned what declines in salmon population due to acidification would mean for the Native American tribes of the region. A couple of commenters stated that Executive Order 12-07 recommended a reduction of carbon dioxide to decrease the impacts of ocean acidification and the commenters stated that the Proposed Action contradicts that order.

- **Scope of analysis**. Some commenters provided input on analyses for evaluating the level of climate change/GHG emissions for the EIS. One commenter stated that the methods for conducting GHG emissions analysis are available and well developed, and further stated that the life cycle of GHG emissions associated with the Proposed Action would also be appropriate to consider. Another commenter declared that the scope of analysis should include "the lifetime of the project (i.e., until coal reserves are exhausted)." Another commenter requested climatic impacts of the Proposed Action be evaluated based on comparing life cycle emissions of GHGs. Several commenters also requested that when determining the Proposed Action's climate change impacts, other Pacific Northwest coal export proposals should be considered as well. Commenters stated that the Proposed Action itself would not extend the planet past the "tipping point of climate change disaster," but when combined with the emissions by other proposed coal export projects, climate change impacts could be significant.

  Some commenters requested limiting the EIS analysis to exclude the study of GHG emissions associated with end-use coal combustion. One commenter stated this is due to the "difficulty in demonstrating the GHG emissions can be tied to specific climatic impacts," and provided an alternative approach that the commenter stated, is used in recent EISs by the Bureau of Land Use Management when analyzing climate impacts. Some commenters stated that the cumulative effects analysis should not include GHG emissions from coal combustion due to the lack of causation between the Proposed Action and increased consumption of coal and because it would be difficult to determine the local impacts that may be connected to increased GHG concentrations.

  Some commenters requested additional analysis when studying climate change impacts of the Proposed Action. One commenter requested that the Proposed Action conduct a cost benefit

analysis. Another commenter requested federal agencies and departments prepare a National Climate Recovery Plan to help reduce carbon dioxide emissions.

- **Regulatory actions and public interest.** Several commenters noted that implementation of the Proposed Action would conflict with or contradict public interest and/or government regulatory actions aimed to reduce GHG emissions. Several commenters stated that while their governments are making strides to reduce GHG emissions, the Proposed Action would increase emissions. The regulatory actions mentioned included federal GHG regulations under the Clean Air Act for reducing emissions from both mobile and stationary sources, EPA's New Source Performance Standards for coal-fired plants to meet low carbon dioxide emissions, Washington State Governor's Executive Orders to curb GHG emissions, and Washington State GHG reduction standards to increase use of renewable energy and energy efficient sources. One commenter stated that the United States is a signatory of the Copenhagen Climate Accord, and stated the Proposed Action would be inconsistent with the accord's intent to reduce worldwide GHG emissions.

5.23 Cumulative Effects

Approximately 19,300 comments were received regarding the Proposed Action's cumulative effects. Nearly all comments stemmed from six form letter campaigns that commonly referred to the scope of cumulative analysis, and provided a variety of suggestions on the range of cumulative effects the EIS should analyze. These suggestions and other cumulative analysis concerns submitted by form letter campaigns and unique commenters are summarized below.

- **Other coal export proposals.** Numerous commenters requested that the EIS consider other Pacific Northwest coal export proposals in the Proposed Action's cumulative analysis or in a Programmatic EIS. Many of these commenters stated the combined impacts from all proposed facilities could harm the region with collective effects from, for example, pollution, traffic/rail congestion, and increase in GHGs. One commenter noted that of the five coal export facilities that have been mentioned by other commenters, only three are known by them to be "in any stage of preliminary or submitted application," and recommended the EIS limit the cumulative analysis to known proposals. One commenter stated that while there are other coal export terminals proposed for Washington, the cumulative effects analysis should only cover impacts where projects share environmental resource within a defined geographic area.
- **Scope.** Many commenters requested that the EIS conduct a project-level review that provides a localized scope with focus on the environmental effects that are directly impacted by implementation of the Proposed Action itself. Some commenters added that extending the scope outside of immediate or localized environmental impacts is "unprecedented" and would go far beyond the intent of EIS regulations. One commenter stated that a project-level review was adequate since the Proposed Action "does not cause or create, directly or indirectly, the impacts related to the extraction of any natural resources, or the use of such resources." Commenters also stated that an extended EIS scope (beyond the terminal project) could set a "dangerous precedent" and negatively impact future development projects and economic prosperity. One commenter stated that although there is no precedent for NEPA to analyze main line traffic for commodities in transit, if there was a need an analysis of all commodity transport (by rail, road, or waterway) would be needed. The commenter added that an analysis of full rail network for every project utilizing the system would also result in duplicative impacts.

Many commenters were concerned that the scope of the EIS is unprecedented and would only serve to delay the Proposed Action, which the commenters stated would harm the local and regional economy. Several other commenters stated that an EIS of this scope is "a change in regulations" and are concerned that an EIS of this scope would set a precedent for environmental reviews of other export commodities, which would harm the ability of the commodity to compete in a global market place and harm the ability of the export industry to sustain and grow.

Numerous comments were received requesting the EIS include a broad geographic scope when analyzing the Proposed Action's cumulative effects. These commenters suggested the analysis include impacts on western communities (Washington, Idaho, Montana, Wyoming) located near mines and along transportation routes (from the Powder River Basin to the proposed terminal). Commenters requested the EIS analyze mining, rail transportation, vessel transportation, community, environmental, and GHG impacts.

- **Other topics of concern.** Other topics of concern from comments regarding cumulative effects included considering all resource impacts of the Proposed Action combined, analyzing impacts "over the entire life of the potential project impact and not just the life of the project," and impacts on mining regarding the potential for new mines that otherwise would not be considered without the Proposed Action.

5.23.1 Other Cumulative Effects

Approximately 166,500 commenters addressed other cumulative effects as they relate to the Proposed Action. Nearly all comments stemmed from 11 form letter campaigns, four of which expressed general concern regarding the potential for new mines that otherwise would not be considered without the Proposed Action. Other form letters requested several cumulative impacts be covered in the EIS including, ocean acidification, mercury pollution, train traffic, cumulative impacts related to Chinook salmon, and additional vessel traffic. One form letter requested that an ocean acidification cumulative study include the potential biological, environmental, social, and economic consequences of the Pacific Northwest from the combustion of the coal shipped from the proposed terminal facility. Another form letter stated that the EIS should incorporate existing environmental documents while determining cumulative effects in lieu of conducting new reports and examination to prevent accumulating data that already exists in other previously approved NEPA documents.

Several commenters stated that an evaluation of the impacts of the Proposed Action beyond the site would overstep the bounds of a reasonable review.

Several commenters expressed concern for the cumulative impact on air and water quality. A commenter stated that the EIS must assess the cumulative effects to water resources from reasonably foreseeable coal mines in the Powder River Basin including those mines that the Proposed Action would induce. One commenter stated that the EIS must include in the cumulative evaluation of all stormwater and wastewater discharges into the Columbia River.

Regarding cumulative health impacts, one commenter requested that a Health Impact Assessment be prepared that evaluates the impacts of all coal ports in the Pacific Northwest. Another commenter requested to see a study of worldwide health effects from the combustion of coal.

Numerous commenters remarked on the potential cumulative economic impacts the Proposed Action and other similar proposed export terminals would have non-coal-related industries. Some comments stated the Proposed Action would have a positive effect. Other commenters stated it would have a negative effect.

A number of commenters made statements or included questions about cumulative impacts on salmon, Chinook in particular.

Some commenters also requested the EIS include the cumulative effects from invasive species spread by increased shipping. Some commenters stated that the EIS must assess the cumulative effects of other dredging activities in the lower Columbia River.

5.24 Other Issues

Approximately 1,300 commenters discussed other issues that have not been mentioned in the sections above. A number of comments stemmed from five form letter campaigns, two of which expressed concern for risk of fires from coal trains. Three of the form letter campaigns stated potential improvements to the Port of Longview.

In addition to the form letters, several commenters expressed other concerns. For example, one commenter suggested working closely with the Federal Highway Administration, the Cowlitz-Wahkiakum Council of Governments and the City of Longview to ensure that the environmental and public health impacts of SR 432 Project are addressed in the EIS. One commenter was concerned about the effects on taxpayers to subsidize repairs to damages of rail and roads due to increased train traffic.

One commenter recommended mitigation be identified and suggested the terminal proponents pay for and implement the mitigation because of the inability of the state and county to require mitigation from the railroads. Some commenters requested the EIS consider effects due to pollution as a result of the heavy duty machines used during the coal mining process. Some commenters requested that the EIS require the project proponent to develop a funding plan for the cleanup and decommissioning of the proposed terminal.

5.24.1 Other Comments

Approximately 50 commenters addressed other concerns about the Proposed Action. Some commenters addressed concerns regarding cleanup and mitigation of the proposed facility site under Washington State's Model Toxics Control Act (MCTA). Some commenters expressed concern that the nature of contamination and method of cleanup at the existing site be fully resolved prior to completion of the EIS and that conditions of the site after cleanup are disclosed in the environmental document. One commenter discussed concerns related to the grain that is stored at the current Longview shipping facility including the potential for grains to be contaminated with coal residing at the facility. The commenter asked that the EIS address the risk of contamination and hazards placed on the shipping facility by the Proposed Action. Some commenters discussed the Reynolds (Aluminum) site and requested this site be cleaned up.

- **Comments specific to the SEPA process.** Several comments pertain to the SEPA process and timeline. One commenter stated the scoping process has come at the expense of a timely EIS process. Other commenters expressed disappointment that Ecology pursued a broader scope

than the Corps in the GPT project. A commenter requested that the Co-Lead Agencies include a discussion of reasonable and feasible mitigation measures that could offset potentially significant environmental impacts. A couple of commenters stated that such inconsistently applied regulations could hinder the commodity industry.

- **Other topics of concern.** One commenter stated that the NEPA/SEPA process was not the appropriate venue to resolve policy issues regarding "the role of coal in domestic energy export polices" and requested that the EIS be treated no differently than any other commodity export terminal.

Chapter 6
Next Steps

The next step in the environmental review process is to begin work on the draft EIS. This will include gathering data, conducting gap analyses, conducting studies, and analyzing information. The SEPA Co-Lead Agencies will determine the initial scope of study for the SEPA EIS which may be adjusted through the process as information is collected and evaluated.

A few elements are common to all SEPA EIS documents, and will be included in the overall scope. These elements include a:

- Description of the Proposed Action, and the purpose and goals of the proposal;
- Range of reasonable on-site alternative designs, as well as a no action alternative; and
- Discussion of the existing environmental conditions and analyses of the potential impacts that might result from each of the alternatives.

If significant impacts are anticipated, then the EIS must explore possible mitigation measures to those impacts.

Once a draft EIS is published, the public will be invited to review and comment on the document and participate in public hearings.

Appendix A

SEPA Determination of Significance and NEPA Notice of Intent

DEPARTMENT OF BUILDING AND PLANNING

207 Fourth Avenue North
Kelso, WA 98626
TEL (360) 577-3052
FAX (360) 414-5550

www.co.cowlitz.wa.us/buildplan

Board of County Commissioners
Michael A. Karnofski District 1
Dennis P. Weber District 2
James R. Misner District 3

Cowlitz County SEPA Determination of Significance & Request for Comments on Scope of EIS for Millennium Bulk Terminals Longview LLC Coal Export Terminal

Description of Proposal: Millennium Bulk Terminals Longview LLC (MBTL) proposes to build a terminal for the transfer of coal between rail and ocean-going vessels for export on a portion of an existing industrial site which includes an existing operating dock (Dock 1) in Cowlitz County, Washington ("Coal Export Terminal"). The proposed Coal Export Terminal would be located near Longview, WA, adjacent to the Columbia River on an existing brownfield site zoned for heavy industrial use. The proposed Coal Export Terminal would cover approximately 190 acres of the approximately 536-acre site and would consist of rail unloading, storage, reclaiming and loading ships with coal. The proposed Coal Export Terminal would be capable of receiving, stockpiling, blending, and loading coal by conveyor onto ships for export.

MBTL proposes to develop the Coal Export Terminal in two separate phases. MBTL would construct two docks (Docks 2 and 3), one shiploader and related conveyors, a stockpile area including stockpile pads, a rail car unloading facilities , an operating rail turn around loop, up to eight rail lines, site area ground improvements, associated facilities, stockpiles, and infrastructure and conduct necessary dredging in the first stage (Stage 1). Stage 1 would be capable of a nominal throughput capacity of up to 25 million metric tonnes per year (MMTPA). Stage 2 facilities would consist of one additional shiploader on Dock 3 and associated stockpiles, conveyors and equipment necessary to bring the nominal throughput up to 44 MMTPA. The completed Coal Export Terminal would consist of two new docks, shiploading systems stockpiles and pads, rail car unloading facilities, an operating rail turnaround loop, rail lines to park 8 trains, associated facilities, conveyors, stockpiles and equipment, and necessary dredging. The planned total throughput capacity of the full build out facility would be a nominal 44 MMTPA of coal.

Dredging is required to provide berthing access from the navigation channel and to provide an adequate turning basin in the vicinity of Docks 2 and 3.

Stages 1 and 2 will be permitted under a single US Army Corps of Engineers authorization. Shiploading facilities for Stage 1 and 2 will be permitted under separate shoreline substantial development permits. Stage 2 ship loading facilities are not included in the current shoreline substantial development permit application to Cowlitz County.

Proponent: Millennium Bulk Terminals Longview LLC.

Location of Proposal: The proposed Coal Export Terminal site is located at 4029 Industrial Way Longview, WA 98632. The area is located within NW, NE Section 36, Township 8 North; Range 03 West, SW, SE Section 25, Township 8 North, Range 3 West, Parcel number 61953, and WDNR Aquatic Lands Lease No. 20-B09222.

Lead Agency: Cowlitz County Department of Building and Planning, the Washington State Department of Ecology (Ecology) and the U.S. Army Corps of Engineers (Corps) are co-lead agencies for consolidated environmental review under the State Environmental Policy Act (SEPA) and National Environmental Policy

Act (NEPA) pursuant to a Memorandum of Understanding (MOU) between the Cowlitz County, Ecology and the Corps. Pursuant to the MOU, Cowlitz County and Ecology are co-lead agencies under SEPA with Cowlitz County designated the nominal lead agency under SEPA. The Corps is the lead agency under NEPA for the project proposal.

EIS Required: Cowlitz County has determined that the proposal is likely to result in significant adverse impacts to the environment and, pursuant to RCW 43.21C.080, an environmental impact statement (EIS) is required. The co-lead agencies intend to prepare a combined NEPA/SEPA EIS. A separate Notice of Intent will be published in the Federal Register by the Corps to initiate the NEPA process.

Alternatives: Alternatives to the Coal Export Terminal proposal will be determined through the scoping process according to WAC 197-11-440(5)(b). Reasonable alternatives will include actions that could feasibly attain or approximate the proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation. The No Action Alternative will also be evaluated.

Scoping: Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS within a 95-day expanded scoping comment period beginning on August 16, 2013 and closing November 18, 2013. You may comment on alternatives, probable significant adverse impacts, mitigation measures, and licenses or other approvals that may be required.

Public scoping meetings will be held within Washington State from 4:00 p.m. to 8:00 p.m. in the following cities in order of occurrence:

Longview: Tuesday September 17, 2013, Cowlitz Expo Center, 1900 7th Ave. Longview, WA; 98632

Spokane: Wednesday September 25, 2013 Spokane Convention Center, 334 West Spokane Falls Blvd Spokane, WA 98201;

Pasco: Tuesday October 1, 2013, The Trac Center, 6600 Burden Blvd, Pasco, WA 98301;

Vancouver: Wednesday October 9, 2013, Clark County Fairgrounds, 17402 NE Delfel Rd Ridgefield, WA 98642

Tacoma: Thursday October 17, 2013, Tacoma Convention Center, 1600 Broadway Tacoma, WA 98402.

Written Comments: Comments on EIS scoping will be accepted through November 18, 2013. Written comments may be submitted via U.S. Mail, e-mail or on through the EIS project web site.

U.S. Mail Address: c/o ICF International 710 Second Ave., Suite 550 Seattle, WA 98104	MBTL Coal Export Terminal EIS
E-mail Address:	comments@millenniumbulkeiswa.gov
EIS Project Website:	www.millenniumbulkeiswa.gov

Notifications about the Draft EIS publication and public meetings and hearings will be made in accordance with adopted County, State, and Federal procedures. Interested parties who sign up on mailing lists or contact the agencies with a request to receive notices will also receive notices.

