

RECEIVED

JUN 14 2012

Whatcom County P&DS

May 27, 2012

Randel Perry, Project Manager
USACE, Seattle District
1440 10th Street, Suite 102
Bellingham, WA 98225-7028

Tyler Schroeder, Planning Supervisor
Whatcom County, Planning & Development Services
5280 Northwest Drive
Bellingham, WA 98226

Alice Kelly, Planner
Washington Department of Ecology, NWRO
3190 160th Avenue SE
Bellevue, WA 98008-5452

Re: Gateway Pacific Terminal Scoping Hearings in San Juan County

Dear Mr. Schroeder, Mr. Perry, and Ms. Kelly:

I am horrified by SSA Marine's plan to transform Cherry Point in northwest Washington into one of the largest coal export facilities in North America. Due to the increased shipping traffic from the proposed Gateway Pacific Terminal project, my concerns include, but are not limited to the increased risk of oil spills and spills of other environmentally harmful materials, the potential for vessel collisions, introduction of invasive species and the increased impacts on the foraging behaviors of species listed under the Endangered Species Act. To fully relay these concerns, I am requesting formal Environmental Impact scoping meetings on each of the three larger San Juan Islands: San Juan, Orcas, and Lopez.

Many people have relocated to the San Juan Islands because the clean environment will restore their health. Those who suffer from respiratory conditions and Multiple Chemical Sensitivity are particularly at risk from vastly increased pollution from marine traffic, coal dust, and the growing cloud of bad air blowing this way from Chinese industry--ultimately from the very coal we would send them! Please see this week's article copied below.

Three of my sons and three of my daughters-in-law are marine scientists whose research will be affected by adverse impacts from the proposed Coal Port. San Juan County is a Marine Biological Preserve (RCW 28B.20.320), and all of the shorelines within the County are designated as Shorelines of Statewide Significance and critical habitat for federally listed threatened Chinook salmon and endangered Southern Resident Killer Whales. In addition, the islands draw multitudes of tourists, researchers, educators, and retirees from around the world. The islands' economy and quality of life are founded on the health of the marine ecosystem and the efficient transportation of people and materials to and from the islands.

The unique characteristics and economy of the San Juan Islands make it essential that federal, state, and local officials conduct a detailed review of impacts on tourism, revenues, the economy, transportation, the marine environment, culture, health and safety associated with the planned Gateway Pacific Terminal and the shipment of coal to Asia. I respectfully request that the scope of the Environmental Impact Statement recognize the increased risk to the environment in San Juan County. I also ask that the Environmental Impact Statement fully and completely include the connected and cumulative actions, issues, and concerns of the citizens in this area. Because of the geographic distance and transportation challenges, the citizens of San Juan County will not be served by holding a scoping hearing in Bellingham or Seattle. As part of this EIS process, I respectfully ask for representation for the majority of citizens of San Juan County by holding scoping meetings on each of the three larger islands serviced by the Washington State Ferry. Thank you for consideration of this formal request.

Sincerely,

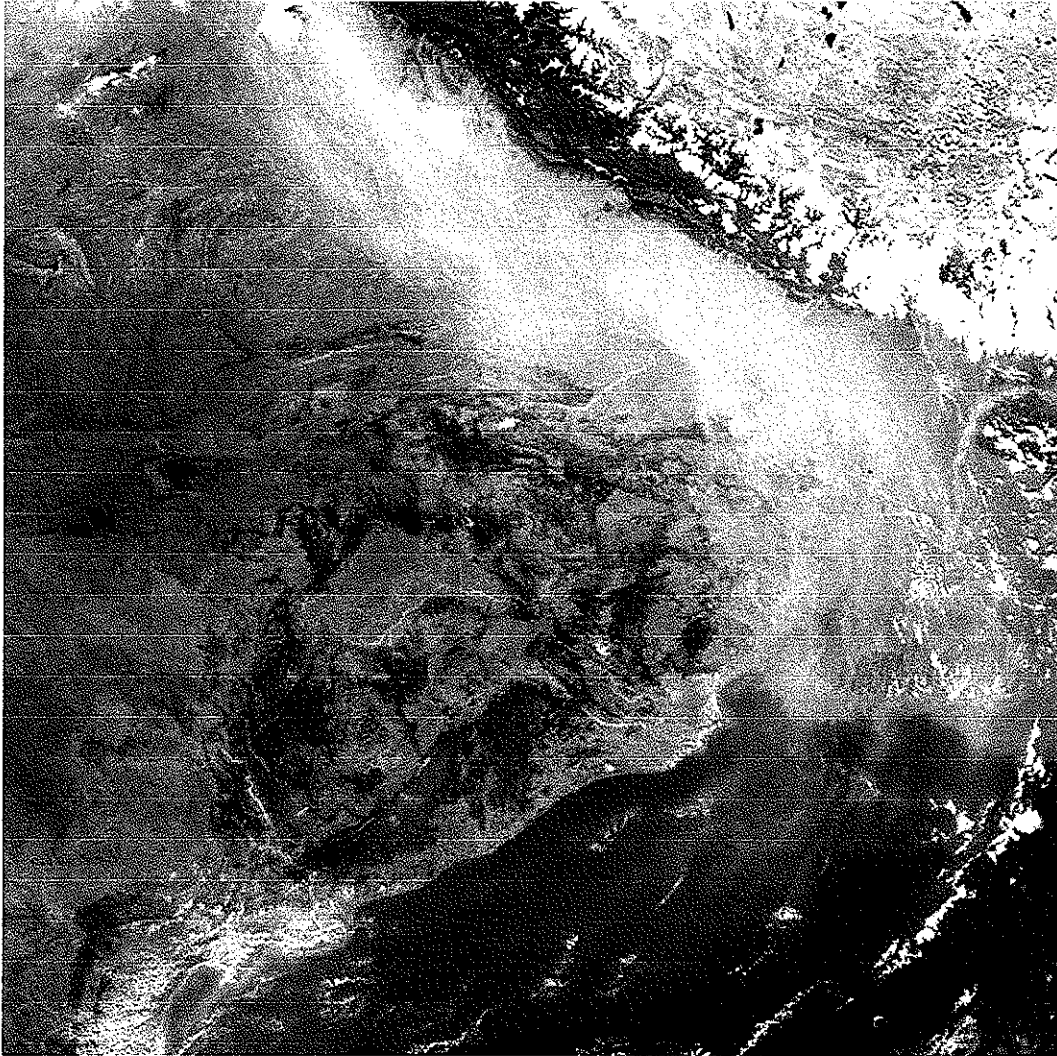
Eleanor Hartmann, San Juan Island
90 Two Barn Farm Lane
Friday Harbor, Washington 98250



