

Emails pertaining to
Gateway Pacific Project
For October 13-19, 2012

From: Tyler Schroeder
To: Jean Melious
Date: 10/18/2012 1:13 PM
Subject: Re: Scoping logistics

Hi Jean,

I have some additional info for the scoping meeting. It is important to point out that there will be an open house, two public comment areas and 3 individual comment areas. So if some of your students want to speak or just learn about the project, we are providing many avenues. Here is a recap of the meeting:

As the Bellingham open house on EIS scoping for the proposed Gateway Pacific Terminal project approaches, we thought you would appreciate some further local details.

This adds to the background information and links in the news release (<http://www.ecy.wa.gov/news/2012/316.html>) we sent on Sept. 21. For overall information on the scoping process, and how to participate, please see the main **EIS website** (<http://www.eisgatewaypacificwa.gov/>): www.eisgatewaypacificwa.gov (<http://www.eisgatewaypacificwa.gov/>).

As noted there, this meeting will take place on Oct. 27 from 11 a.m. to 3 p.m. at Squalicum High School, 3772 E. McLeod Road (<http://maps.google.com/maps?q=3773+E+McLeod+Road+Bellingham,+WA&safe=active&hnear=3773+McLeod+Rd,+Bellingham,+Washington+98226&gl=us&t=m&z=16>).

The entrance will be on the north side of the building, near the library. Doors will open at 11 a.m.

Anyone is welcome to attend and there is no need to sign up ahead of time.

This is a community open house, not a public hearing. People will be able to participate in concurrent activities, and can come and go as desired during the meeting hours. Because we expect a large turnout, each of these opportunities will be available in two spaces.

1. Information displays with staff available to answer questions. (Comments made here are not part of the comment record, but people can provide comments through any of the several available comment opportunities.)
 - Commons area
 - Smaller section of the gym
2. Written comment areas near each display area, with tables, comment forms and writing materials.
3. Spoken comment areas with audience seating.
 - Larger section of the gym, seats about 1,000
 - Auditorium, seats about 400
 - Sign-ups at the entrance of the open house
 - Two minutes per person to accommodate as many speakers as possible (which should allow about 200 people to speak at both comment areas)
 - Speakers called in the order signed up, three at a time, with the next three asked to be ready "on deck" nearby
 - People should sign up for only one spoken comment area, to allow as many people as possible to use this option
 - All the time is for comments; no opening presentation
4. Individual spoken comment, with no audience present
 - Separateroom near the open house
 - Recording stations, each attended by a staff member in a sectioned-off area
 - If needed, people will queue in a single line, to be called to the next available station
 - Two minutes per person to accommodate as many speakers as possible (which should allow about 600 people to speak, assuming three recording stations)

All comments, regardless of how submitted, are transcribed and **posted on the website** (<http://www.eisgatewaypacificwa.gov/get-involved/comment/all>).

Thousands of people are commenting on line, either **via the website** (<http://www.eisgatewaypacificwa.gov/get-involved/comment/>), or by email (<mailto:comments@eisgatewaypacificwa.gov>): comments@eisgatewaypacificwa.gov. There will be no electronic facilities for commenting at the meeting.

The co-lead agencies have a strong commitment to public involvement in scoping and the rest of the EIS process for the proposed terminal project. We will review all comments received during the 120-day comment period.

Thanks for asking these important questions. Please call at 360.676.6907 if you have anymore questions.

Tyler

Tyler R. Schroeder
Planning Manager

Whatcom County Planning and Development Services
5280 Northwest Dr.
Bellingham, WA 98225
(360) 676-6907 ext. 50202
Fax: (360)738-2525
Tschroed@co.whatcom.wa.us

>>> Jean Melious <jean_melious@yahoo.com> 10/16/2012 12:51 PM >>>
Hi Tyler,

I'm trying to figure out whether students would be interested in the scoping session and how to advise them about the best way to participate. I've seen public hearings set in arenas, but I don't think that I've ever seen a scoping session like this one.

Will there be a signup sheet for those who want to testify, and do you know when it will be available? I know that there has been an assumption that people should show up an hour early in order to sign up. If everybody does that, there will be a lot of people milling about for a long time. Have you thought of handing out bracelets, like a concert? (Just kidding - maybe. Hmm, might not be a bad idea.)