Documents Available: Environmental background documents and other materials indicating likely environmental impacts can be reviewed at the EIS project website at http://www.millenniumbulkeis.com and at our offices and on our website at http://www.co.cowlitz.wa.us/index.aspx?nid=1559

Responsible Official: Elaine Placido
Position/Title: Director, Department of Building and Planning
Address: 207 4th Avenue North
Kelso, WA 98626
Email: placidoe@co.cowlitz.wa.us
Telephone: (360) 577-3052

Date: August 9, 2013 **Signature:**

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DEPARTMENT OF BUILDING AND PLANNING

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Dennis P. Weber District 2
James R. Misner District 3

Cowlitz County Revised SEPA Determination of Significance & Request for Comments on Scope of EIS for Millennium Bulk Terminals Longview LLC Coal Export Terminal REVISED

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MBTL proposes to develop the Coal Export Terminal in two separate phases. MBTL would construct two docks (Docks 2 and 3), one shiploader and related conveyors, a stockpile area including stockpile pads, a rail car unloading facilities , an operating rail turn around loop, up to eight rail lines, site area ground improvements, associated facilities, stockpiles, and infrastructure and conduct necessary dredging in the first stage (Stage 1). Stage 1 would be capable of a nominal throughput capacity of up to 25 million metric tonnes per year (MMTPA). Stage 2 facilities would consist of one additional shiploader on Dock 3 and associated stockpiles, conveyors and equipment necessary to bring the nominal throughput up to 44 MMTPA. The completed Coal Export Terminal would consist of two new docks, shiploading systems stockpiles and pads, rail car unloading facilities, an operating rail turnaround loop, rail lines to park 8 trains, associated facilities, conveyors, stockpiles and equipment, and necessary dredging. The planned total throughput capacity of the full build out facility would be a nominal 44 MMTPA of coal.

Dredging is required to provide berthing access from the navigation channel and to provide an adequate turning basin in the vicinity of Docks 2 and 3.

Stages 1 and 2 will be permitted under a single US Army Corps of Engineers authorization. Shiploading facilities for Stage 1 and 2 will be permitted under separate shoreline substantial development permits. Stage 2 ship loading facilities are not included in the current shoreline substantial development permit application to Cowlitz County.

Proponent: Millennium Bulk Terminals Longview LLC.

Location of Proposal: The proposed Coal Export Terminal site is located at 4029 Industrial Way Longview, WA 98632. The area is located within NW, NE Section 36, Township 8 North; Range 03 West, SW, SE Section 25, Township 8 North, Range 03 West, Parcel number 61953, and WDNR Aquatic Lands Lease No. 20-B09222.

Lead Agency: Cowlitz County Department of Building and Planning and the Washington State Department of Ecology (Ecology) are co-lead agencies with Cowlitz County designated the nominal lead agency for environmental review under the State Environmental Policy Act (SEPA).) The U.S. Army Corps of

Engineers (Corps) is the lead agency under the National Environmental Policy Act (NEPA) for the project proposal. Pursuant to a Memorandum of Understanding (MOU) between the Cowlitz County, Ecology and the Corps, the agencies intend to synchronize the separate SEPA and NEPA environmental reviews..

EIS Required: Cowlitz County has determined that the proposal is likely to result in significant adverse impacts to the environment and, pursuant to RCW 43.21C.080, that an environmental impact statement (EIS) is required. Cowlitz County and Ecology intend to prepare a joint SEPA EIS. The Corps intends to prepare a separate NEPA EIS. A separate Notice of Intent will be published in the Federal Register by the Corps to initiate the NEPA process.

Alternatives: Alternatives to the Coal Export Terminal proposal will be determined through the scoping process according to WAC 197-11-440(5)(b). Reasonable alternatives will include actions that could feasibly attain or approximate the proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation. The No Action Alternative will also be evaluated.

Scoping: Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS within a 95-day expanded scoping comment period beginning on August 16, 2013 and closing November 18, 2013. You may comment on alternatives, probable significant adverse impacts, mitigation measures, and licenses or other approvals that may be required.

Public scoping meetings will be held within Washington State in the following cities in order of occurrence:

Longview: Tuesday September 17, 2013, Cowlitz Expo Center, 1900 7th Ave. Longview, WA; 98632. The meeting will be conducted as an open house from 12:00 p.m. to 8:00 p.m. Comments on the SEPA scope of review may be made between 5:00 p.m. and 8:00 p.m.

Spokane: Wednesday September 25, 2013 Spokane Convention Center, 334 West Spokane Falls Blvd Spokane, WA 98201. The meeting will be conducted as an open house from 4:00 p.m. to 8:00 p.m. Comments on the SEPA scope of review may be made between 5:00 p.m. and 8:00 p.m.

Pasco: Tuesday October 1, 2013, The Trac Center, 6600 Burden Blvd, Pasco, WA 98301. The meeting will be conducted as an open house from 4:00 p.m. to 8:00 p.m. Comments on the SEPA scope of review may be made between 5:00 p.m. and 8:00 p.m.

Ridgefield: Wednesday October 9, 2013, Clark County Fairgrounds, 17402 NE Delfel Rd Ridgefield, WA 98642. The meeting will be conducted as an open house from 12:00 p.m. to 8:00 p.m. Comments on the SEPA scope of review may be made between 5:00 p.m. and 8:00 p.m.

Tacoma: Thursday October 17, 2013, Tacoma Convention Center, 1600 Broadway Tacoma, WA 98402. The meeting will be conducted as an open house from 4:00 p.m. to 8:00 p.m. Comments on the SEPA scope of review may be made between 5:00 p.m. and 8:00 p.m.

Written Comments: Comments on EIS scoping will be accepted through November 18, 2013. Written comments may be submitted via U.S. Mail, e-mail or on through the EIS project web site.

U.S. Mail Address: MBTL Coal Export Terminal EIS
C/o ICF International
710 Second Ave., Suite 550
Seattle, WA 98104

E-mail Address: comments@millenniumbulkeiswa.gov

EIS Project Website: www.millenniumbulkeiswa.gov

Notifications about the Draft EIS publication and public meetings and hearings will be made in accordance with adopted County, State, and Federal procedures. Interested parties who sign up on mailing lists or contact the agencies with a request to receive notices will also receive notices.

Documents Available: Environmental background documents and other materials indicating likely environmental impacts can be reviewed at the EIS project website at http://www.millenniumbulkeis.com and at our offices and on our website at http://www.co.cowlitz.wa.us/index.aspx?nid=1559

Responsible Official: Elaine Placido
Position/Title: Director, Department of Building and Planning
Address: 207 4th Avenue North
Kelso, WA 98626
Email: placidoe@co.cowlitz.wa.us
Telephone: (360) 577-3052

Date: September 9, 2013 **Signature:** _____

4810-6515-1765, v. 1

POLICY JUSTIFICATION

India—M777 155mm Light-Weight Towed Howitzers

The Government of India has requested a possible sale of 145 M777 155mm Light-Weight Towed Howitzers with Laser Inertial Artillery Pointing Systems (LINAPS), warranty, spare and repair parts, support and test equipment, publications and technical documentation, maintenance, personnel training and training equipment, U.S. Government and contractor representatives' technical assistance, engineering and logistics support services, and other related elements of logistics support. The estimated cost is $885 million.

This proposed sale will contribute to the foreign policy and national security of the United States by helping to strengthen the U.S.-India strategic relationship and to improve the security of an important partner which continues to be a for political stability, peace, and economic progress in South Asia.

India intends to use the howitzers to modernize its armed forces and enhance its ability to operate in hazardous conditions. India will have no difficulty absorbing these weapons into its armed forces.

The proposed sale of this equipment and support will not alter the basic military balance in the region.

The principal contractors will be BAE of Hattiesburg, Mississippi; Watervliet Arsenal of Watervliet, New York; Seiler Instrument Company of St Louis, Missouri; Triumph Actuation Systems of Bloomfield, Connecticut; Taylor Devices of North Tonawanda, New York; Hutchinson Industries of Trenton, New Jersey; and Selex, Edinburgh, United Kingdom. In accordance with the Indian Defense Procurement Procedure (DPP), it is anticipated that the vendor will be required to negotiate an offset contract with the government of India.

Implementation of this proposed sale will require annual trips to India involving up to eight (8) U.S. Government and contractor representatives for technical reviews/support, training, and in-country trials for a period of approximately two years.

There will be no adverse impact on U.S. defense readiness as a result of this proposed sale.

This congressional notification transmittal number 13–BJ will supersede previously notified transmittal 09–DB.

[FR Doc. 2013–19717 Filed 8–13–13; 8:45 am]

BILLING CODE 5001–06–P

DEPARTMENT OF DEFENSE

Department of Air Force

Exchange of Air Force Real Property for Non-Air Force Real Property

SUMMARY: Notice identifies excess Federal real property under administrative jurisdiction of the United States Air Force it intends to exchange for real property not currently owned by the Federal government that will be placed under the administrative jurisdiction of the Air Force.

FOR FURTHER INFORMATION CONTACT: Mr. Arthur Calix, Air Force Civil Engineer Center Installations Center of Excellence (AFCEC/CIT) , 2261 Hughes Avenue, Suite 155, Joint Base San Antonio (JBSA) Lackland, TX 78236–9853; telephone (210) 395–9481, (telephone number is not toll-free).

SUPPLEMENTARY INFORMATION: In accordance with 10 U.S.C. Section 2869 (d)(1), the Air Force is publishing this Notice to identify Federal real property that it intends to exchange for property that is needed by the Air Force to limit encroachment and other constraints on military operations at Hanscom Air Force Base, Massachusetts. Description of the Air Force Property: Approximately 36 acres of railway corridor of irregular width, located in the North Falmouth section of the Town of Falmouth, located on the southern portion of Cape Cod, Massachusetts. The rail corridor extends from an area just west of Route 28A and north of Route 151 on Cape Cod and extends to the southern portion of the Joint Base Cape Cod formally known as (Massachusetts Military Reservation), Otis Air National Guard Base, Massachusetts. The property consists of 23 tracts of land providing a rail corridor of about thirteen thousand linear feet in length.

Property Number

Status: Excess.

Comments: The Air Force railway land described above was determined to be excess to military mission needs on April 29, 2013. The property proposed to be acquired by the Air Force in the property exchange is about 18 acres of land, owned by the Commonwealth of Massachusetts, located adjacent to the Hanscom Air Force Base current main entry gate (Vandenberg Gate). If the transaction is approved, the Air Force intends to re-route the road into Vandenberg Gate and construct a new main gate facility to enhance the installation's main entry control point. Before the exchange agreement is approved by the Air Force, the Air Force will notify the appropriate Congressional committees of the terms and conditions of the proposed exchange pursuant to section 2869(d)(2) of title 10, United States Code.

Authority: Title 10, United States Code, Section 2869(d)(1).

Bao-Anh Trinh,

Air Force Federal Register Liaison Officer.

[FR Doc. 2013–19756 Filed 8–13–13; 8:45 am]

BILLING CODE 5001–05–P

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Notice of Intent To Prepare a Joint Environmental Impact Statement (EIS) for the Millennium Bulk Terminals—Longview Shipping Facility Project

AGENCY: U. S. Army Corps of Engineers (Corps), DoD.

ACTION: Notice of Intent.

SUMMARY: Millennium Bulk Terminals—Longview, LLC (MBTL) is proposing to construct and operate a shipping facility near Longview, Washington. MBTL currently intends to ship coal from the facility. Department of the Army (DA) authorization is required pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. The Corps has determined the proposed project may have significant individual and/or cumulative impacts on the human environment. The Corps has entered into an agreement with the Cowlitz County Building and Planning Department (County) and the Washington State Department of Ecology (WDOE), (together, the co-lead agencies) to prepare a joint Environmental Impact Statement (EIS) in accordance with both the National Environmental Policy Act (NEPA) of 1969, as amended, and the Washington State Environmental Policy Act (SEPA). The Corps will serve as the lead federal agency for purposes of NEPA, and the County and WDOE will serve as lead agencies under SEPA.

DATES: The scoping period for this EIS will begin August 16, 2013. Written comments regarding the scope of the EIS, including the environmental analysis, range of alternatives, and potential mitigation actions should be submitted to the address below or by email to *comments@millenniumbulkeiswa.gov* by the closing date of the EIS scoping period, November 18, 2013.

ADDRESSES: Written comments regarding issues to be addressed in the EIS and requests to be included on the EIS notification mailing list should be submitted to Ms. Danette L. Guy, U.S. Army Corps of Engineers, Seattle District in care of MBTL EIS Co-Lead Agencies, 710 Second Avenue, Suite 550, Seattle, Washington 98104.

FOR FURTHER INFORMATION CONTACT: Ms. Danette L. Guy by email at *danette.l.guy@usace.army.mil,* by regular mail at (see **ADDRESSES**), or by telephone at (206) 316–3048.

SUPPLEMENTARY INFORMATION: Preparation of an EIS will support the Corps' eventual decision to either issue, issue with conditions, or deny a DA permit for the proposed action. As part of the NEPA process, the Corps will gather and analyze information to compare the potential environmental effects of possible project alternatives and a ''no action'' alternative in the EIS. A single, joint EIS will be prepared to assess the potential social, economic, and environmental impacts of the project, and will be sufficient in scope to address Federal, State, and local regulatory requirements and pertinent environmental and socio-economic issues. The EIS will disclose the extent to which information in the joint document is for NEPA analysis and/or SEPA analysis only. It is up to each co-lead agency to determine the relevance and weight the information in the EIS will be given by each co-lead agency when making its own agency determinations, based on each agency's respective statutes, responsibilities, and legal requirements.

The federal EIS process begins with publication of this Notice of Intent. The EIS will be prepared in accordance with the Corps' procedures for implementing NEPA (33 CFR Part 325, Appendix B) and consistent with the Corps' policy to facilitate public understanding and review of agency proposals.

1. *Proposed Action.* The decision to issue, issue with conditions, or to deny a permit for various activities within the Corps' jurisdiction associated with the proposed construction and operation of a shipping facility by Millennium Bulk Terminals—Longview (MBTL). Currently, MBTL intends to ship coal from the facility.

2. *Project Description.* The project site is located in Cowlitz County, Washington, in an industrial area along the Columbia River just west of the city of Longview. MBTL proposes to construct the project on approximately 190 acres of a 536-acre site. The project includes construction of two piers in the Columbia River connected by a conveyor and access ramp. One pier would be up to 1,400 feet long and range from approximately 90 to 130 feet wide. The second pier would be approximately 900 feet long and 100 feet wide. Both would be connected to dry land by an access trestle approximately 800 feet long and range in width from up to 35 feet on the north end to up to 60 feet on the south end. The piers and trestle would support two ship loaders. MBTL proposes to dredge approximately 500,000 cubic yards of substrate from a 48-acre berthing area along the riverward side of the proposed piers. The dredged material would be disposed in the flow lane of the Columbia River. Periodic future maintenance dredging of the berthing area is also proposed. The shipping facility would include an open-air storage area approximately 75 acres in size serviced by an on-site balloon track system with parking capacity for eight trains. A system of rail-mounted reclaimers would convey coal from the storage area to the loading facility. The terminal would also include rail car unloading facilities, roadways, service buildings, storm water treatment facilities, and utility infrastructure. Constructing the portion of the terminal adjacent to the Columbia River would impact approximately 38 acres of waters of the U.S., including wetlands and drainage ditches. Any compensatory mitigation for impacts to waters of the U.S. would comply with the 2008 *Compensatory Mitigation Rule for Losses of Aquatic Resources,* 33 CFR parts 325 and 332; 73 FR 19594 (April 10, 2008).

3. Alternatives. The EIS will address an array of alternatives for a facility to receive material by rail and load ships for ocean transport. Alternatives may include, but will not be limited to, no action, alternative sites, alternative methods for on-site handling, and alternative facility designs. Mitigation measures could include, but would not be limited to, avoidance of sensitive areas, creation or enhancement of riverine nearshore habitats, and creation, restoration, or enhancement of wetlands.

