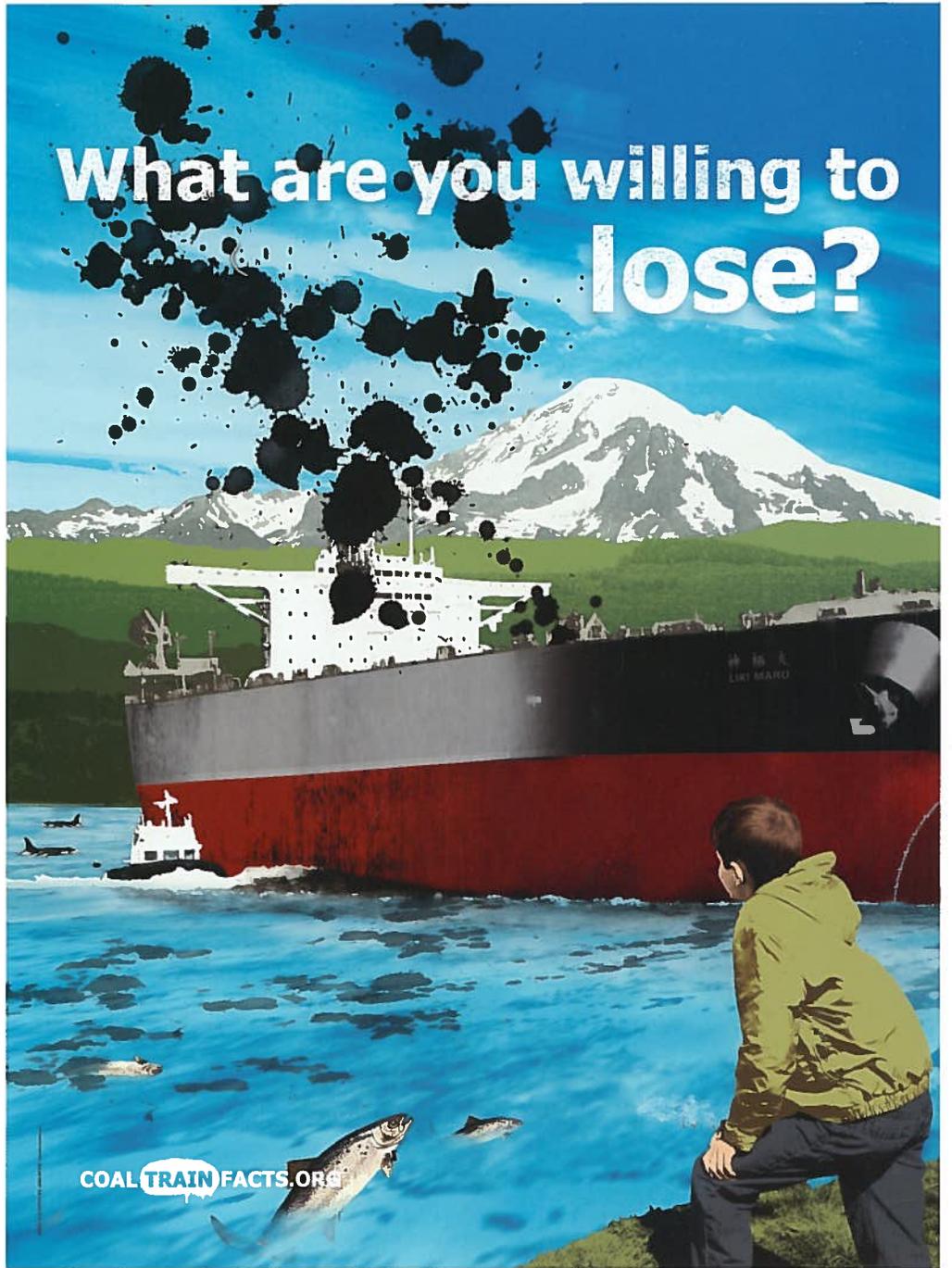


What are you willing to  
lose?



COAL TRAIN FACTS.ORG

I/we live within 1 mile of the BNSF rail line on which up to 18 additional daily coal trains (9 full, 9 empty) would travel, if the Gateway Pacific Terminal were built. I/we request that the GPT Environmental Impact Statement encompass the entire transportation corridor so that communities along the rail and marine routes are given due consideration. Questions that concern me, and which objective, rigorous and comprehensive studies should address include:

**NOISE:** How will the noise and vibrations of unusually long, heavy and frequent trains impact property values and the structural integrity of homes and other buildings close to the tracks? How will chronic noise exposure affect the health and quality of life of people living, working, and playing nearby?

**TRAFFIC PROBLEMS:** How will the coal trains affect motor vehicle traffic, transportation, emergency vehicle response times and the flow of commerce in communities along the rail corridor?

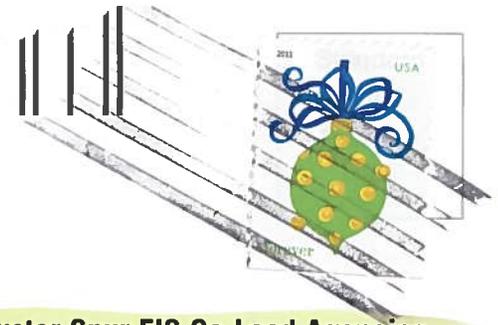
**FISHERIES & THE SALISH SEA:** How will tourism; boating; collision risks; oil/coal spill risks; salmon, crab and herring fisheries; orca whales; and the

**WRITE IN ANY ADDITIONAL CONCERNS HERE:**

general beauty, vitality, and livability of the Salish Sea and environs be affected by coal port construction and operations, and by the over 950 annual transits of immense coal ships?

**HUMAN HEALTH & SAFETY:** How will cancer, heart disease, asthma and other health risks be affected by air and water pollutions associated with coal transport and export? How will additional rail and ship traffic affect accident and collision rates? Toxic air pollution crosses the Pacific Ocean from Asia to the west coast of the United States; what would be the local public health impacts of Powder River Basin coal combustion in Asia?

**COST TO TAXPAYERS:** How much will we, the taxpayers, ultimately pay for costs affiliated with coal transport and export? Will such direct and indirect costs include necessary upgrades and additions to rail infrastructure; safety measures; public health expenses; the building of under- and overpasses and other attempts at mitigating adverse impacts; lost local businesses and jobs; damaged tourism trade; and decreased property values?



**GPT/BNSF Custer Spur EIS Co-Lead Agencies**

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**98004-4511**



Name(s): *Lynn A Walenda*

Date: *10/25/12*

Signature(s): *Lynn A Walenda*  
*Scott E Walenda*

← *SCOTT E WALENDA* →