Thanks,
Jean

From: Tyler Schroeder
To: rvanderyacht@cob.org
Date: 10/19/2012 9:56 AM
Subject: Police Support for Oct. 27 GPT Scoping Meeting

Lieutenant Vanderyacht,

Thanks for taking my call this morning in regards to police support for the upcoming GPT Scoping Meeting. As indicated the meeting is on Oct. 27th from 11am - 3pm at the Squalicum High School. It is anticipated that there will be a large crowd (some 2000 people) at the beginning of the meeting. As we discussed, I would like to request that we have 5 police officers available for support at the beginning of the meeting. If at the meeting it is decided by the department that these officers need to stay the whole time we are in agreement with that.

I will be following up with where to send the invoice to.

Please confirm and provide more detail if needed by responding back to this email.

Thanks,

Tyler R. Schroeder
Planning Manager

Whatcom County Planning and Development Services
5280 Northwest Dr.
Bellingham, WA 98225
(360) 676-6907 ext. 50202
Fax: (360)738-2525
Tschroed@co.whatcom.wa.us

From: Tyler Schroeder
To: Ari Steinberg
Date: 10/19/2012 10:09 AM
Subject: Contract Modifications

Ari,

I am emailing to check in on the Contract modifications that I sent to you last week. Please let me know when these modifications will be signed by your company.

One thing we discussed about the contract modifications is the number of scoping meetings. To clarify the info in the request there at 2 additional public scoping meeting that payment is required. The original contract had indicated up to 6 scoping meeting, including both public and agency meetings. The contract modifications is to have up to 8 scoping meetings (7 public scoping meetings and 1 agency scoping meeting).

Also, I have been working directly with the City of Bellingham Police Department for police support at the Bellingham meeting. Due to the number of people anticipated to attend we have requested that 5 officers be available at the beginning of the meeting. These officers will not stay the whole time, unless it is determined by the police department that they should for the safety of the people attending the meeting. It is appropriate for the Department to directly bill your company for these services. Please provide a contact and address for that billing.

Thanks and please call if you have any questions at 360.676.6907

Tyler R. Schroeder
Planning Manager

Whatcom County Planning and Development Services
5280 Northwest Dr.
Bellingham, WA 98225
(360) 676-6907 ext. 50202
Fax: (360)738-2525
Tschroed@co.whatcom.wa.us

From: Council
To: gpt_archive
Date: 10/15/2012 8:23 AM
Subject: Fwd: coal trains
Place: gpt_archive
Attachments: coal trains

Please note: Emails are public records subject to public disclosure upon request.

From: ARLEEN WATKINSON <desperatehousemom@msn.com>
To: <council@co.whatcom.wa.us>
Date: 10/14/2012 11:58 AM
Subject: coal trains

Dear County Council, We are writing in support of the Gateway Pacific Terminal and the possibility of more jobs and business in our county. We are all registered voters and have an interest in seeing the project promoted and accepted by the council. We have no affiliation whatsoever with the proposed terminal or train activity. We simply want what is best for Whatcom County and the United States of America and believe the proposed terminal will stimulate the economy and growth. Respectfully, Arleen Watkinson 1005 Coronado Avenue Matthew Cunningham 1005 Coronado Avenue Harry A. Watkinson 1037 Coronado Avenue

From: Jennifer Paulson
To: gpt_archive
Date: 10/16/2012 11:21 AM
Subject: coal
Place: gpt_archive
Attachments: coal_20121016112306.pdf

Windows Live™ Hotmail (1) Messenger (0) SkyDrive | MSN

ARLEEN WATKINSON*

[profile](#) | [sign out](#)

Hotmail

Inbox (1)

Folders

Junk

Drafts (55)

Sent

Deleted (8)

New folder

Quick views

Documents (1)

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coal trains

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ARLEEN WATKINSON
To council@co.whatcom.wa.us

11:58 AM

Reply ▾

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OCT 16 2012

WHATCOM COUNTY COUNCIL

Dear County Council,

We are writing in support of the Gateway Pacific Terminal and the possibility of more jobs and business in our county. We are all registered voters and have an interest in seeing the project promoted and accepted by the council. We have no affiliation whatsoever with the proposed terminal or train activity. We simply want what is best for Whatcom County and the United States of America and believe the proposed terminal will stimulate the economy and growth.