4. *Scope of Analysis.* The scope of analysis identifies the federal action area under NEPA and, along with public input through the scoping process, informs the impacts (direct, indirect, and cumulative) analyzed in the EIS. In determining the scope of analysis for this EIS, the Corps must identify the scope of the activities under consideration and decide, for the purposes of NEPA, whether the agency has ''control and responsibility'' for activities outside of waters of the U.S. such that issuance of a permit would amount to approval of those activities (33 CFR Part 325 Appendix B, Par. 7(b)(1)). As a general rule, the Corps extends its scope of analysis beyond waters of the U.S. where the environmental consequences of upland elements of the project may be considered products of either the Corps permit action or the permit action in conjunction with other federal involvement (33 CFR Part 325 Appendix B, Para. 7(b)(2)).

For this EIS, the Corps' scope of analysis will include the entire MBTL project area and any offsite area that might be used for compensatory mitigation. The project area consists of the approximately 190-acre shipping terminal project site, the area to be dredged, the dredged material disposal site(s), and any other area in or adjacent to the Columbia River that would be affected by, and integral to, the proposed project.

5. *Scoping Process.* The scoping period will begin August 16, 2013 and continue for 95 days until November 18, 2013. The Corps invites Federal agencies, state and local governments, Native American Tribes, and the public to participate in the scoping process by providing written comments and/or attending the public scoping meetings scheduled for the dates and locations listed below. Written comments will be considered during preparation of the Draft EIS. Comments postmarked or emailed after the closing date of the scoping period will be considered to the extent feasible.

The purpose of scoping is to assist the Corps in identifying pertinent issues, public concerns, and alternatives, and the depth to which they should be evaluated in the EIS, consistent with the Corps' scope of analysis for this project, as stated above. The Corps has prepared project information documents to familiarize agencies, tribes, interested organizations, and the public with the proposed project and potential environmental impacts. Copies of these documents will be available at the public meetings and on the Internet Web site developed for this EIS, *www.millenniumbulkeiswa.gov,* or may be requested from Corps project manager, Ms. Danette L. Guy (see contact information above). Corps representatives will also answer scoping-related questions and accept comments at public scoping meetings.

a. Public scoping meetings will be held to present an overview of the MBTL project and afford participants an opportunity to provide comments on the range of actions, alternatives, and

potential impacts. The following public scoping meetings have been scheduled:

Cowlitz Expo Center, 1900 7th Avenue, Longview, Washington 98632 on Tuesday, September 17, 2013, from 5:00 p.m. to 8:00 p.m.

Spokane Convention Center, 334 West Spokane Falls Boulevard, Spokane, Washington 99201 on Wednesday, September 25, 2013, from 5:00 p.m. to 8:00 p.m.

The Trac Center, 6600 Burden Boulevard, Pasco, Washington 99301 on Tuesday, October 1, 2013, from 5:00 p.m. to 8:00 p.m.

Clark County Fairgrounds, 17402 Northeast Delfel Road, Ridgefield, Washington 98642 on Wednesday, October 9, 2013, from 5:00 p.m. to 8:00 p.m.

Tacoma Convention Center, 1500 Broadway, Tacoma, Washington 98402 on Thursday, October 17, 2013, from 5:00 p.m. to 8:00 p.m.

In addition, an ''online scoping meeting'' will be continuously hosted on the EIS Internet Web site at *www.millenniumbulkeiswa.gov* for the duration of the scoping period.

b. Potentially significant issues to be analyzed in the EIS include, but are not limited to direct, indirect, and cumulative effects of the project-specific activities proposed within the NEPA scope of analysis as described above on navigation (e.g., vessel traffic and navigational safety); aquatic habitats; aquatic species, including Endangered Species Act-listed species and Washington State species of concern; Tribal treaty rights; wetland and riparian habitat; wildlife; vehicle traffic; cultural, historic, and archeological resources; air and water quality; noise; recreation; land use; and aesthetics.

c. The Corps will consult with the Washington State Historic Preservation Officer and applicable Tribes to comply with the National Historic Preservation Act; the U.S. Fish and Wildlife Service and National Marine Fisheries Service to comply with the Endangered Species Act; the National Marine Fisheries Service to comply with the Essential Fish Habitat provisions of the Magnuson-Stevens Fishery Conservation and Management Act; and applicable Tribes to comply with reserved treaty fishing rights.

d. Development of the draft EIS will begin after the close of the scoping period. The draft EIS is currently scheduled to be available for public review and comment by June 2015.

e. A 90-day public review period will be provided for interested parties to review and comment on the draft EIS. Interested parties are encouraged to contact the Corps if they wish to be notified when the draft EIS is issued.

f. All comments received will become part of the administrative record for this project and subject to public release to third-parties, including any personally identifiable information such as name, phone number, and address, included in the comment.

Dated: July 29, 2013.

Bruce A. Estok,

Colonel, Corps of Engineers, District Engineer.

[FR Doc. 2013–19738 Filed 8–13–13; 8:45 am]

BILLING CODE 3720–58–P

DEPARTMENT OF EDUCATION

[Docket No. ED–2013–ICCD–0056]

Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Comment Request; IEPS International Resource Information System (IRIS)

AGENCY: Office of Postsecondary Education (OPE), Department of Education (ED).

ACTION: Notice.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 3501 *et seq.*), ED is proposing a revision of an existing information collection.

DATES: Interested persons are invited to submit comments on or before September 13, 2013.

ADDRESSES: Comments submitted in response to this notice should be submitted electronically through the Federal eRulemaking Portal at *http://www.regulations.gov* by selecting Docket ID number ED–2013–ICCD–0056 or via postal mail, commercial delivery, or hand delivery. *Please note that comments submitted by fax or email and those submitted after the comment period will not be accepted.* Written requests for information or comments submitted by postal mail or delivery should be addressed to the Director of the Information Collection Clearance Division, U.S. Department of Education, 400 Maryland Avenue SW., LBJ, Room 2E103, Washington, DC 20202–4537.

FOR FURTHER INFORMATION CONTACT: Electronically mail *ICDocketMgr@ed.gov.* Please do not send comments here.

SUPPLEMENTARY INFORMATION: The Department of Education (ED), in accordance with the Paperwork Reduction Act of 1995 (PRA) (44 U.S.C. 3506(c)(2)(A)), provides the general public and Federal agencies with an opportunity to comment on proposed, revised, and continuing collections of information. This helps the Department assess the impact of its information collection requirements and minimize the public's reporting burden. It also helps the public understand the Department's information collection requirements and provide the requested data in the desired format. ED is soliciting comments on the proposed information collection request (ICR) that is described below. The Department of Education is especially interested in public comment addressing the following issues: (1) Is this collection necessary to the proper functions of the Department; (2) will this information be processed and used in a timely manner; (3) is the estimate of burden accurate; (4) how might the Department enhance the quality, utility, and clarity of the information to be collected; and (5) how might the Department minimize the burden of this collection on the respondents, including through the use of information technology. Please note that written comments received in response to this notice will be considered public records.

Title of Collection: IEPS International Resource Information System (IRIS).

OMB Control Number: 1840–0759.

Type of Review: Revision of an existing collection of information.

Respondents/Affected Public: Private Sector, Federal Government, Individuals or households.

Total Estimated Number of Annual Responses: 6,754.

Total Estimated Number of Annual Burden Hours: 13,439.

Abstract: This is a re-clearance of the on-line reporting system, International Resource Information System (IRIS) that IFLE uses to collect annual performance reports from Title VI and Fulbright-Hays grantees. The system is also used by IFLE to disseminate program information to the public.

Kate Mullan,

Acting Director, Information Collection Clearance Division, Privacy, Information and Records Management Services, Office of Management.

[FR Doc. 2013–19622 Filed 8–13–13; 8:45 am]

BILLING CODE 4000–01–P

DEPARTMENT OF EDUCATION

Notice Inviting Guaranty Agencies To Submit Requests To Participate in a Voluntary Flexible Agreement

AGENCY: Office of Postsecondary Education, Department of Education.

ACTION: Notice.

COMMITTEE FOR PURCHASE FROM PEOPLE WHO ARE BLIND OR SEVERELY DISABLED

Procurement List; Proposed Additions and Deletion

AGENCY: Committee for Purchase From People Who Are Blind or Severely Disabled.

ACTION: Proposed additions to and deletions from the Procurement List.

SUMMARY: The Committee is proposing to add products to the Procurement List that will be furnished by nonprofit agencies employing persons who are blind or have other severe disabilities.

Comments Must Be Received on or Before: 10/7/2013.

ADDRESSES: Committee for Purchase From People Who Are Blind or Severely Disabled, 1401 S Clark Street, Suite 10800, Arlington, Virginia 22202–4149.

FOR FURTHER INFORMATION OR TO SUBMIT COMMENTS CONTACT: Barry S. Lineback, Telephone: (703) 603–7740, Fax: (703) 603–0655, or email *CMTEFedReg@AbilityOne.gov.*

SUPPLEMENTARY INFORMATION: This notice is published pursuant to 41 U.S.C. 8503(a)(2) and 41 CFR 51–2.3. Its purpose is to provide interested persons an opportunity to submit comments on the proposed actions.

Additions

If the Committee approves the proposed additions, the entities of the Federal Government identified in this notice will be required to procure the products listed below from nonprofit agencies employing persons who are blind or have other severe disabilities.

The following products are proposed for addition to the Procurement List for production by the nonprofit agencies listed:

Products

Safety Data Sheet Organizer Binder

NSN: 7520–00–NIB–0357—Kit, Mounting Board, GHS, SDS Information Center
NSN: 7520–00–NIB–0360—Binder, GHS, Safety Data Sheets
Coverage: A-List for the Total Government Requirement as aggregated by the General Services Administration
NSN: 7520–00–NIB–0358—Kit, Mounting Board, GHS Information Center
NSN: 7520–00–NIB–0359—Binder with Wire Rack Holder, GHS, Safety Data Sheets
Coverage: B-List for the Broad Government requirement as aggregated by the General Services Administration
NPA: Association for the Blind and Visually Impaired—Goodwill Industries of Greater Rochester, Rochester, NY
Contracting Activity: GENERAL SERVICES ADMINISTRATION, NEW YORK, NY

Holiday Themed Bags, Containers and Baking Cup-Picks Set

NSN: MR 376—Resealable Bags, Holiday, 6.5″ x 5.875″
NSN: MR 379—Storage Containers, Holiday, 12 oz. or 16 oz., 6PK
NSN: MR 380—Set, Baking Cups and Picks, Holiday, 24PC
NPA: Winston-Salem Industries for the Blind, Inc., Winston-Salem, NC
Contracting Activity: DEFENSE COMMISSARY AGENCY, FORT LEE, VA
COVERAGE: C-List for the requirements of military commissaries and exchanges as aggregated by the Defense Commissary Agency.

Holiday and Patriotic Themed Serving Bowls

NSN: MR 358—Serving Bowl, Patriotic, Plastic 7Qt
NSN: MR 370—Serving Bowl, Holiday, Plastic 7Qt
NSN: MR 373—Chip and Dip Bowl, Holiday, Plastic
NPA: Industries for the Blind, Inc., West Allis, WI
Contracting Activity: DEFENSE COMMISSARY AGENCY, FORT LEE, VA
COVERAGE: C-List for the requirements of military commissaries and exchanges as aggregated by the Defense Commissary Agency.

Deletion

The following product is proposed for deletion from the Procurement List:

Product

Bandage, Gauze, Elastic

NSN: 6510–00–913–7906
NPA: Elwyn, Inc., Aston, PA
Contracting Activity: DEFENSE LOGISTICS AGENCY TROOP SUPPORT, PHILADELPHIA, PA

Barry S. Lineback

Director, Business Operations.

[FR Doc. 2013–21748 Filed 9–5–13; 8:45 am]

BILLING CODE 6353–01–P

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Notice of Amendment to the Notice of Intent To Prepare an Environmental Impact Statement (EIS) for the Millennium Bulk Terminals–Longview Shipping Facility Project

AGENCY: U.S. Army Corps of Engineers (Corps), DoD.

ACTION: Notice of Intent.

SUMMARY: Millennium Bulk Terminals–Longview, LLC (MBTL) is proposing to construct and operate a shipping facility near Longview, Washington. Department of the Army (DA) authorization is required pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act. The Corps has determined the proposed project may have significant individual and/or cumulative impacts on the human environment. The Corps is working in collaboration with the Cowlitz County Building and Planning Department (County) and the Washington State Department of Ecology (WDOE), to prepare separate federal and state Environmental Impact Statements (EISs) in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended, and the Washington State Environmental Policy Act (SEPA). The Corps will serve as the lead federal agency for purposes of preparing a NEPA EIS, while the County and WDOE will serve as lead agencies for purposes of preparing a SEPA EIS. This Notice of Intent amends the notice published in the **Federal Register** on August 14, 2013 (78 FR 49484) by providing additional and updated information on a separate but synchronized environmental review and public scoping process.

DATES: The scoping period for the EIS began August 16, 2013. Written comments regarding the scope of the EIS, including the environmental analysis, range of alternatives, and potential mitigation actions should be submitted to the address below or by email to *comments@millenniumbulkeiswa.gov* by the closing date of the EIS scoping period, November 18, 2013.

ADDRESSES: Written comments regarding issues to be addressed in the NEPA EIS and requests to be included on the EIS notification mailing list should be submitted to Ms. Danette L. Guy, U.S. Army Corps of Engineers, Seattle District in care of MBTL EIS, 710 Second Avenue, Suite 550, Seattle, Washington, 98104.

FOR FURTHER INFORMATION CONTACT: Ms. Danette L. Guy by email at *danette.l.guy@usace.army.mil,* by regular mail at (see **ADDRESSES**), or by telephone at (206) 316–3048.

SUPPLEMENTARY INFORMATION:

Preparation of an EIS will support the Corps' eventual decision to either issue, issue with conditions, or deny a DA permit for the proposed action. As part of the NEPA process, the Corps will gather and analyze information to compare the potential environmental effects of possible project alternatives and a ''no action'' alternative in the EIS. An EIS will be prepared to assess the potential social, economic and environmental impacts of the project, and will be sufficient in scope to address Federal regulatory requirements

and pertinent environmental and socio-economic issues.

The federal EIS process began with publication of a Notice of Intent on August 14, 2013. The EIS will be prepared in accordance with the Corps' procedures for implementing NEPA (33 CFR Part 325, Appendix B) and consistent with the Corps' policy to facilitate public understanding and review of agency proposals.

1. *Proposed Action.* The decision to issue, issue with conditions, or to deny a permit for various activities within the Corps' jurisdiction associated with the proposed construction and operation of a shipping facility by Millennium Bulk Terminals-Longview (MBTL). Currently, MBTL intends to ship coal from the facility.

2. *Project Description.* The project site is located in Cowlitz County, Washington, in an industrial area along the Columbia River just west of the city of Longview. MBTL proposes to construct the project on approximately 190 acres of a 536-acre site. The project includes construction of two piers in the Columbia River connected by a conveyor and access ramp. One pier would be up to 1,400 feet long and range from approximately 90 to 130 feet wide. The second pier would be approximately 900 feet long and 100 feet wide. Both would be connected to dry land by an access trestle approximately 800 feet long and range in width from up to 35 feet on the north end to up to 60 feet on the south end. The piers and trestle would support two ship loaders. MBTL proposes to dredge approximately 500,000 cubic yards of substrate from a 48-acre berthing area along the riverward side of the proposed piers. The dredged material would be disposed in the flow lane of the Columbia River. Periodic future maintenance dredging of the berthing area is also proposed. The shipping facility would include an open-air storage area approximately 75 acres in size serviced by an on-site balloon track system with parking capacity for eight trains. A system of rail-mounted reclaimers would convey coal from the storage area to the loading facility. The terminal would also include rail car unloading facilities, roadways, service buildings, storm water treatment facilities, and utility infrastructure. Constructing the portion of the terminal adjacent to the Columbia River would impact approximately 38 acres of waters of the U.S., including wetlands and drainage ditches. Any compensatory mitigation for impacts to waters of the U.S. would comply with the 2008 C*ompensatory Mitigation Rule for Losses of Aquatic Resources,* 33 CFR parts 325 and 332; 73 FR 19594 (April 10, 2008).

3. *Alternatives.* The EIS will address an array of alternatives for a facility to receive material by rail and load ships for ocean transport. Alternatives may include, but will not be limited to, no action, alternative sites, alternative methods for on-site handling, and alternative facility designs. Mitigation measures could include, but would not be limited to, avoidance of sensitive areas, creation or enhancement of riverine nearshore habitats, and creation, restoration, or enhancement of wetlands.