Science **NOW**

UP TO THE MINUTE NEWS FROM SCIENCE

'Asian Brown Cloud' Threatens U.S.
by Sid Perkins on 25 May 2012, 8:00 AM



How new brown cloud (if emissions of a large amount of soot and other aerosols from India, China, and southeastern Asia and other countries, such as Indonesia and Bangladesh, shown) continue to grow, temperatures over parts of the United States could rise 0.4°C by 2024.

Credit: Jesse Allen/Berth Coronado/NOAA/ESA

CLOSE X

China and India are some of the world's top polluters, with countless cars, factories, and households belching more than 2 million metric tons of carbon soot and other dark pollutants into the air every year. These pollutants aren't just bad news for the countries themselves. A new study reveals that they can affect climate thousands of kilometers away, warming the United States by up to 0.4°C by 2024, while cooling other countries.

Some forms of pollution—especially light-colored aerosols such as sulfates that spew from power plants and volcanoes—scatter light back into space, cooling Earth. But dark aerosols, such as soot from diesel engines and power plants, absorb more sunlight than they scatter, gaining heat and warming the air around them. Rapidly developing countries, especially China, India, and those in southeastern Asia, are prolific sources of such aerosols. Over the past few decades, the pall hanging over the region has come to be known as "the Asian brown cloud."

Previous studies have shown that even though layers of air polluted with carbon aerosols become substantially warmer, the cloud slightly cools temperatures at ground level, by some estimates reducing the amount of sunlight reaching the surface by between 10% and 15%. The brown cloud also weakens winds during the Asian summer monsoon and changes the timing and location of monsoon rainfall. The cloud has dramatically thickened in recent

decades, with some studies showing that dark aerosol emissions from China alone doubled between 2000 and 2006.

To gauge the impact of this thickening, Haiyan Teng, a climate scientist at the National Center for Atmospheric Research in Boulder, Colorado, and colleagues used a detailed climate model that evaluated the interactions among land, sea, atmosphere, and sea ice. In three different scenarios, the team boosted dark, carbon-rich emissions from the equator to 50°N and from 70°E to 150°E, a region that covers India and much of China and southeastern Asia. The scenarios simulated what would happen if dark aerosol emissions doubled between 2005 and 2024, increased to six times current rates, and jumped to 10 times current rates.

Increasing the emissions to six and 10 times current rates over the course of 20 years seems extreme, says Teng. But the team used these values because the climate model somewhat underestimates the atmospheric warming caused by dark aerosols.

Such tweaking of a climate model "is not unusual," says Yi Ming, a climate scientist with the National Oceanic and Atmospheric Administration in Princeton, New Jersey, who was not involved in the study. "It makes sense to increase the [dark aerosol] emissions to produce the right amount of heating, and to better match observations," he says.

The sixfold and 10-fold increases in dark aerosol emissions would cause global average temperatures at ground level to rise 0.1°C by 2024, the researchers report in a forthcoming issue of *Geophysical Research Letters*. But possibly more important, the thickening brown cloud would trigger significant changes in long-term weather patterns that would affect areas thousands of kilometers away. The effect would be somewhat like a human-made El Niño, the climate phenomenon in which sea-surface warming in the tropical Pacific alters temperature and precipitation in the United States and elsewhere.

In particular, the large increases in dark aerosol emissions would cause as much as 0.4°C warming in the eastern United States during the winter months and a similar temperature increase over most of the United States during the summer months. In contrast, Greenland, much of northern Canada, and significant swaths of Antarctica would cool by 0.25°C or more during summer and winter.

Although scientists have long studied the effects of pollutants on cloud formation and other small-scale phenomena, determining their effects on climate in distant regions is a relatively new field, says Chien Wang, an atmospheric scientist at the Massachusetts Institute of Technology in Cambridge, who wasn't involved in the research. The new findings "are not surprising at all," he notes. However, he adds, the team's new study "is a highly idealized experiment," so the results are probably more accurate in terms of capturing the overall pattern of changes than they are at estimating the precise amount of warming or cooling in a particular locale.