Respectfully,

Arleen Watkinson 1005 Coronado Avenue ✓

Matthew Cunningham 1005 Coronado Avenue ✓

Harry A. Watkinson 1037 Coronado Avenue ✓

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Categories ▾ |

From: Council
To: gpt_archive
Date: 10/16/2012 2:23 PM
Subject: Fwd: Scoping For: Gateway Pacific Terminal and Custer Spur Project
Place: gpt_archive
Attachments: Scoping For: Gateway Pacific Terminal and Custer Spur Project

Please note: Emails are public records subject to public disclosure upon request.

From: "Susan Kaun" <kauns49@msn.com>
To: <comments@eisgatewaypacificwa.gov>
CC: "Whatcom County Council" <council@co.whatcom.wa.us>, "Jack Louws" <JLouw...>
Date: 10/16/2012 2:20 PM
Subject: Scoping For: Gateway Pacific Terminal and Custer Spur Project

TO: Co-Lead Agencies: Whatcom County,
Washington State Department of Ecology,
U. S. Army Corps of Engineers

From: Susan Kaun
613 Donovan Avenue
Bellingham WA 98225-7324
kauns49@msn.com<mailto:kauns49@msn.com>

Date: October 16, 2012

RE: Scoping For Gateway Pacific Terminal and Custer Spur Project

Subject: Potentially Affected Resources and Extent of Analysis

As a resident of Whatcom County, I am greatly concerned about a number of impacts which I believe may occur with the construction of the Gateway Pacific Terminal and Custer Spur project. Therefore, I hereby request that the scoping for the project take into consideration the following potential impacts:

1.) I worry about the potential impact to my family, the residents of my neighborhood of Fairhaven, as well as the other neighborhoods of the City of Bellingham and the other cities and counties in Washington State and other states along the route, with proximity to the railroad tracks, who may be affected by the increased diesel train engine exhaust, coal dust, vibration, and noise. We smell diesel exhaust in our neighborhood, and our windows are increasingly covered with what may be particulate matter from the diesel train exhaust and/or coal dust blowing off the cars. The noise of the present coal trains is more apparent than other trains, and the piercing horn noise wakes one from a sound sleep.

Can my family, my neighbors, and others along the coal train route, be assured this project will not impact our personal health, and our property investments?

2.) I worry about the potential impact to the planned re-development of the waterfront areas adjacent to downtown Bellingham. I am concerned about how the exhaust, noise, coal dust, delays from longer trains, and vibration of the increasing railroad traffic will affect the future uses of the area, not only for potential residents, but also for the people who hope to enjoy being out-of-doors near the waterfront. Bellingham residents have waited many years to have increased access to the waterfront of the city.

How will the increase in coal shipments by rail through the waterfront redevelopment area to the terminal site at Cherry Point affect the economic well-being of the City and the Port District?

3.) I worry about the potential impact to the pocket estuaries and their functions from increased railroad traffic of coal shipments, given that the railroad tracks bisect a number of these pocket estuaries, which are located along the shoreline of Washington State. The added train traffic, exhaust, coal dust, noise, vibrations, light and potential for derailment may greatly exacerbate existing impacts to the estuaries. In writing the Shoreline Management Act of 1971, 90.58.020 RCW, the legislature found the shorelines of the state to be "...among the most valuable and fragile of its natural resources..."

A 2005 study* "determined that Whatcom Creek, Squalicum Creek, Birch Bay and Point Roberts pocket estuaries are not properly functioning due to urbanization impacts to juvenile salmon functions...Given the current development pressure, we determined that Chuckanut Creek, Padden Creek, Terrell Creek, California Creek and Dakota Creek pocket estuaries are at risk for losing functions due to urbanization.

The 2005 study* made recommended improvement and protection actions: "Aggressively restore/protect areas, especially shallow water/low gradient habitats and pocket estuaries, within 5 miles of Nooksack River"...These estuaries are of "benefit to natal Chinook -- early marine support of all 4 life history types of Nooksack Chinook populations (feeding and growth, refuge, osmoregulatory, migration functions). Addresses all four VSP parameters" ... These estuaries provide "benefit to non-natal Chinook -- support for neighboring Puget Sound populations (e.g., Skagit Chinook, larger juveniles, Fraser River populations). Functions addressed: feeding and growth, refuge, osmoregulatory, migration."

*(Regional Nearshore and Marine Aspects of Salmon Recovery in Puget Sound, Compiled and edited by Scott Redman, Doug Myers, and Dan Averill, Puget Sound Action Team; From contributions by the editors and Kurt Fresh and Bill Graeber, NOAA Fisheries; Delivered to Shared Strategy for Puget Sound for inclusion in their regional salmon recovery plan, June 28, 2005.)