4. *Scope of Analysis.* The scope of analysis identifies the federal action area under NEPA and, along with public input through the scoping process, informs the impacts (direct, indirect, and cumulative) analyzed in the EIS. In determining the scope of analysis for this EIS, the Corps must identify the scope of the activities under consideration and decide, for the purposes of NEPA, whether the agency has ''control and responsibility'' for activities outside of waters of the U.S. such that issuance of a permit would amount to approval of those activities (33 CFR Part 325 Appendix B, Par. 7(b)(1)). As a general rule, the Corps extends its scope of analysis beyond waters of the U.S. where the environmental consequences of upland elements of the project may be considered products of either the Corps permit action or the permit action in conjunction with other federal involvement (33 CFR Part 325 Appendix B, Para. 7(b)(2)).

For this EIS, the Corps' scope of analysis will include the entire MBTL project area and any offsite area that might be used for compensatory mitigation. The project area consists of the approximately 190-acre shipping terminal project site, the area to be dredged, the dredged material disposal site(s), and any other area in or adjacent to the Columbia River that would be affected by, and integral to, the proposed project.

5. *Scoping Process.* The scoping period began August 16, 2013, and will continue for 95 days until November 18, 2013. The Corps invites Federal agencies, state and local governments, Native American Tribes, and the public to participate in the scoping process by providing written comments and/or attending the public scoping meetings scheduled for the dates and locations listed below. Written comments will be considered during preparation of the Draft EIS. Comments postmarked or emailed after the closing date of the scoping period will be considered to the extent feasible.

The purpose of scoping is to assist the Corps in identifying pertinent issues, public concerns, and alternatives, and the depth to which they should be evaluated in the EIS, consistent with the Corps' scope of analysis for this project, as stated above. The Corps has prepared project information documents to familiarize agencies, tribes, interested organizations, and the public with the proposed project and potential environmental impacts. Copies of these documents will be available at the public meetings and on the Internet Web site developed for this EIS, *www.millenniumbulkeiswa.gov,* or may be requested from Corps project manager, Ms. Danette L. Guy (see contact information above). Corps representatives will also answer scoping-related questions and accept comments at public scoping meetings.

a. Public scoping meetings will be held to present an overview of the MBTL project and afford participants an opportunity to provide comments on the range of actions, alternatives, and potential impacts. Two of the scoping meetings announced in the August 14, 2013, Notice of Intent have been revised to reflect the Corps' public scoping meetings schedule. The Corps official public scoping meetings are as follows:

Cowlitz Expo Center, 1900 7th Avenue, Longview, Washington 98632 on Tuesday, September 17, 2013, from 1:00 p.m. to 4:00 p.m.

Clark County Fairgrounds, 17402 Northeast Delfel Road, Ridgefield, Washington 98642 on Wednesday, October 9, 2013, from 1:00 p.m. to 4:00 p.m.

In addition, public scoping meetings previously announced by the County and WDOE will be held as scheduled. The Corps will attend these meetings as well, and will accept and review all comments received. These meetings will be held as follows:

Cowlitz Expo Center, 1900 7th Avenue, Longview, Washington 98632 on Tuesday, September 17, 2013, from 5:00 p.m. to 8:00 p.m.

Spokane Convention Center, 334 West Spokane Falls Boulevard, Spokane, Washington 99201 on Wednesday, September 25, 2013, from 5:00 p.m. to 8:00 p.m.

The Trac Center, 6600 Burden Boulevard, Pasco, Washington 99301 on Tuesday, October 1, 2013, from 5:00 p.m. to 8:00 p.m.

Clark County Fairgrounds, 17402 Northeast Delfel Road, Ridgefield, Washington 98642 on Wednesday, October 9, 2013, from 5:00 p.m. to 8:00 p.m.

Tacoma Convention Center, 1500 Broadway, Tacoma, Washington 98402 on Thursday, October 17, 2013, from 5:00 p.m. to 8:00 p.m.

In addition, an ''online scoping meeting'' will be continuously hosted on the EIS Internet Web site at *www.millenniumbulkeiswa.gov* for the duration of the scoping period.

b. Potentially significant issues to be analyzed in the EIS include, but are not limited to direct, indirect, and cumulative effects of the project-specific activities proposed within the NEPA scope of analysis as described above on navigation (e.g., vessel traffic and navigational safety); aquatic habitats; aquatic species, including Endangered Species Act-listed species and Washington State species of concern; Tribal treaty rights; wetland and riparian habitat; wildlife; vehicle traffic; cultural, historic, and archeological resources; air and water quality; noise; recreation; land use; and aesthetics.

c. The Corps will consult with the Washington State Historic Preservation Officer and applicable Tribes to comply with the National Historic Preservation Act; the U.S. Fish and Wildlife Service and National Marine Fisheries Service to comply with the Endangered Species Act; the National Marine Fisheries Service to comply with the Essential Fish Habitat provisions of the Magnuson-Stevens Fishery Conservation and Management Act; and applicable Tribes to comply with reserved treaty fishing rights.

d. Preparation of the draft EIS will begin after the close of the scoping period. The draft EIS is currently scheduled to be available for public review and comment by June 2015.

e. A 90-day public review period will be provided for interested parties to review and comment on the draft EIS. Interested parties are encouraged to contact the Corps if they wish to be notified when the draft EIS is issued.

f. All comments received will become part of the administrative record for this project and subject to public release to third-parties, including any personally identifiable information such as name, phone number, and address, included in the comment.

Dated: August 29, 2013.

Bruce A. Estok,

Colonel, Corps of Engineers, District Engineer.

[FR Doc. 2013–21780 Filed 9–5–13; 8:45 am]

BILLING CODE 3720–58–P

DEPARTMENT OF DEFENSE

Department of the Navy

Notice of Intent To Prepare an Environmental Impact Statement for Multiple Projects in Support of the Marine Barracks Washington, District of Columbia

AGENCY: Department of the Navy, DoD.

ACTION: Notice.

SUMMARY: Pursuant to Section (102)(2)(c) of the National Environmental Policy Act (NEPA) of 1969, and regulations implemented by the Council on Environmental Quality (40 Code of Federal Regulations [CFR] Parts 1500–1508), Department of the Navy (DoN) NEPA regulations (32 CFR Part 775), and United States Marine Corps (USMC) NEPA directives (Marine Corps Order P5090.2A, changes 1 and 2), the DoN intends to prepare an Environmental Impact Statement (EIS) for several proposed construction, repair, and renovation projects in support of the Marine Barracks Washington (MBW), District of Columbia (DC).

Dates and Addresses: The DoN, USMC, is initiating a 30-day public scoping process to identify community interests and local concerns to be addressed in the EIS, which starts with the publication of this Notice of Intent and ends on October 7, 2013. A public scoping meeting, using an informal open house format, will be held from 5:30 p.m. to 8:30 p.m. on September 24, 2013 at Tyler Elementary School, 1001 G St SE., Washington, DC 20390.

The public is invited to attend this meeting to view project-related displays, speak with USMC representatives, and submit verbal or written comments. All comments regarding the scope of issues that the USMC should consider during EIS preparation must be received prior to October 7, 2013 to be fully considered. Additional information concerning the meeting and the proposed alternatives is available on the EIS Web site at *www.mbweis.com* and will be announced in local and regional newspapers. Please submit requests for special assistance, sign language interpretation for the hearing impaired, or other auxiliary aids needed at the scoping meeting to the MBW Public Affairs Officer, Captain Jack Norton, at 202–433–6682 by September 13, 2013.

Concurrent with the NEPA process, the USMC is initiating National Historic Preservation Act Section 106 Consultation to determine the potential effects of the proposed action on historic properties. During the scoping meeting, one designated area of the room will focus on the Section 106 process and solicit public input on the identification of historic properties and potential effects of the proposed action on historic properties.

Submitting Comments: Federal, state, and local agencies and members of the public are encouraged to provide oral and written comments regarding the scope of the EIS, reasonable alternatives, and specific issues or topics of interest. There are three ways comments can be submitted: (1) In person at the public scoping open house meeting, (2) using the project's public Web site comment form at *www.mbweis.com,* or (3) providing written comments through U.S. mail. All comments on the scope of the EIS or any specific concerns regarding potential impacts to the environment should be submitted or postmarked no later than October 1, 2013. Comments submitted by mail should be sent to: Mr. William Sadlon, MBW CIMP EIS Project Manager, 1314 Harwood St. SE., Bldg. 212, Washington Navy Yard, DC 20374–5018.

The USMC will consider all comments received during the scoping period. A mailing list has been assembled to facilitate preparation of the EIS. This list includes DC and federal agencies with jurisdiction or other interests in the alternatives. In addition, the mailing list includes adjacent property owners and other interested parties, such as historic preservation groups. Those on this list will receive notices and documents related to EIS preparation. Anyone wishing to be added to the mailing list may request to be added at the project Web site *www.mbweis.com* or by contacting the EIS project manager at the address provided below.

FOR FURTHER INFORMATION CONTACT: Mr. William Sadlon, MBW EIS Project Manager, 1314 Harwood St. SE., Bldg. 212, Washington Navy Yard, DC 20374–5018.

SUPPLEMENTARY INFORMATION: The USMC is preparing an EIS to analyze the potential effects resulting from implementation of several construction, repair, and renovation projects at or proximate to the Marine Barracks Washington scheduled for completion within the next 5 years. The principal project to be analyzed is a land acquisition and construction project to replace a Bachelor Enlisted Quarters (BEQ) Complex (including supporting facilities and parking) currently housed in Building 20. Renovation and improvement projects include interior renovations to Buildings 7 and 8 at the Main Post; improvements to the MBW

Appendix B

Scoping Display Ads and Informational Flyer

WONDERWORD

By DAVID OUELLET

HOW TO PLAY: All the words listed below appear in the puzzle — horizontally, vertically, diagonally, even backward. Find them and **CIRCLE THEIR LETTERS ONLY. DO NOT CIRCLE THE WORD.** The leftover letters spell the Wonderword.

HOT DOGS Solution: 7 letters

P	D	S	K	B	P	R	E	C	O	O	K	E	D	S
O	R	R	E	M	R	C	H	S	I	L	E	R	C	N
P	O	E	A	M	U	O	A	N	G	U	S	E	S	O
P	F	E	S	T	A	U	W	L	I	O	R	B	L	I
Y	T	O	T	E	S	G	E	N	A	E	R	W	L	N
S	R	E	O	A	R	U	L	T	A	E	I	I	I	O
E	L	T	G	T	C	V	M	L	H	E	L	H	R	T
E	S	E	L	E	L	E	A	N	A	I	T	E	G	A
D	S	E	B	U	A	O	I	T	H	B	L	N	A	M
D	E	R	E	L	O	E	N	C	I	L	A	E	R	O
A	A	K	U	H	T	P	N	G	I	V	S	R	L	T
B	S	E	O	O	C	U	I	F	R	I	E	D	I	O
U	O	L	R	M	L	M	I	N	C	E	D	S	C	F
N	N	P	A	B	S	F	N	E	K	C	I	H	C	U
S	N	I	K	S	A	U	E	R	K	R	A	U	T	S

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Angus, Ballgames, Barbecue, Bread, Broil, Brown, Buns, Cereal, Cheese, Chicken, Chili, Filler, Flour, Foot Long, Fried, Garlic, Grill, Herbs, Lettuce, Lunch, Minced, Mustard, Oatmeal, Onions, Pink, Poppy Seed, Pork, Poultry, Precooked, Preservatives, Protein, Relish, Salsa, Salt, Sauerkraut, Sausage, Season, Skin, Smoked, Steam, Thin, Tofu, Tomato

Yesterday's Answer: Squat

To purchase **WONDERWORD** books, visit wonderword.universalclick.com or call 1-800-642-6480.

JUMBLE

THAT SCRAMBLED WORD GAME by David L. Hoyt and Jeff Knurek

Unscramble these four Jumbles, one letter to each square, to form four ordinary words.

NILFT

TRUBS

SLEIYA

PEOOSP

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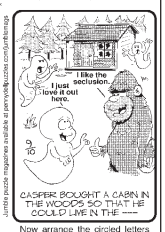
Jumble puzzle magazines available at parrypublications.com/jumblemags



Now arrange the circled letters to form the surprise answer, as suggested by the above cartoon.

Print your answer here: " ( ) ( ) - ( ) ( ) ( ) "

(Answers tomorrow)

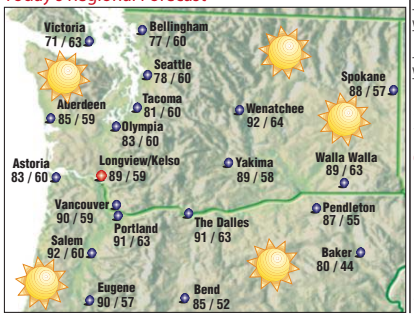
Yesterday's Jumbles: YUCKY ABIDE HUNGRY SCROLL

Answer: The shrubs needed trimming because they were too — BUSHY

Five-Day Forecast For Longview / Kelso

TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Sunny	Very hot	Sunny September skies	Continued dry	Partly cloudy
89° / 59°	91° / 59°	85° / 58°	83° / 57°	79° / 58°
Wind: N 5 to 15	Wind: NW 0 to 10	Wind: NW 5 to 15		

Today's Regional Forecast



Almanac

Longview as of 5 pm yesterday

Temperatures

Yesterday high / low	83°	60°
Normal high / low	75°	50°
Record high / low	91° in 1999	38° in 1936

Precipitation

24 hrs ending 4 pm yesterday	
Yesterday	Trace*
Month to date / Normal m-t-d	0.32" / 0.54"
Year to date / Normal y-t-d	7.70" / 27.68"
Days of rain in month	6
Normal days of rain in month	9

Sun and Moon

	Sunrise	Sunset		
Today	6:44 AM	7:32 PM	First	Full
Wednesday	6:45 AM	7:30 PM	Sep. 12	Sep. 19
Thursday	6:46 AM	7:28 PM		

	Moonrise	Moonset		
Today	12:35 PM	10:19 PM	Last	New
Wednesday	1:41 PM	11:10 PM	Sep. 27	Oct. 5
Thursday	2:41 PM	none		

Long Beach Tides

Today	First High	First Low	Second High	Second Low
Time	4:04 AM	9:29 AM	3:53 PM	10:17 PM
Height	6.66	1.05	8.01	-0.27

Cowlitz River

	Yesterday's level	Flood stage
Castle Rock	32.47'	48.00'
Longview	11.40'	21.50'

Lewis River

	Yesterday's level	Flood stage
Woodland	8.19'	24.00'

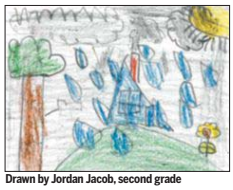
National Extremes

High: **107 at Red Bluff, Calif.**

Low: **29 at Saranac Lake, N.Y.**

Maps and Forecast Produced by: DayWeather, Inc. **dayweather.com Cheyenne,Wyo.**

Kids Weather



Drawn by Jordan Jacob, second grade

Hudson Park Elementary, Rainier

You can draw the weather! Download and print Kids Weather forms online at *tdn.com/weatherdrawings*

Regional Cities

City	Yesterday Hi	Yesterday Lo	Yesterday Prec	Today Hi	Today Lo	Today W
Astoria	70	60	0.00"	83	60	su
Bellingham	73	56	0.00"	77	60	su
Bend	82	50	n/a"	85	52	su
Corvallis	90	55	0.00"	91	58	su
Eugene	87	54	0.00"	90	57	su
Everett	73	56	0.08"	81	61	su
Long Beach	n/a	n/a	n/a"	77	59	su
Olympia	78	58	0.00"	83	60	su
Pendleton	88	57	0.00"	87	55	su
Portland	83	62	0.00"	91	63	su
Salem	83	57	0.00"	92	60	su
Seattle	79	57	0.00"	78	60	su
Spokane	82	55	0.00"	88	57	su
Tacoma	74	56	0.00"	81	60	su
The Dalles	91	59	0.00"	91	63	su
Vancouver	83	61	0.00"	90	59	su
Walla Walla	89	62	0.00"	89	63	su
Yakima	89	51	0.00"	89	58	su

Weather key:

bz-blizzard, c-cloudy, fg-fog, hs-heavy snow, hz-haze, ls-light snow, mc-mostly cloudy, mx-wintery mix, pc-partly cloudy, r-rain, sh-showers, sn-snow, su-sunny, th-thunderstorm, w-wind