The City of Bellingham is in the design stages of a number of projects for some of these estuaries, and will be spending millions of dollars in local and state funding to help restore their function. How will the additional impacts of coal shipments, rail traffic, diesel exhaust, noise, etc., impact these investments?

4.) I worry about the potential impact to Cherry Point herring and eel grass, and the salmon, Dungeness Crab, other fish, and animals that depend on both, which may occur due to the shoreline work required for the terminal, as well as potential disruption and damage caused by shipping impacts, fuel spills, ballast discharges, and possible ship wrecks in the Puget Sound. It is my understanding that a number of years ago Cherry Point received a Conservancy Designation, because eelgrass was recognized by the Department of Ecology as a key herring spawning area, and much of the sea life Puget Sound is dependent on the eelgrass and the herring for survival.

I am also concerned that the proposed restoration project for Cherry Point, as outlined in the Whatcom County SMP Update Restoration Plan, September 2006, may be impacted by this project. The County's Restoration Plan states: "A larger opportunity for restoration in the Cherry Point reach includes reintroducing impounded sediment on the north side of the pier base fills. This would be accomplished by excavating and bypassing the accreted sediment located in the backshore on the north side of the Conoco-Phillips pier (the southern of the three industrial piers at Cherry Point). Sediment would be excavated from landward of the berm and bypassed to the south side of the pier fill area in stages. This would also create coastal wetlands in the backshore. A tidal channel should be evaluated and, if feasible, could be excavated after backshore excavation was completed in an attempt to maintain a saltmarsh..."

How will the terminal project impact the County's Restoration Plan for Cherry Point?

Thank you for this opportunity to provide my comment on the scoping of the Gateway Pacific Terminal and Custer Spur project. I look forward to reading the thorough work and careful deliberation by your agencies that will go into the review of public comments submitted for this proposal.

Cc: Whatcom County Council
Executive Jack Louws
Bellingham City Council
Mayor Kelli Linville
Fairhaven Neighbors

From: Council
To: gpt_archive
Date: 10/17/2012 7:58 AM
Subject: Fwd: GPT/SSA-Lummi & Coal Terminal
Place: gpt_archive
Attachments: GPT/SSA-Lummi & Coal Terminal

Please note: Emails are public records subject to public disclosure upon request.

From: "ChairKathy" <chairkathy@birchbayinfo.org>
To: <Undisclosed-Recipient:;>
Date: 10/16/2012 5:54 PM
Subject: GPT/SSA-Lummi & Coal Terminal

Another aspect of the GPT/SSA issue from The New York Times -
http://www.nytimes.com/2012/10/12/us/tribes-add-powerful-voice-against-northwest-coal-plan.html?_r=1&hpw

Tribes Add Potent Voice Against Plan for Northwest Coal Terminals
By KIRK JOHNSON

FERNDALE, Wash. — At age 94, Mary Helen Cagey, an elder of the Lummi Indian tribe, has seen a lot of yesterdays. Some are ripe for fond reminiscence, like the herring that used to run rich in the waters here in the nation's upper-left margin, near the border with Canada. Others are best left in the past, she said, like coal.

"I used to travel into Bellingham and buy my sack of coal," she said, standing in sensible shoes on a pebbled beach at a recent tribal news conference, talking about her girlhood of rural subsistence and occasional trips to the nearby market town. The idea that coal producers would make a comeback bid, with a huge export shipping terminal proposed at a site where she once fished, called Cherry Point, is simply wrong, she said. "It's something that should not come about," Ms. Cagey said.

Many environmental groups and green-minded politicians in the Pacific Northwest are already on record as opposing a wave of export terminals proposed from here to the south-central coast of Oregon, aiming to ship coal to Asia. But in recent weeks, Indian tribes have been linking arms as well, citing possible injury to fishing rights and religious and sacred sites if the coal should spill or the dust from its trains and barges should waft too thick.

And as history has demonstrated over and over, especially in this part of the nation, from protecting fish habitats to removing dams, a tribal-environmental alliance goes far beyond good public relations. The cultural claims and treaty rights that tribes can wield — older and materially different, Indian law experts say, than any argument that the Sierra Club or its allies might muster about federal air quality rules or environmental review — add a complicated plank of discussion that courts and regulators have found hard to ignore.