National Outlook

City	Today Hi	Today Lo	Today W	City	Today Hi	Today Lo	Today W
Albuquerque	78	60	th	Milwaukee	91	69	th
Anchorage	51	47	sh	Minneapolis	80	66	pc
Atlanta	89	68	pc	Missoula	82	52	su
Billings	83	55	su	Nashville	93	71	th
Boise	82	55	su	New Orleans	91	75	th
Boston	80	70	sh	New York	84	73	pc
Chicago	94	74	pc	Oklahoma City	94	71	pc
Cincinnati	92	73	th	Omaha	90	65	th
Cleveland	88	75	pc	Orlando	91	75	th
Dallas	97	75	pc	Palm Springs	94	77	th
Denver	71	55	th	Philadelphia	87	72	pc
Fairbanks	63	40	pc	Phoenix	91	78	th
Fargo	80	55	pc	Reno	88	55	su
Honolulu	86	73	sh	St. Louis	97	75	pc
Houston	93	75	th	Sacramento	96	61	su
Juneau	54	48	r	Salt Lake City	80	64	th
Las Vegas	89	73	th	San Francisco	69	59	pc
Los Angeles	80	64	su	Tucson	88	70	th
Memphis	95	75	pc	Washington D.C.	90	73	pc
Miami	86	78	th	Yuma	96	75	th

Market watch

Sept. 9, 2013

Dow Jones industrials	+140.62	15,063.12
Nasdaq composite	+46.17	3,706.18
Standard & Poor's 500	+16.54	1,671.71
Russell 2000	+16.53	1,046.08

NYSE diary

Advanced:	2,463
Declined:	617
Unchanged:	81
Volume:	3.0 b

Nasdaq diary

Advanced:	1,925
Declined:	618
Unchanged:	77
Volume:	1.6 b

AP

NORTHWEST STOCKS

Symbol	Last price	Change
ALK	$58.53	$1.15
AMZN	$299.71	$3.85
BA	$107.19	$1.12
BAM	$35.58	$0.40
COLM	$59.02	$0.39
CWTR	$2.41	$0.01
DNDN	$3.07	$0.19
EXPD	$43.62	$0.72
EXPE	$50.64	$0.96
FSCI	$41.01	
IP	$49.15	$1.29
JWN	$56.58	$0.66
KS	$43.18	$0.92
LEE	$2.95	-$0.03
MENT	$22.66	$0.20
MSFT	$31.66	$0.50
MU	$15.61	$0.35
NKE	$65.40	$0.42
NWN	$40.36	$0.11
PCAR	$55.13	$0.89
PCH	$38.90	$0.42
PCL	$45.75	$1.09
POR	$28.07	$0.05
SBUX	$72.44	$0.87
SCHN	$26.59	$1.01
TQNT	$8.00	$0.07
UMPQ	$17.11	$0.82
USG	$26.27	$1.21
WM	$40.34	$0.42
WY	$28.95	$0.44

GOLD & SILVER

	Price (troy oz.)	Pvs Day
Gold	$1,386.80	$1,396.10
Silver	$23.668	$23.463

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BUSINESS

AFL-CIO leader blasts high court, corporations

LOS ANGELES — In a fiery speech Monday, the leader of the nation's largest labor federation took aim at top American corporations and the U.S. Supreme Court, which he accused of waging a "war on democracy."

Speaking to thousands of union members at the AFL-CIO convention in Los Angeles, President Richard Trumka denounced the "powerful forces in America today who want our country to be run by and for the rich."

He singled out Walmart and McDonald's, saying "their whole business model is about keeping the people who work for them poor," as well as Wisconsin Gov. Scott Walker, whom he called an "apostle of greed" for his efforts to limit collective bargaining by public employee unions.

Trumka's scorching remarks came on the second day of a convention that he has sought to portray as a crucial turning point for a shrinking labor movement that has seen membership fall to just 11 percent of American workers, down from 35 percent in the 1950s.

Insisting that the union "has got to change" and broaden its base, Trumka has pushed new rules that would extend membership to workers who are not covered by a collective bargaining agreement, and to allow the union to form alliances with progressive groups including the NAACP and the Sierra Club. Those changes were approved Monday.

Toyota again recalling 880,584 RAV4, Lexus sedans

DETROIT — Toyota is recalling 880,584 RAV4 SUVs and Lexus HS 250h sedans in the U.S. and Canada because a repair announced last year may not have solved a safety problem.

RAV4s from the 2006 through 2011 model years and the Lexus HS250h from the 2010 model year are involved in the recall. Toyota says if rear suspension nuts aren't tightened properly after a wheel alignment, the rear lower suspension arm can rust and separate from the vehicle, increasing the risk of a crash.

At least nine crashes and three injuries related to the problem have been reported.

Stocks climb on Chinese exports, iPhone anticipation

NEW YORK — U.S. stocks climbed on Monday, with the S&P 500 extending its longest win streak since July, after Chinese exports beat projections and as investors anticipated the unveiling of Apple Inc.'s new iPhone models.

Consumer borrowing rises $10.4 billion in July

WASHINGTON — Americans cut back on using their credit cards in July for the second straight month, while taking on more debt to buy cars and attend school. The decline in credit card use suggests consumers remain cautious, a trend that could hold back economic growth.

— The Associated Press

HOROSCOPES

TODAY'S BIRTHDAY (Sept. 10). What's better than doing work you enjoy with people you love? You'll find out in the span of four weeks. October brings a change in the friendship circle. November sees you entrusted with a responsibility, as well as with the key to someone's heart. Cancer and Leo people adore you. Your lucky numbers are: 30, 14, 2, 35 and 47.

ARIES (March 21-April 19). Roll with the punches. Don't let yourself get attached to an interaction going any certain way. This isn't a movie, and your happy ending does not hinge on a single interaction playing out in one particular way.

TAURUS (April 20-May 20). You want to be seen in a certain light, and you're being a bit careful about how you present yourself. Just know that you will have to reveal a bit about yourself if you want others to let down their guard and do the same.

GEMINI (May 21-June 21). You'll be making a pitch of some kind. Don't forget to ask for what you want. Once you state your intention, people will either support you or opt out. Either way, your time will not be wasted.

CANCER (June 22-July 22). Class is not money, and money is not class. Ideally, you'll learn and grow and have plenty of both. For now, determine which you have more of and then work on the lacking area for a while.

LEO (July 23-Aug. 22). Beware of the tendency to spend unnecessarily now. Take a second look at the choices you've made. It's a good time to cut something out for the sake of living within your means.

VIRGO (Aug. 23-Sept. 22). The question will arise: Are you being too hard on yourself? How far should you push yourself for optimal strength, health and happiness? Your tendency is to go too far, and today you'll benefit from pulling back.

LIBRA (Sept. 23-Oct. 23). Marcel Proust said that the only paradise is paradise lost. He underestimated your ability to know a good thing when it's happening. You will revel in today's slice of heaven.

SCORPIO (Oct. 24-Nov. 21). In order to fully accept yourself, you must first consciously realize what it is you're rejecting. Certain notions you have about yourself are so ingrained that you won't notice them until someone points them out to you.

SAGITTARIUS (Nov. 22-Dec. 21). Use good judgment in deciding when to try to influence others and when to stay out of it. People indulging their prejudices don't want to be confused with facts.

CAPRICORN (Dec. 22-Jan. 19). Your smile is your best accessory, and you'll wear it from day into night. When your mood dips, the flexing of a few facial muscles will improve things immensely.

AQUARIUS (Jan. 20-Feb. 18). Other people's belief systems may not match yours, but that doesn't make them wrong. The only steadfast rule is that there are no steadfast rules. Being flexible will serve you well.

PISCES (Feb. 19-March 20). Cats and terriers can smell the rats they can't see, and you have something in common with these perceptive beasts today. State your suspicion; it will be confirmed.

— Holiday Mathis

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PAID ADVERTISEMENT

Agencies Seek Public Comment on Proposed Shipping Terminal to Export Coal

Millennium Bulk Terminals – Longview, LLC has proposed to build and operate a shipping terminal to export coal at the site of the former Reynolds Aluminum smelter at 4029 Industrial Way, Longview, Washington.

The U.S. Army Corps of Engineers, the Washington State Department of Ecology, and Cowlitz County have determined that the proposed shipping terminal may have potentially adverse environmental impacts and will require a formal study of those potential impacts through separate but synchronized state and federal Environmental Impact Statement (EIS) processes.

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Longview Public Scoping Meeting September 17

Open House – Noon to 8 p.m.
Oral Scoping comments for the U.S. Army Corps of Engineers: 1 p.m. to 4 p.m.
Oral Scoping comments for Cowlitz County and the Washington State Department of Ecology: 5 p.m. to 8 p.m.
Cowlitz County Regional Conference Center
1900 7th Avenue, Longview

Multiple ways to provide scoping comments:

- **Mail to:** Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- **Email to:** comments@millenniumbulkeiswa.gov
- **Submit comments online at:** www.millenniumbulkeiswa.gov
- **Attend a scoping meeting**

In addition to this scoping meeting, there will be four other scoping meetings in the state in Spokane, Pasco, Clark County and Tacoma.

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SHOOTING

Continued from A1

shotgun and a handgun that he took from a police officer at the scene, according to two federal law enforcement officials who spoke on condition of anonymity.

For much of the day, authorities said they were looking for a possible second attacker who may have been disguised in an olive-drab military-style uniform.

But by late Monday night, they said they were convinced the shooting was the work of a lone gunman, and the lockdown around the area was eased.

"We do now feel comfortable that we have the single and sole person responsible for the loss of life inside the base today," Washington police Chief Cathy Lanier said.

President Barack Obama lamented yet another mass shooting in the U.S. that he said took the lives of American "patriots." He promised to make sure "whoever carried out this cowardly act is held responsible."

The FBI took charge of the investigation.

The attack put all of Washington on edge and raised the specter of another well-coordinated terrorist strike – or another attack from within, like Fort Hood.

It came four years after Army psychiatrist Maj. Nidal Hasan killed 13 people at Fort Hood in what he said was an effort to save the lives of Muslims overseas. He was convicted last month and sentenced to death.

In addition to those killed at the Navy Yard, eight people were hurt, including three who were shot and wounded, according to the mayor. Those three were a police officer and two female civilians, authorities said. They were all expected to survive.

The dead ranged in age from 46 to 73, according to the mayor. A number of the victims were civilian employees and contractors, rather than active-duty military personnel, the police chief said.

At the time of the rampage, Alexis was an employee with The Experts, a company that was a Defense Department subcontractor on a Navy-Marine Corps computer project, authorities said.

Valerie Parlave, head of the FBI's field office in Washington, said Alexis had access to the Navy Yard as a defense contractor and used a valid pass.

Alexis had been a full-time Navy reservist from 2007 to early 2011, leaving as a petty officer third class, the Navy said. It did not say why he left. He had been an aviation electrician's mate with a unit in Fort Worth.

A convert to Buddhism who grew up in New York City, Alexis had had runins with the law over shooting incidents in 2004 and 2010 in Fort Worth and Seattle and was portrayed in police reports as seething with anger.

The Washington Navy Yard is a sprawling, 41-acre labyrinth of buildings and streets protected by armed guards and metal detectors, and employees have to show their IDs at doors and gates. More than 18,000 people work there.

The rampage took place at Building 197, the headquarters for Naval Sea Systems Command, which buys, builds and maintains ships and submarines. About 3,000 people work at headquarters, many of them civilians.

Witnesses on Monday described a gunman opening fire from a fourth-floor overlook, aiming down on people on the main floor, which includes a glass-walled cafeteria. Others said a gunman fired at them in a third-floor hallway.

Patricia Ward, a logistics-management specialist, said she was in the cafeteria getting breakfast.

"It was three gunshots straight in a row – pop, pop, pop. Three seconds later, it was pop, pop, pop, pop, pop, so it was like about a total of seven gunshots, and we just started running," Ward said.

Todd Brundidge, an executive assistant with Navy Sea Systems Command, said he and coworkers encountered a gunman in a long hallway on the third floor. The gunman was wearing all blue, he said.

"He just turned and started firing," Brundidge said.

Terrie Durham, an executive assistant with the same agency, said the gunman fired toward her and Brundidge.

"He aimed high and missed," she said. "He said nothing. As soon as I realized he was shooting, we just said, 'Get out of the building.' "

As emergency vehicles and law enforcement officers flooded the streets, a helicopter hovered, nearby schools were locked down and airplanes at Reagan National Airport were grounded so they would not interfere with law-enforcement choppers.

Security was tightened at other federal buildings. Senate officials shut down their side of the Capitol. The House remained open.

In the confusion, police said around midday that they were searching for two accomplices who may have taken part in the attack – one carrying a handgun and wearing a tan Navy-style uniform and a beret, the other armed with a long gun and wearing an olive-green uniform. Police said it was unclear if the men were members of the military.

But as the day wore on, police dropped one person and then the other as suspects. As tensions eased, Navy Yard employees were gradually released from the complex, and children were let out of their locked-down schools.

Associated Press

Family and friends wait to greet staff of the Naval Sea Systems Command headquarters as they are bused from the Washington Navy Yard to Nationals Park in Washington, D.C., on Monday.

Gunman had Seattle ties

While some neighbors and acquaintances described the gunman in Monday's shooting as "nice," Aaron Alexis' father once told detectives in Seattle that his son had anger management problems related to post-traumatic stress brought on by the terror attacks of Sept. 11, 2001. He also complained about the Navy and being a victim of discrimination.

Alexis lived in Seattle in 2004 and 2005, according to public documents. In 2004, Seattle police said, Alexis was arrested for shooting out the tires of another man's vehicle in what he later described to detectives as an anger-fueled "blackout." According to an account on the department's website, two construction workers had parked their Honda Accord in the driveway of their worksite, next to a home where Alexis was staying. The workers reported seeing a man, later identified by police as Alexis, walk out of the home next to their worksite, pull a gun from his waistband and fire three shots into the rear tires of their Honda before he walked slowly back to his home.

Police eventually arrested Alexis, searched his home, found a gun and ammunition in his room, and booked him into the King County Jail for malicious mischief.

According to the police account, Alexis told detectives he perceived he had been "mocked" by construction workers the morning of the incident. Alexis also claimed he had an anger-fueled "blackout," and could not remember firing his gun at the Honda until an hour after the incident.

AUCTION

Continued from A1

the spot the "Priest Lake Café."

Now, the family's modest cabin is one of four set for auction next month.

The family has sued the state of Idaho with another cabin owner in hopes of stopping the auctions.

If someone else submits the highest bid to take over the state lease on the land, the losing cabin owner will be paid the appraised value of the improvements – the buildings, docks and anything else besides the land.

The lawsuit argues the state is allowing other cabin owners at Priest Lake a shot at a new appraisal for their cabin sites after the latest ones were challenged as inaccurate. Only those facing so-called conflict auctions were not allowed to object nor were they allowed to join land exchanges to try to secure ownership of the land before the auction.

Perhaps the most eye-catching item in the lawsuit, filed late last week in Bonner County, is the human remains. The cabin site is the final resting place not only for Olsson's grandmother, but also for her great uncle, her step-grandfather, and two cousins, including a little girl who was stillborn in 1939. Permanent memorials to all five are located on the site.

"The whole family is very upset about it," said Olsson, now an attorney in Seattle. Her aunt, Jan Nunamaker, holds the lease now.

Nunamaker is the granddaughter of John Morton Starlin, a Spokane resident who built the cabin in 1933 with salvaged materials. "It was during the Depression, they didn't have much money," Olsson explained. "He worked in a fruit-packing plant and dismantled pallets, and spent the winter hammering nails straight. ... It was truly a labor of love."

Glass for the cabin's windows came from old Olympia beer signs; Olsson's grandmother recalled helping her dad scrape paint off the glass with razor blades during winters, preparing the windows for the cabin. Starlin began camping on the site in 1910; he spent 10 years stockpiling the salvaged materials for the cabin, which he transported 10 miles by rowboat to the lakefront site.

The extended family also owns the cabin next door, on which there's a small '60s-era A-frame cabin; there are no other neighbors nearby. No conflict bid was submitted on the adjoining property.

"It just holds such a special place for all the family members," Olsson said. "It's where weddings have been held. ... Whenever anything really special is going to happen, there's where it is for the family."

State Lands Department Deputy Director Kathy Opp said Monday that she knew nothing about the human remains and hadn't seen the lawsuit.