Lummi tribal leaders recently burned a mock million-dollar check in a ceremonial statement that money could never buy their cooperation. Last month, the Affiliated Tribes of Northwest Indians, a regional congress of more than 50 tribes in seven states, passed a resolution demanding a collective environmental impact statement for the proposed ports, rather than project-by-project statements, which federal regulators have suggested.

Leaders of the Columbia River Inter-Tribal Fish Commission, which focuses on fishing rights, said in a statement in support of the resolution that moving millions of tons of coal through the region could affect a range of issues, like road traffic and economic life on the reservations, not to mention the environment.

"It brings another set of issues to the table," said Gov. John Kitzhaber of Oregon, a Democrat who earlier this year asked for a broad federal environmental review that would examine implications of the coal plan from transit through the region by train or barge to the burning of the coal in China. The tribes, Mr. Kitzhaber said, have now added a voice that even a governor cannot match. "It definitely increases the pressure," he said.

Coal producers across the nation have been wounded by a sharp drop in demand in the United States — down 16.3 percent in the period from April through June, compared with the same period in 2011, to the lowest quarterly level since 2005, according to the most recent federal figures. With prices falling and abundant supplies of natural gas flowing because of new fields and drilling technologies, especially hydraulic fracturing, or fracking, many electricity producers that can switch are doing so.

That has made coal exports, which have increased this year in every region of the country except the West, according to federal figures, even more crucial to the industry than they were when the six terminals on the Pacific Coast were first proposed. Jason Hayes, a spokesman for the American Coal Council, said that with coal-producing nations like Australia and Indonesia competing for Asian markets, a roadblock on the West Coast is an issue for the entire American economy.

The first public hearings for the terminal projects, conducted by the Army Corps of Engineers, are set to begin this month in Bellingham, near the Lummi reservation.

"The people that can produce efficiently and can ship quickly and reliably — those are the big things — they are going to be the ones that are chosen for being reliable business partners," Mr. Hayes said. "If we can build the ports on the West Coast, then it just becomes that much more reliable."

But by coincidence of history, geography, culture and law, the West Coast, especially Washington and Oregon, is also a center for Indian tribe muscle, legal scholars said.

Although many tribes around the nation received rights to hunt and fish in the treaty language of the 1800s that consigned them to reservations, few places had a focus on a single resource — fish, especially from the Columbia River and its tributaries — that tribes here did. They also, crucially, persisted in using the resources that the treaties had granted them; fishing did not become a hobby or a cultural artifact.

Then, in the 1970s, when the Indian rights and environmental movements were both surging, tribal timing was fortuitous in pushing court cases that reinforced their claims.

“They made really good use of those rights, and have become major players,” said Sarah Krakoff, a law professor at the University of Colorado who teaches Indian law and natural resources law. Tribal rights have been a cornerstone in the long battle over restoring salmon stocks in the Columbia River. This year, one of the biggest dam removal projects in the nation’s history reached a milestone when a section of the Elwha River near Olympic National Park in Washington was restored to wild flow, with fishing rights an important driver in the process.

Coal has also become an element in the presidential race, as energy executives have poured tens of millions of dollars into campaigns backing Mitt Romney, the Republican candidate, and accusing the Obama administration of harboring hostility to coal through tightened air pollution rules.

An executive order dating from the administration of Bill Clinton could give further ammunition to Northwest tribes in their coal fight, Professor Krakoff and other experts said. The order directs federal agencies to allow tribal access to sacred sites and to take into account religious practices in federal decision making.

Lummi leaders, in the protest this week where Ms. Cagey spoke, said the Cherry Point site in particular — though partly developed years ago by industry, with a major oil refinery nearby — is full of sacred sites and burial grounds. The tribe’s hereditary chairman, Bill James, said in an interview, however, that the tribe would not reveal the locations of the graves for fear of looting.

From: Council
To: gpt_archive
CC: OFFICE GALS
Date: 10/19/2012 10:58 AM
Subject: From Rep. Jeff Morris
Place: gpt_archive
Attachments: coal_20121019105925.pdf

Please note: Emails are public records subject to public disclosure upon request.

STATE REPRESENTATIVE
40th DISTRICT
JEFF MORRIS

State of
Washington
House of
Representatives

TECHNOLOGY, ENERGY
& COMMUNICATIONS
TRANSPORTATION
ENVIRONMENT



October 17, 2012

Whatcom County Council
311 Grand Ave, Suite 205
Bellingham WA 98225

Dear Members of the Whatcom County Council,

It has been brought to my attention that I have not communicated to you my position on Gateway Pacific Terminal at Cherry Point since a letter I sent to you on February 16, 2011. In that February 2011 letter I expressed my support of the project as a multi-commodity facility. As you know it came out that the Gateway Pacific Terminal would be a coal only facility for the foreseeable future. I do not support the Gateway Pacific Terminal at Cherry Point as a coal only facility.