Spokane attorney J. Scott Miller, who filed the lawsuit on behalf of Nunamaker and another Priest Lake cabin owner, Marc Groskreutz, said it's "an interesting question" whether the presence of human remains carries any legal weight in the dispute. "I haven't found any case law that definitively answers that question," he said. "This is one of the appraisals that the state has acknowledged was not done properly. I can tell you that I would expect graves to be mentioned in an appraisal."

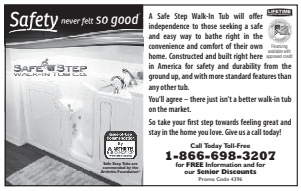
In May, Idaho's state Land Board, which consists of the state's top elected officials, voted unanimously to allow any of the 354 cabin owners on leased lots at Priest Lake to request new appraisals, after complaints about inaccuracies and other problems in appraisals that showed values skyrocketing 80 percent. About 300 reappraisals now are underway.

The conflict bid on the Nunamaker cabin site came from a Colorado attorney, who declined to comment Monday.

Both Nunamaker and Groskreutz had signed up for land exchanges, seeking to get full ownership of their cabin sites, and paid fees to real estate companies organizing exchanges designed to close before the end of 2013. The lawsuit notes that Idaho Department of Lands Director Tom Schultz told lessees at a Spokane Valley meeting this past summer that they could avoid a conflict auction by joining an exchange.

Miller, the Spokane attorney, said, "They did an about-face – they simply changed their mind."

Idaho has been encouraging exchanges, auctions and other moves as it seeks to get out of the business of renting lake cabin sites to people who build their family cabins on them, after years of disputes and lawsuits over what constitutes fair rent.



CAMPGROUND

Continued from A1

the houseboat to the shore.

Hartinger and Sublie both live in Kettle Falls and are friends. Family members of both men said Monday that neither of the men was armed at the time.

Court documents include allegations that Sublie was uncooperative when rangers approached him. He refused to turn down the music blaring from his boat at about 10:30 p.m. - some 30 minutes after quiet hours had begun. And he refused to identify himself or remove his hands from his pockets as a ranger requested. Sublie was described by rangers as having "a heavy odor of alcoholic beverage" on his breath and at one point yelled obscenities at the rangers as he demanded they leave his boat.

A ranger tried several times to detain Sublie, but each time Sublie is accused of violently raising his arms to resist.

After several failed attempts to detain Sublie, the ranger was pushed backward off the gangplank, according to records.

Court filings do not mention when shots were fired or by whom. The two rangers who responded to the call were identified only by their initials.

Bob Hartinger, the father of the man who was shot, said he'd received word in a phone call from his 13-year-old granddaughter who was on the boat with her 9-year-old brother that Casey Hartinger had been wounded. The 9-year-old stood near his dad when the shots were fired, Bob Hartinger said.

"If the bullet hadn't hit my son, it would have hit (my grandson) in the head," he said.

The Washington State Patrol has been investigating the shooting and confirmed Hartinger and Sublie were the two involved. WSP spokesman Jeff Sevigney said witnesses are being interviewed. Detectives have not spoken with the rangers, though Sevigney said those interviews would happen soon.

The National Park Service did not return calls seeking comment Monday. The agency did issue a news release that said it was working with the WSP on a criminal investigation and that it would conduct an internal investigation.

Sublie was booked into Spokane County Jail early Sunday.

He appeared in U.S. District Court on Monday afternoon on federal misdemeanor charges of interfering with a government employee and creating unreasonable noise.

U.S. Magistrate Judge John T. Rodgers, starting his third week on the bench replacing Judge Cynthia Imbrogno, ordered Sublie released without bond.

Sublie's father, Orville Sublie, sat in the courtroom Monday afternoon with supporters. He said his son and Hartinger were unarmed at the time of the shooting and the Park Service rangers' actions make no sense.

"What reason did a park ranger have to fire a round?" Sublie asked.

Hartinger pleaded guilty to a felony domestic violence assault charge in Ferry County in 2011, records show.

Agencies seek public comment on proposed shipping terminal to export coal.

Department of Ecology State of Washington • US Army Corps of Engineers Seattle District • Cowlitz County WASHINGTON

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Spokane Public Scoping Meeting September 25
Open House – 4 p.m. to 8 p.m.
Oral Scoping Comments: 5 p.m. to 8 p.m.
Spokane Convention Center, 334 W. Spokane Falls Blvd.

Multiple ways to provide scoping comments:
- Mail to: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Email to: comments@millenniumbulkeiswa.gov
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BRIEFS

Little movement seen for gun control laws

WASHINGTON — A week after the shooting at the Navy Yard in Washington, despite calls from gun control advocates, lawmakers and Obama seem disinclined to launch another significant push.

The death of 12 at the Navy Yard has evoked some sympathy for revisiting the gun control debate on Capitol Hill, but it's unlikely to go very far. And it's unclear how much effort Obama will expend after failing to move Congress even after putting the force of his White House behind gun control efforts.

The White House has noted that it enacted the executive actions that were part of the Obama's push for gun control, and Obama told the Congressional Black Caucus Saturday night that although he "came up short" on gun control, "that means we've got to get back up and go back at it."

$400 million Powerball winner to stay private

COLUMBIA, S.C. — The winner of a $400 million Powerball jackpot cashed in his ticket Monday in South Carolina, but he told lottery officials that he wants to remain anonymous.

The lottery released a few details about last week's winner, who lives in Columbia.

He stopped to get gas at a Murphy Express gas station in Columbia the day of the drawing last Wednesday, and his wife told him to buy some hot dog buns. The store didn't sell buns, but after seeing the $400 million prize advertised, the winner bought $20 in lottery tickets instead, lottery officials said.

It was only his second time playing the lottery, he told officials.

IRS official at heart of tea party scandal retires

WASHINGTON — Facing a possible firing, the Internal Revenue Service official at the center of the agency's tea party scandal retired Monday, ending one chapter in a scandal that has engulfed the tax-collection agency since spring.

Lois Lerner headed the IRS division that handles applications for tax-exempt status when she was placed on paid leave in May. While she was in charge, the agency acknowledged that agents improperly targeted tea party groups for extra scrutiny when they applied for tax-exempt status during the 2010 and 2012 elections.

Lerner first disclosed the targeting at a law conference in May, when she was asked a planted question about IRS treatment of political groups. Less than two weeks later, she refused to answer questions at a congressional hearing, citing her constitutional right not to incriminate herself.

U.S., Iran edge closer to high-level discussions

NEW YORK — The Obama administration edged close to direct, high-level talks with Iran's new government on Monday, with Secretary of State John Kerry slated to meet his Iranian counterpart this week and the White House weighing the risks and rewards of an encounter between President Obama and Iran's president, Hasan Rouhani.

An Obama-Rouhani exchange on the sidelines of the U.N. General Assembly would mark the first meeting at that high level for the two nations in more than 30 years. Such talks could signal a turning point in U.S.-Iranian relations — but also could be seen as a premature endorsement for a new Iranian government that has yet to answer key questions about the future of its disputed nuclear program.

Obama advisers said no meeting was scheduled.

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McConnell won't back Cruz on Senate test vote

Democrats plan to restore funds for health care law

ASSOCIATED PRESS

WASHINGTON — In a break with tea party-aligned Senate conservatives, Republican leader Mitch McConnell announced Monday that he will not vote to block legislation aimed at preventing a partial government shutdown, even though Democrats intend to rewrite it to restore funds needed to keep the nation's three-year-old health care law in existence.

Referring to a bill the House passed last week, McConnell's spokesman said the Kentucky lawmaker supports the measure "and will not vote to block it, since it defunds Obamacare and funds the government without increasing spending by a penny."

The spokesman, Don Stewart, added that McConnell will vote against any Democratic attempt to restore funding for the health care law.

The announcement came shortly after Sen. Ted Cruz, R-Texas, said that anyone who votes to let the bill advance toward final passage will be choosing to allow the Democrats to restore the health care money by majority vote, one they will almost certainly win. "I think that vote disserves our constituents," he said.

With his announcement, McConnell put himself firmly in the camp of Republicans who are adamantly opposed to any partial government shutdown, no matter the other stakes involved.

A short time later, Sen. John Cornyn, like Cruz a Texan, and second ranking in the leadership, also announced he would not seek to block the legislation. Sen. John McCain, R-Ariz., took the same position in comments to reporters. "How can I vote against a bill that I support?" he said rhetorically.

Democrats control 54 Senate votes, meaning they need six crossover Republicans to assure the spending bill does not fall victim to a filibuster that would doom its prospects. The announcements by McConnell and McCain likely indicate they will have no difficulty in gaining the support they need.

Cruz said last week he was prepared to filibuster any legislation that restores money for the health care law, even if it meant a shutdown. In remarks on the Senate floor during the day, though, he appeared to soften his tone.

"We should not have a government shutdown and we should never, ever, ever, even discuss a default on the debt," he said. The House is expected to approve legislation this week that permits the Treasury to borrow freely for a year — preventing a first-ever default — while delaying the health care law for a year.

Earlier in the day, Cruz' battle to deny funding for the nation's three-year-old health care law got off to a shaky start when he first blocked action on unrelated items on the agenda, then quickly backed off.

"There will be time" later in the week to debate the health care issue, he told reporters.

At the same time, Senate Majority Leader Harry Reid, D-Nev., arranged for an initial test vote Wednesday on House passed-legislation that would avoid a partial government shutdown Oct. 1 while simultaneously canceling funding for the health care law.

A second key vote is set for later in the week as Democrats seek to keep the health care law intact and Cruz and other Republicans resist.

Reid said he has the votes to prevail on the health care issue.

"Any bill that defunds Obama and his health care law is dead on arrival in the Senate," he said.

Woman found dead in Colorado flooding

Vice president tries to alleviate concerns about relief efforts

ASSOCIATED PRESS

DENVER — A 79-year-old woman whose house was swept away by the Big Thompson River was found dead on the river bank, authorities said Monday, bringing to eight the death toll from the massive flooding in Colorado.

As the number of people unaccounted for dwindled to six, Vice President Joe Biden viewed the devastation from a helicopter before meeting with disaster workers.

"I promise you, I promise you, there will be help," Biden said, trying to mute concerns that a possible federal government shutdown could derail relief efforts.

The latest victim was identified as Evelyn M. Starner. Larimer County authorities said she drowned and suffered blunt force trauma. Starner was previously listed as missing and presumed dead. Authorities initially said she was 80.

Starner was found Saturday. One other person was still missing and presumed dead — a 60-year-old woman from Larimer County. A man was taken off the list after walking into the sheriff's office.

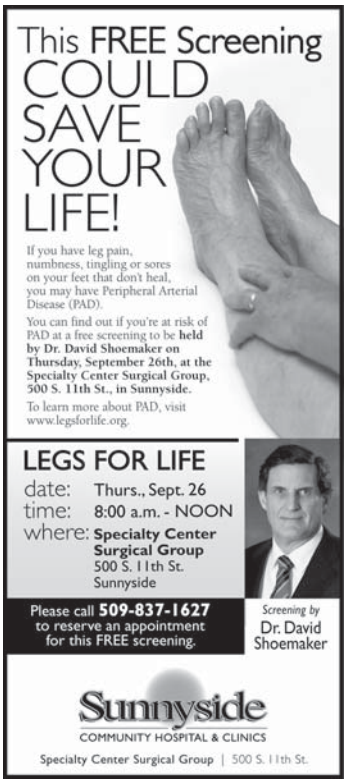
The number of unaccounted for people shrank as improving communications and road access allowed authorities to contact 54 people over the weekend who had not been heard from.

The floods caused damage across 17 counties and nearly 2,000 square miles. Almost 2,000 homes were damaged or destroyed along with more than 200 miles of state highways and 50 state bridges.

The floods also are blamed for spills of about 27,000 gallons of oil in northern Colorado, including two mishaps found over the weekend, the Colorado Oil and Gas Conservation Commission said.

Associated Press

A Blackhawk helicopter with Vice President Biden aboard inspects flood damage Monday near Estes Park, Colo. Biden took a helicopter tour of flood damage and to survey recovery efforts.



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Pasco Public Scoping Meeting October 1
Open House – 4 p.m. to 8 p.m.
Oral Scoping Comments: 5 p.m. to 8 p.m.
The Trac Center, 6600 Burden Boulevard, Pasco, WA

Multiple ways to provide scoping comments:

- Mail to: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Email to: ***comments@millenniumbulkeiswa.gov***
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Experts: Syria can make Nov. 1 deadline

Nerve agent parts, machines easy to destroy, they say

By MATTHEW SCHOFIELD
McClatchy-Tribune

BERLIN — Syria's ability to wage war with nerve agents could be eliminated within a month, even if the total destruction of its chemical weapons program takes much longer, chemical weapons experts say.

Officials familiar with the international agreement to destroy Syria's chemical weapons have described the plan's mid-2014 deadline as "very ambitious," noting that similar efforts in nations including the U.S. and Russia took years.

But experts say ending President Bashar Assad's ability to use chemical weapons, especially the sarin nerve agent that U.N. investigators say was deployed Aug. 21 in Damascus suburbs, is not complicated and could be completed by a Nov. 1 deadline set by the Organization for the Prohibition of Chemical Weapons.

The Syrian military is thought likely to keep the chemicals to make sarin and VX, two-thirds of Syria's arsenal, separate until shortly before they are to be deployed. Once combined, the mixture is unstable and dangerous to handle. Before they are mixed, the chemicals are far less dangerous. And the equipment needed to mix the chemicals is easily destroyed, said Ralf Trapp, a chemical threat consultant who was among the founders of the OPCW.

"You can drill holes, cut pipes and flanges, remove wiring, crush computer boards, fill tanks with concrete," he noted.

Disposal of the separated chemicals also is easy, he said. One, an alcohol, "can simply be poured out onto the desert to evaporate without any risk," he said.

OPCW inspectors are expected to arrive today in Syria to begin verifying a lengthy Syrian declaration of its chemical weapons program that includes the kinds of weapons it has, the quantities of those weapons and the locations where they are stored.

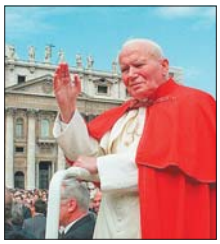
The OPCW said that within 30 days it intended to have inspected all of the chemical weapons facilities that Syria included in its declaration.

But the most important deadline that the organization gave the Syrian government this past week is "not later than 1 November 2013" for "the destruction of chemical weapons production and mixing/filling equipment," a goal that if met would make it next to impossible for Syria to make use of precursor chemicals to create chemical weapons.

Popes to be canonized together in April

2 living pontiffs may attend ceremony for John, John Paul

By HENRY CHU
Los Angeles Times



Photos from The Associated Press files

Popes John XXIII, left, and John Paul II will be declared saints on April 27, Pope Francis said Monday.

LONDON — The pope who tried to modernize the Roman Catholic Church and the one who directed its moral force against godless communism will be officially declared saints next April, the Vatican announced Monday.

John XXIII and John Paul II are to be canonized together in an unusual double bill that could see not just one but two of their successors attend the April 27 ceremony. It would be an unprecedented event uniting a pair of dead pontiffs with a pair of living ones, the reigning Pope Francis and the retired Pope Emeritus Benedict XVI.

Francis decided in July that the names of John XXIII and John Paul II would be "inscribed in the book of saints" at the same time, a clear signal of his personal admiration for and identification with their pontificates.

John XXIII convened the historic Second Vatican Council in the 1960s, which instituted such reforms as Masses in the vernacular, instead of Latin, to bring the church and the gospel closer to contemporary believers. Many of those changes remain controversial, but in a lengthy, recently published interview, Francis lauded Vatican II for reviving the faith and described its modernizing work as "absolutely irreversible."

"Vatican II produced a renewal movement that simply comes from the same gospel. Its fruits are enormous," the pope said.

The Polish John Paul II, the first non-Italian to lead the church in more than 400 years, was beloved by Catholics the world over for his warm, personal style and his unbending opposition to Soviet communism. Many see a similarity between his populist touch and that of Francis, who wades into crowds and embraces followers with equal enthusiasm.

The December date originally set for the double canonization was pushed back to April in part to make it easier for Poles to travel to the Vatican for the ceremony after the spring thaw. When John Paul was beatified in April 2011, a milestone on the road to sainthood, more than a million pilgrims descended on Rome to celebrate.

Unusual circumstances surround the canonization of both men. It has been centuries since anyone was declared a saint after death as quickly as John Paul II. When he died in 2005, mourners in St. Peter's Square chanted, "Sainthood now!"

As for John XXIII, who died in 1963, Francis ditched the usual requirement that a second miracle be attributed to his posthumous intervention.

As a mark of his respect, Francis prayed at both men's tombs on the anniversary this year of John Paul II's death. Also, next April's ceremony falls on Divine Mercy Sunday, a feast day that was created by John Paul and that resonates with Francis' emphasis on communicating God's mercy and compassion.

Whether Benedict XVI, who stepped down from the papacy in February, will attend is not yet clear. He harbors deep affection for John Paul II, whom he served in important positions at the Vatican for many years. But he also declared his intention upon retiring to retreat to a life of contemplation and prayer, an attempt to defuse any tension over the presence of two living popes.

Federico Lombardi, the Vatican spokesman, told reporters that Benedict was free to attend the canonization if he wanted.

"There's no reason, either doctrinal or institutional, that he couldn't participate in a public ceremony," Lombardi said Monday.

Mall shopkeepers suspect Kenyan troops in thefts

By JASON STRAZIUSO and RUKMINI CALLIMACHI
Associated Press

NAIROBI, Kenya — Jewelry cases smashed. Mobile phones ripped from displays. Cash registers emptied. Alcohol stocks plundered.

For the second time in two months, poorly paid Kenyan security forces that moved in to control an emergency are being accused of robbing the very property they were supposed to protect. First the troops were accused of looting during a huge fire in August at Nairobi's main airport.

Now shop owners at Westgate Mall are returning to their stores after last month's devastating terrorist attack to find displays ransacked and valuables stolen.

One witness told The Associated Press that he saw a Kenyan soldier take cigarettes out of a dead man's pocket.

Shopkeepers spent Monday carting merchandise and other valuables out of their stores and restaurants to prevent any more thefts. No one can say for sure who is responsible, but Kenya's security forces are strongly suspected.

Soon after the attack began on Sept. 21, Kenyan officials put a cordon around the mall, allowing only security forces and a few government personnel to pass through.

Since then, alcohol stocks from the restaurants have been depleted. One business owner at the mall said money and mobile phones were taken from bags and purses left behind in the mayhem. The owner insisted on anonymity to avoid retribution from Kenya's government.

Employees of a bookshop on the mall's second floor returned to find registers yanked open and cash gone. The store's laptops were also stolen. All the shop's books remained in place, said owner Paku Tsavani.

Perhaps reluctant to blame Kenyan security forces, Tsavani said he doesn't know who took his goods.

"Obviously the terrorists wouldn't steal those things, so we just don't know," Tsavani said.

Sandeep Vidyarthi went into the mall Sunday to help a relative retrieve equipment from his dental practice. Inside, he said he passed shop after shop that had been looted, including the Rado store that sells high-end Swiss watches.

As he was leaving the mall, Vidyarthi passed a jewelry shop near the front entrance. The owner, he said, was presenting security officials with a long list of missing precious stones and high-end necklaces.

It is ironic, said the management team of one Westgate business, that store owners must now make reports of stolen goods to the same security forces suspected of doing the thieving.

Interior Minister Joseph Ole Lenku confirmed the reports of theft Sunday in a news conference. The majority of the responders to the terrorist attack came from Kenya's military. A military spokesman did not answer repeated calls for comment.

"Those responsible for looting will be prosecuted," Lenku said.

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Agencies seek public comment on proposed shipping terminal to export coal

Department of Ecology, State of Washington · US Army Corps of Engineers, Seattle District · Cowlitz County, Washington

Millennium Bulk Terminals – Longview, LLC has proposed to build and operate a shipping terminal to export coal at the site of the former Reynolds Aluminum smelter at 4029 Industrial Way, Longview, Washington.

The U.S. Army Corps of Engineers, the Washington State Department of Ecology, and Cowlitz County have determined that the proposed shipping terminal may have potentially adverse environmental impacts and will require a formal study of those potential impacts through separate but synchronized state and federal Environmental Impact Statement (EIS) processes.

The first step in conducting an EIS process is to seek public comment during a scoping period to help identify issues and concerns that should be considered in developing the state and federal EIS documents. The scoping period opened for public comment on August 16, 2013 and will close on November 18, 2013. People who wish to participate in the scoping period have multiple ways to provide comments, including online, by mail, and at public meetings where both oral and written comments can be accepted. All comments will be valued equally regardless of how they are submitted. All comments provided during this meeting will be considered by all three agencies.

Clark County Public Scoping Meeting October 9
Open House – Noon to 8 p.m.
Oral Scoping comments for the U.S. Army Corps of Engineers: 1 p.m. to 4 p.m.
Oral Scoping comments for Cowlitz County and the Washington State Department of Ecology: 5 p.m. to 8 p.m.

Clark County Fairgrounds
17402 N.E.Delfel Road, Ridgefield

Multiple ways to provide scoping comments:

- Mail to: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Email to: comments@millenniumbulkeiswa.gov
- Submit comments online at: www.millenniumbulkeiswa.gov
- Attend a scoping meeting

In addition to this scoping meeting, the agencies have held scoping meetings in Longview, Spokane, and Pasco, and will hold a final scoping meeting in Tacoma on October 17. Visit www.millenniumbulkeiswa.gov to learn more.

To ensure equal access, the collaborating agencies will provide auxiliary aids/services to persons with disabilities. If you need special accommodation or require documents in alternative format, please contact us at 360-993-6210. Persons with hearing or speech impairments may contact 711.

Si usted requiere este documento en un formato alternativo, favor de comunicarse a la siguiente linea directa: 360-993-6210 o TTY 711 para las personas con discapacidad de habla o pérdida de audición. (Solo servicios en ingles).

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thorized to discuss the quiry and spoke to The sociated Press on the ndition of anonymity. The arrest added to the mplexities of the Sept. 29 leave him paralyzed.

Lien's wife has said he feared for their lives and the safety of their 2-year-old daughter and had no choice but to flee; Lien hasn't been

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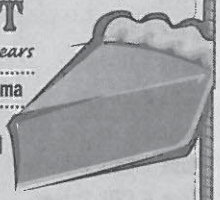

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Agencies seek public comment on proposed shipping terminal to export coal.

DEPARTMENT OF ECOLOGY State of Washington · US Army Corps of Engineers Seattle District · Cowlitz County Washington

Millennium Bulk Terminals – Longview, LLC has proposed to build and operate a shipping terminal to export coal at the site of the former Reynolds Aluminum smelter at 4029 Industrial Way, Longview, Washington.

The Washington State Department of Ecology, Cowlitz County, and the U.S. Army Corps of Engineers have determined that the proposed shipping terminal may have potentially adverse environmental impacts and will require a formal study of those potential impacts through separate but coordinated state and federal Environmental Impact Statement (EIS) processes.

The first step in conducting an EIS process is to seek public comment during a scoping period to help identify issues and concerns that should be considered in developing the state and federal EIS documents. The scoping period opened for public comment on August 16, 2013 and will close on November 18, 2013. People who wish to participate in the scoping period have multiple ways to provide comments, including online, by mail, and at public meetings where both oral and written comments can be accepted. All comments will be valued equally regardless of how they are submitted. All comments provided during this meeting will be considered by all three Agencies.

Tacoma Public Scoping Meeting October 17
Open House – 4 p.m. to 8 p.m.
Oral Scoping Comments: 5 p.m. to 8 p.m.
Tacoma Convention Center, 1500 Broadway, Tacoma

Multiple ways to provide scoping comments:

- Mail to: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Email to: comments@millenniumbulkeiswa.gov
- Submit comments online at: www.millenniumbulkeiswa.gov
- Attend a scoping meeting

This is the last of five scoping meetings held around the state. Previous meetings have been held in Longview, Spokane, Pasco, and Clark County. Visit www.millenniumbulkeiswa.gov to learn more.

To ensure equal access, the Agencies will provide auxiliary aids/ services to persons with disabilities. If you need special accommodation or require documents in alternative format, please contact us at 360-993-6210. Persons with hearing or speech impairments may contact 711.

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MILLENNIUM
Bulk Terminals - Longview

EIS

Environmental Impact Statement

Public Input

An EIS involves opportunities for public input during the scoping process where the public, agencies, tribes, and organizations are asked to help identify what the Draft EIS should analyze.

If you require this document in an alternative format or need accommodation at the scoping meeting please call (360) 993-6210 or TTY 711 for persons with speech impairments or loss of hearing.

Agencies seek public comments about scope of environmental studies for a proposed Longview coal export terminal project

Scoping period August 16 to November 18, 2013

Local, state, and federal agencies are seeking public comments on the environmental review for a proposal by Millennium Bulk Terminals – Longview, LLC to construct and operate a coal export terminal at the site of the former Reynolds Aluminum smelter at 4029 Industrial Way, Longview, Washington.

Cowlitz County, the Washington State Department of Ecology, and the U. S. Army Corps of Engineers (Corps) have determined that the proposed coal terminal could have a significant adverse environmental impact, and will require a formal study of those potential impacts through an Environmental Impact Statement (EIS) process. The county and state will evaluate the proposal as required under the State Environmental Policy Act (SEPA). The Corps, representing the federal government, will conduct a separate, but synchronized review guided by the National Environmental Policy Act (NEPA).

Both EIS documents will provide a comprehensive and objective evaluation of potential environment impacts, reasonable alternatives, and mitigation measures that would avoid or minimize impacts. This analysis is necessary before any agency can act on any permit.

A public scoping meeting will be held on Tuesday, September 17 at the Cowlitz County Expo Center, 1900 7th Avenue in Longview.

The purpose of the scoping meeting is to seek public comment regarding the environmental issues that should be studied. The first scoping session for the NEPA process, hosted by the Corps, will take comments between 1 p.m. and 4 p.m. Doors open at noon. A second session for the SEPA process, hosted by Cowlitz County and Ecology, will run from 5 p.m. to 8 p.m. People who attend will be able to submit written or verbal comments to be considered by the agencies. However, people do not need to attend these meetings to submit comments during the scoping period.

There are multiple ways to submit comments. All comments will be treated equally.

Email: comments@millenniumbulkeiswa.gov
Online: www.millenniumbulkeiswa.gov
US Postal Service: Millennium Bulk Terminal EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

All of the information provided at the September 17 meeting will also be available for viewing online at www.millenniumbulkeiswa.gov. The scoping comment period is open from August 16 to November 18, 2013.

Longview Scoping Meeting, Tuesday, September 17, 2013
Open House: Noon to 8 p.m.
Oral Comments: 1 p.m. to 4 p.m. and 5 p.m. to 8 p.m.
Location: Cowlitz County Expo Center, 1900 7th Avenue, Longview, WA 98632

MILLENNIUM
Bulk Terminals - Longview

EIS

Environmental Impact Statement

Las agencias buscan comentarios públicos sobre el proyecto propuesto de terminal para exportaciones de carbón.

Período de alcance 16 agosto-18 noviembre, 2013

Unput Pública

Una EIS implica oportunidades de participación pública en el proceso de determinación del alcance, donde el público, las agencias, las tribus y las organizaciones se les pide para ayudar a identificar cuáles son los proyectos de EIS deben analizar.

Si usted requiere este documento en un formato alternativo, favor de comunicarse a la siguiente linea directa: 360-993-6210 o TTY 711 para las personas con discapacidad de habla o pérdida de audición. (Solo servicios en ingles).

Agencias locales, estatales y federales buscan comentarios públicos a propósito de una propuesta de Millennium Bulk Terminals – Longview, LLC de construir y operar una terminal para exportaciones de carbón en el sitio de la antigua fundidora Reynolds Aluminum, en 4029 Industrial Way, Longview, Washington.

El Condado de Cowlitz, el Departamento de Ecología de Washington y el Cuerpo de Ingenieros de E.U. han determinado que el terminal propuesto de carbón puede tener un impacto ambiental significativamente adverso, y requerirá un estudio formal de los impactos potenciales por medio de un proceso de EIS (siglas en inglés de declaración de impacto medioambiental). El condado y el estado evaluarán la propuesta tal y como lo requiere la Ley Estatal de Política Medioambiental (State Environmental Policy Act: SEPA). El Cuerpo de Ingenieros, en representación del gobierno federal, llevará a cabo un estudio independiente de EIS, guiado por la Ley Federal de Política Medioambiental Nacional (National Environmental Policy Act: NEPA).

Ambos documentos de EIS proporcionarán una evaluación exhaustiva y objetiva de los impactos potenciales en el medioambiente, alternativas razonables y medidas de atenuación que evitarían o minimizarían los impactos. El análisis es necesario antes que cualquiera de las agencias pueda aprobar el proyecto como lo propone Millennium, aprobar con ciertas condiciones para mitigar los impactos medioambientales, o denegar la solicitud para expandir las instalaciones de Millennium Bulk Terminals de modo que pueda almacenar y exportar carbón.

Una reunión de exploración se llevará a cabo el martes 17 de septiembre en el Centro de Exposiciones del Condado de Cowlitz, 1900 7th Avenue en Longview.

El propósito de la reunión de exploración es buscar el comentario público con respecto a los recursos del medioambiente que deben ser estudiados, así como las posibles alternativas. La primera reunión de exploración, auspiciada por el Cuerpo de Ingenieros de E.U., recibirá comentarios entre la 1 p.m. y las 4 p.m. Las puertas abrirán al mediodía. Una segunda sesión, auspiciada por el Condado de Cowlitz y por el Departamento de Ecología de Washington, se llevará a cabo de 5 p.m. a 8 p.m. Las personas que asistan podrán presentar comentarios verbales o escritos, que serán considerados por las agencias. No obstante, no es requisito que las personas asistan a estas reuniones para presentar sus comentarios durante el periodo de reuniones de exploración.

Hay muchas maneras de enviar comentarios, y todos los comentarios serán tratados de la misma forma.

Por correo electrónico: comments@millenniumbulkeiswa.gov
En línea en: www.millenniumbulkeiswa.gov
O enviados por servicio postal: Millennium Bulk Terminal EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Toda la información compartida en la reunión del 17 de septiembre también estará disponible para su consulta en línea en www.millenniumbulkeiswa.gov. El periodo de comentarios está abierto del 16 de agosto al 18 de noviembre de 2013. Los comentarios que se reciban fuera de este periodo de tiempo no serán considerados en EIS.