I believe that we should retain coal as a national resource until we can utilize it with clean energy technologies. During a recession, rail capacity might exist for such a facility but I believe the price point for rail capacity during an economic upswing will leave a coal only facility as a stranded asset. A coal only facility will drive an unacceptably large amount of train traffic from the south through Whatcom County on the BNSF rail line. Other commodities could use extra capacity on Canadian rail lines and come from British Columbia to Cherry Point such as potash, wheat or other agricultural products.

I have written to the U.S. Army Corps of Engineers requesting a programmatic and comprehensive environmental impact statement under the National Environmental Act (NEPA) to consider the collective impact on all of the proposed coal terminals in the Pacific Northwest. I encourage you to join me in requesting the same. The appropriate contact information is attached.

Thank you.

Sincerely,

Rep. Jeff Morris
40th Legislative District

LEGISLATIVE OFFICE: 436-A LEGISLATIVE BUILDING, PO BOX 40600, OLYMPIA, WA 98504-0600 • 360-786-7970
E-MAIL: Jeff.Morris@leg.wa.gov
TOLL-FREE LEGISLATIVE HOTLINE: 1-800-562-6000 • TDD: 1-800-635-9993

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Commander, Northwestern Division
U.S. Army Corps Engineers
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Portland OR 97209

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U.S. Army Corps of Engineers
333 SW First Ave
Portland OR 97204

Col. Bruce Estok
Commander, Seattle District
U.S. Army Corps of Engineers
P.O. Box 3755
Seattle, WA 98124-3755

From: Suzanne Mildner
To: Tyler Schroeder
CC: gpt_archive
Date: 10/19/2012 1:01 PM
Subject: GPT opinion ltr - Capozzelli
Attachments: GPT - Capozzelli ltr 101512.pdf

Hi Tyler,

Attached is an opinion letter from J. Capozzelli on the GPT project, received in the Executive's mail today. I'm cc'ing this to the email archive as well.

Thanks,

Suzanne

Suzanne Mildner
Administrative Secretary/Grants Coordinator
Whatcom County Executive Department
311 Grand Avenue, Suite 108
Bellingham, WA 98225
(360) 676-6717
smildner@co.whatcom.wa.us

cc: Tyler S.

RECEIVED

October 15, 2012

Mr. Jack Louws
County Executive
311 Grand Avenue
Suite 108
Bellingham, WA 98225-4082

RE: Proposed GTF Port at Cherry Point

I am writing to ask your help in preventing the environmental destruction posed by the proposed GTF Port at Cherry Point and to ask the U.S. Government to honor the U.N. Declaration that allows the Lummi Nation to prevent development of their sacred land.

The Lummi Nation has compiled a report of "Key Facts", which elaborates on a long list of environmental and cultural concerns surrounding this proposed Gateway Pacific Terminal, as well as the mining and transporting of coal from the midwest associated with the project.

These concerns are summed up on the Lummi Nation website as follows:

There is evidence to support that local jobs and businesses, property values, human health and quality of life would be adversely impacted by the coal trains. Increased marine traffic and the coal terminal would affect fisheries, marine ecosystems, and air quality. Further, substantial taxpayer investment may be required to support infrastructure required by the project and to mitigate some of the potential negative effects. There are questions as to whether damages to local businesses, regional identity, communities and fisheries could ever be adequately mitigated. The global impacts of coal export and coal combustion are significant, particularly when the future is considered.

Please take all of these and other concerns that may come up in the future under serious consideration and protect this sacred land as well as humans, wildlife and the environment from the impact of coal transport and export.

Please do not turn this place into a dumping ground and port for shipping trainloads of coal from the Midwest to Asia. Cherry Point in Washington State could end up as the site of the largest coal exporting facility in North America.

Thank you for your help in this urgent matter to protect Lummi Lands and the Salish Sea from dirty coal. Thank you for your help on behalf of America's great and irreplaceable lands and wildlife.



Mr. Jack Louws
County Executive
311 Grand Avenue
Suite 108
Bellingham, WA 98225-4082