Reunión de exploración Longview, Martes 17 de septiembre de 2013
Jornada de puertas abiertas: Noon to 8 p.m.
Comentarios públicos: 1 p.m. to 4 p.m. and 5 p.m. to 8 p.m.
Cowlitz County Expo Center, 1900 7th Avenue, Longview, WA 98632

Appendix C

Agency Scoping Meeting Attendees

Millennium Bulk Terminals–Longview EIS
State Agency Scoping Meeting

Sponsored by the WA Department of Ecology

Location:	Department of Ecology 300 Desmond Drive SE Lacey, WA 98503
Date:	October 23, 2013
Time:	1:00pm

Meeting Attendees:

WA Department of Ecology: • Paula Ehlers • Diane Butorac • Josh Baldi • Alice Kelly • Iloba Odum	**WA Department of Natural Resources:** • Karen Arnold • Cyrilla Cook • Megan Duffy • Matt Niles • Kristin Swenddal
ICF International: • Linda Amato • Chris Soncarty	**WA Department of Transportation:** • Chris Herman • Ahmer Nizam
WA Department of Archaeology and Historic Preservation: • Rob Whitlam	**WA Utilities and Transportation Commission:** • Kathy Hunter
WA Department of Commerce: • Anthony Boscolo	**WA Department of Health:** • Mark Soltman
WA Department of Fish & Wildlife: • Justin Allegro • Steve West	**Southwest Clean Air Agency:** • Wes Safford

Appendix D

Tribal Scoping Letter and List of Recipients

Tribes of Washingtion / (Out of State)

Tribe	Chair First Name	Chair Last Name	Street/Box	City/State/Zip
Chehalis Confederated Tribes	David	Burnett	420 Howanut Road	Oakville, WA 98568
Colville Confederated Tribes	Michael	Finley	P.O. Box 150	Nespelem, WA 99155
Cowlitz Indian Tribe	William	Iyall	1055 9th Avenue Suite B	Longview, WA 98632
Hoh Tribe	Maria	Lopez	P.O Box 2196	Forks, WA 98331
Jamestown S'Klallam Tribe	Ron	Allen	1033 Old Blyn Highway	Sequim, WA 98382
Kalispel Tribe	Glen	Nenema	P.O. Box 39	Usk, WA 99180
Lower Elwha Klallam Tribe	Frances	Charles	2851 Lower Elwha Road	Port Angeles, WA 98363
Lummi Nation	Timothy	Ballew II	2665 Kwina Road	Bellingham, WA 98226
Makah Tribe	Timothy J.	Greene, Sr.	P.O. Box 115	Neah Bay, WA 98357
Muckleshoot Tribe	Virginia	Cross	39015 172nd Avenue SE	Auburn, WA 98092
Nisqually Tribe	Cynthia	Iyall	4820 She-Nah-Num Drive SE	Olympia, WA 98513
Nooksack Tribe	Bob	Kelly	4979 Mount Baker Hwy, Suite F	Deming, WA 98244
Port Gamble S'Klallam Tribe	Jeromy	Sullivan	31912 Little Boston Road NE	Kingston, WA 98346
Puyallup Tribe	Herman	Dillon	3009 East Portland Avenue	Tacoma, WA 98404
Quileute Nation	Tony	Foster	P.O. Box 279	La Push, WA 98350
Quinault Nation	Fawn	Sharp	P.O. Box 189	Taholah, WA 98587
Samish Nation	Tom	Wooten	P.O. Box 217	Anacortes, WA 98221
Sauk-Suiattle Tribe	Norma	Joseph	5318 Chief Brown Lane	Darrington, WA 98241
Shoalwater Bay Tribe	Charlene	Nelson	P.O. Box 130	Tokeland, WA 98590
Skokomish Tribe	Charles "Guy"	Miller	North 80 Tribal Center Road	Skokomish Nation, WA 98584
Snoqualmie Tribe	Carolyn	Lubenau	P.O. Box 969	Snoqualmie, WA 98065
Spokane Tribe	Rudy	Peone	P.O. Box 100	Wellpinit, WA 99040
Squaxin Island Tribe	Dave	Lopeman	10 SE Squaxin Lane	Shelton, WA 98584
Stillaguamish Tribe	Shawn	Yanity	P.O. Box 277	Arlington, WA 98223-0277
Suquamish Tribe	Leonard	Forsman	P.O. Box 498	Suquamish, WA 98392-0498
Swinomish Tribe	Brian	Cladoosby	11404 Moorage Way	La Conner, WA 98257
Tulalip Tribes	Melvin	Sheldon, Jr.	6406 Marine Drive	Tulalip, WA 98271
Upper Skagit Tribe	Jennifer	Washington	25944 Community Plaza	Sedro-Woolley, WA 98284
Yakama Nation	Harry	Smiskin	P.O. Box 151	Toppenish, WA 98948

OUT OF STATE TRIBES

Coeur d'Alene Tribe	Chief J.	Allan	850 A Street; P.O. Box 408	Plummer, ID 83851
Grand Ronde Confederated Tribes	Reynold L.	Leno	9615 Grand Ronde Road	Grand Ronde, OR 97347
Nez Perce Tribe	Silas C.	Whitman	P.O. Box 305	Lapwai, ID 83540
Umatilla Confederated Tribes	Les	Minthorn	46411 Timine Way	Pendleton, OR 97801
Warm Springs Confederated Tribes	Stanley	Smith	1233 Veterans Street	Warm Springs, OR 97761

Updated on July 12, 2013

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August 19, 2013

The Honorable William Iyall
Cowlitz Indian Tribe
1055 9th Avenue – Suite B
Longview, WA 98632

Dear Chairperson Iyall:

The Washington State Department of Ecology (Ecology), Cowlitz County, and the U.S. Army Corps of Engineers are Co-Lead Agencies conducting an environmental impact statement (EIS) process for a coal export terminal proposed by Millennium Bulk Terminals-Longview, LLC (Millennium) in Cowlitz County. This is a similar process to the analysis of the Gateway Pacific Terminal project at Cherry Point near Bellingham which began almost a year ago but is a separate proposal and EIS process.

We are just beginning the scoping phase of the Millennium EIS and invite you to provide comments on what the EIS for the Millennium Bulk Terminals-Longview project should analyze. The scoping period begins August 16, 2013, and ends November 18, 2013. In addition to the opportunities for providing comments as described below, direct government-to-government consultation can be arranged if requested.

Millennium proposes to build a coal export terminal at the site of the former Reynolds Aluminum smelter near Longview in Cowlitz County. The proposed coal terminal would cover approximately 190 acres and be capable of receiving coal by rail, stockpiling and blending coal on site, and loading coal by conveyor onto ships for export. The proposed terminal would handle the export of up to 44 million metric tons of coal per year.

The Co-Lead Agencies will consider all comments regarding the scope of the EIS, and determine what should be included in the scope. The Co-Lead Agencies have the responsibility to ensure that these proposals receive objective and thorough review in the EIS process, consistent with the requirements of the State Environmental Policy Act (SEPA) and its related regulations, as well as the requirements associated with the National Environmental Policy Act (NEPA).

Scoping is an important step. It is during the scoping process that tribal governments, other agencies and organizations, and the public are invited to comment on what should be covered in the EIS document and in what detail, to include: reasonable range of alternatives; potentially affected resources (e.g., stormwater, wetlands, air emissions, noise, traffic) and the extent of analysis for those resources; significant unavoidable adverse impacts; and measures to avoid, minimize and/or mitigate effects of the proposals.

As mentioned earlier, the 95-day scoping period begins August 16, 2013, and ends on November 18, 2013. Scoping comments can be submitted by any of the methods listed below.

- Send an email to: comments@millenniumbulkeiswa.gov
- Submit comments online at www.millenniumbulkeiswa.gov
- US Mail to: ICF International, 710 Second Ave, Suite 550, Seattle, WA 98104
- Attend a scoping meeting at one of five locations statewide. Meetings will be held from 5:00 p.m. to 8:00 p.m. at:
    - September 17, Cowlitz Expo Center, Longview
    - September 25, Spokane Convention Center, Spokane
    - October 1, The Trac Center, Pasco
    - October 9, Clark County Fairgrounds, Clark County
    - October 17, Tacoma Convention Center, Tacoma

The Co-Lead Agencies have developed a website that includes current information about the proposed projects, the environmental review process, and how to participate during the comment periods. The website can be accessed at www.millenniumbulkeiswa.gov. Information is also available on Ecology's website at http://www.ecy.wa.gov/geographic/millennium/index.html.

Following scoping, a draft EIS will be prepared by a contractor under the direction of the Co-Lead Agencies, according to the results of the scoping process. The purpose of an EIS is to provide the public and agency decision makers with information on likely adverse effects of the proposed project, as well as reasonable alternatives and measures to reduce those effects.

A draft EIS will take many months to prepare. When available, it will be broadly announced and circulated so that tribes, other agencies, and the public have an opportunity to comment on its content, analysis, and accuracy. Public hearings will also occur during the public review of the draft EIS. The Co-Lead Agencies will consider and respond to public comments in the final EIS.

If you have any questions or would like to arrange government-to-government consultation, please contact Sally Toteff, Ecology Southwest Regional Director, at (360) 407-6307 or sally.toteff@ecy.wa.gov.

Sincerely,

Maia D. Bellon
Director

cc: Cowlitz Indian Tribe Natural Resources Director
Sally Toteff, Ecology
Tom Laurie, Executive Advisor for Tribal & Environmental Affairs

Appendix E

Scoping Meeting Display Boards

Millennium Bulk Terminals-Longview Scoping Meeting

Open House: 12:00 pm – 8:00 pm
NEPA Public Comment Session: 1:00 pm – 4:00 pm
SEPA Public Comment Session: 5:00 pm – 8:00 pm

At this meeting, you can:

- Review displays about the proposal and the EIS process
- Talk to team members
- Provide written and/or verbal comments

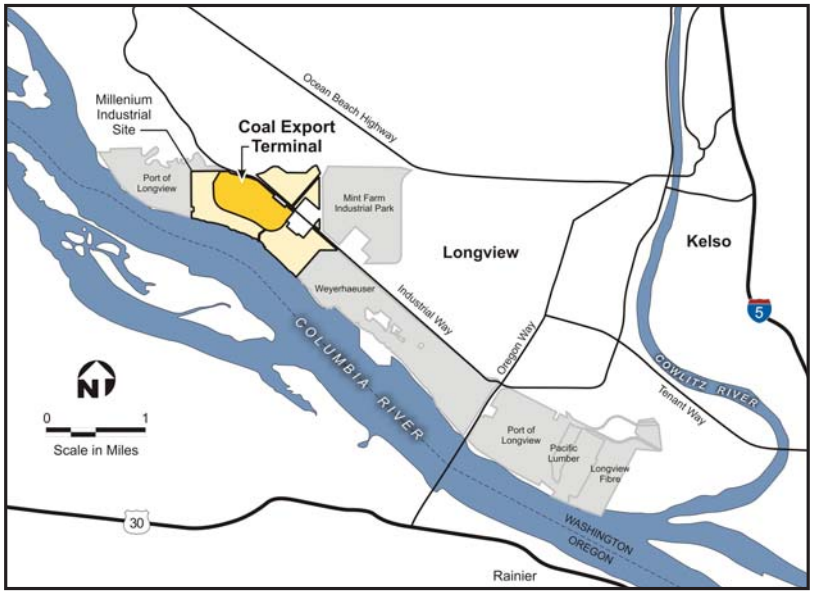
Scoping Overview

- Public input is a key part of developing an EIS
- Scoping is the first step in the EIS process; it's used to identify potential issues to be studied in the EIS
- Public input is solicited to identify potentially impacted environmental resources, alternatives, and measures to offset impacts
- Lead Agencies will consider the scoping comments and decide the "scope" of what each EIS will evaluate

Applicant's Stated Purpose

1. Make use of existing rail infrastructure (freight corridors) and an efficient, direct shipping route to Asia

2. Reuse and redevelop an existing industrial terminal into an American Pacific Coast export terminal in Cowlitz County capable of exporting up to 44 million metric tons of coal annually to meet international and domestic demand

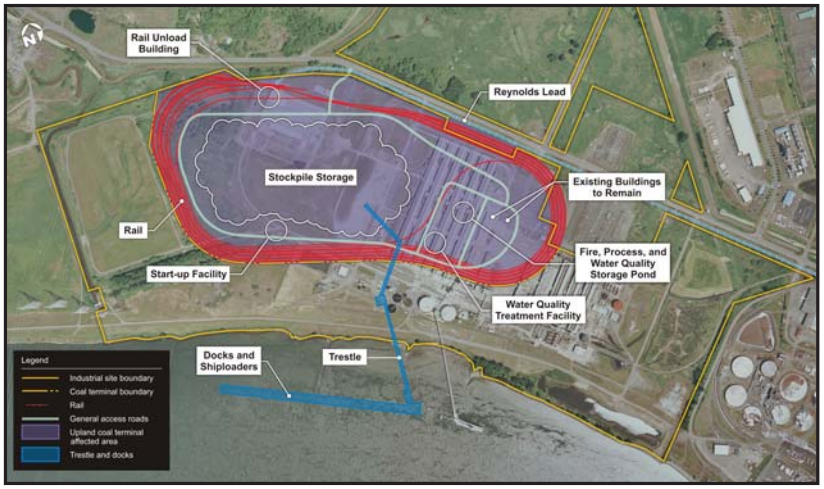


The Millennium Bulk Terminals – Longview site was formerly an aluminum smelter (operated between the 1940s and 2000).

Source: Millennium Bulk Terminals-Longview, LLC

Applicant's Proposal: Layout and Operations

- Project will cover approximately 190 acres of a 540 acre site
- Final build-out capacity: 44 million metric tons of coal a year
- Includes coal handling and storage area, 2 new docks, rail loop
- 730 ships a year
- Rail routes to and from the facility have not been identified



Millennium Bulk Terminals-Longview, LLC proposes to construct and operate an export shipping terminal for receiving, stockpiling, and transferring coal to cargo ships.

Source: Millennium Bulk Terminals-Longview, LLC

Possible Rail Routes in Washington State

Rail routes for the proposal have not been identified

Why an Environmental Impact Statement?

- Millennium Bulk Terminals – Longview, LLC proposes to construct and operate a shipping terminal to export coal in Cowlitz County
- Under National Environmental Policy Act (NEPA) regulations, an environmental impact statement (EIS) is necessary if a proposal is likely to significantly affect the quality of the human environment
- Under the State Environmental Policy Act (SEPA), an EIS is necessary if a proposal may result in significant adverse environmental impacts under state regulations
- Cowlitz County, the Washington Department of Ecology (Ecology), and the U.S. Army Corps of Engineers (Corps) will be using a synchronized process to complete environmental reviews that meet federal and state requirements

SEPA EIS Process General Overview

Applicant's Proposal

Determination of Significance

Lead Agencies: Cowlitz County and Washington State Department of Ecology

→

Public Scoping Period

Public Input

Public, agencies, tribes, and organizations are asked to help identify what the Draft EIS should analyze.

→

Data Collection and Analysis

- Document existing conditions
- Develop environmental analysis and methodology
- Identify alternatives

→

Draft EIS

The Draft EIS includes:

- Description of proposal
- Existing conditions
- Alternatives
- Potential impacts
- Mitigation measures

→

Comments on DEIS

Public Input

- Provide comments via website, email, mail or meetings
- The DEIS will be available for review and comment

→

Final EIS

The Final EIS is used in Decision Making

The Final EIS responds to comments and is used to inform permitting decisions.

The Final EIS is used to inform the Lead Agencies

Department of Ecology and Other State Agencies' Decisions

Ecology's Water Quality Certification, Department of Natural Resources' state-owned aquatic lands lease, and others.

Cowlitz County Decisions

Decisions on development permits and other county-level permits related to site development.

Typical SEPA study areas include:

Aesthetics

Air

Animals

Earth

Energy and Natural Resources

Environmental Health

Historic and Cultural Preservation

Housing

Land and Shoreline Use

Light and Glare

Plants

Public Services

Recreation

Transportation

Utilities

Water: Surface, Ground, and Run Off (Stormwater)

Wetlands

Regulatory Authority
U.S. Army Corps of Engineers

Regulatory Authority and Associated Approval/Permits

Section 404 of the Clean Water Act
Discharge of dredged or fill material into waters of the U.S.

Section 10 of the Rivers and Harbors Act
Work or structures in or over navigable waters

Following Completion of NEPA Review

The Corps issues a Record of Decision (ROD) on:

- Environmental Impacts
- Alternatives
- Mitigation Measures
- Permit Decisions

NEPA EIS Process General Overview

Applicant's Proposal

Notice of Intent

Lead Agency: US Army Corps of Engineers

→

Public Scoping Period

Public Input

Public, agencies, tribes, and organizations are asked to help identify what the Draft EIS should analyze.

→

Data Collection and Analysis

- Document existing conditions
- Develop environmental analysis and methodology
- Identify alternatives

→

Draft EIS

The Draft EIS includes:

- Description of proposal
- Existing conditions
- Alternatives
- Potential impacts
- Mitigation measures

→

Comments on DEIS

Public Input

- The DEIS will be available for review and comment
- Provide comments via website, email, mail or meetings

→

Final EIS/Record of Decision

The Final EIS is used in Decision Making

The Final EIS and the Record of Decision responds to comments and is used to inform permitting decisions.

The Final EIS is used to inform the Lead Agency

US Army Corps of Engineers Record of Decision

The Corps' determination of effects, alternatives, compliance with other federal laws, commitments, and mitigation measures.

US Army Corps of Engineers
Seattle District

Typical NEPA study areas include:

- Air Quality
- Archaeological, Cultural, and Historic Resources
- Energy
- Environmental Justice
- Fisheries
- Floodplains
- Hazardous Materials
- Land Use
- Noise and Vibration
- Parks and Recreation
- Socioeconomics
- Soils and Geology
- Transportation
- Utilities
- Vegetation
- Visual Resources
- Water Resources
- Wetlands
- Wildlife, including Threatened and Endangered Species

We Want Your Input On:

- Potentially affected resources and the extent of study and analysis needed to understand each potential impact
- Measures to avoid, minimize, and mitigate (offset) effects of the proposal
- A reasonable range of alternatives, including alternative sites and project designs

How to Provide Comments

Public Scoping Comment Period:
August 16, 2013 through November 18, 2013

Online comment form via the website: *www.millenniumbulkeiswa.gov*

Email: *comments@millenniumbulkeiswa.gov*

Postal Service:
Millennium Bulk Terminals Longview EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Five Scoping Meetings: Longview, Spokane, Pasco, Clark County, and Tacoma