

## Guide to Responses

### SEPA comment originator:

A: Anacortes Planning and Community Development Department, dated 01/05/10

1. A memorandum of understanding will need to be entered into between the City and the Port regarding proposed funding for regular road maintenance of Q and R Avenues mitigating the impacts of increased truck traffic.
2. A City-Port MOA needs to outline potential use of funding for fire department hazardous material training and associated equipment purchases.

B: Kate Clark, phone transcript, dated 01/06/10

1. I protest against the sulfur trucks that are coming through town to the Port to load/unload.

C: W.T. & D. M. Langjahr, dated 12/16/09

1. The Marsulex MSDS for prilled sulfur indicates that breathing of dust may aggravate acute or chronic asthma and chronic pulmonary disease.
2. The MDS also states that prilled sulfur dust in the air ignites easily and can cause an explosion in confined areas.
3. There have been rail car fires at Sulex plants located in Canada.
4. What if the handling of prilled sulfur produces an unacceptable odor and/or there is a dangerous fire or other issues?

D: David Picht, dated 12/21/09

1. I urge you to not use Anacortes to truck sulfur.

E: Mary Picht, dated 12/31/09

1. This smell and this danger and this wear and tear on our streets is not what we want.

F: Cynthia Richardson, dated 01/04/10

1. Becoming a center for shipping toxic products is not consistent with the goals of either the Port or City Comprehensive Plans.
2. This material is classified as hazardous under OSHA regulations for breathing of dust, breathing of vapors, and the danger of fire with associated risks of toxic smoke and possible explosion.
3. The inventory and management plan being required by the Fire Chief to address the specific hazards of the operation must include provisions for ongoing monitoring to be sure that safety measures are continually complied with.
4. Fugitive dust could affect nearby workers and residents. It is critical that sulfur dust be contained.
5. Any prilled sulfur coming into Anacortes should be de-gassed at least to the Canadian standards or better.
6. Reduction of emissions from truck traffic should be investigated.
7. There is an ongoing problem with noise and glare at the existing terminal from shipboard operations. Shipboard fixtures should be directed downward, and at night large work lights should be shut off.

G: Connie Salcedo, dated 01/02/10

1. The prospect of 266 truckloads a day of sulfur being loaded and transported through town really concerns me.
2. We don't have to transport toxic waste to improve our economy.

H: Gregory & Carol Springs, dated 12/21/09

1. Prilled sulfur is a hazardous chemical under OSHA regulations. We don't want this hazardous material in our city.
2. There was some spillage and odor during the test loading operation.
3. We are very concerned about accidents, big spills, mistakes, fire, and evacuations.

I: Craig & Jeanne Wallin, dated 01/08/10

1. A potential spill of prilled sulfur from a truck accident presents serious environmental and health risks.
2. There will be health risks to residents, workers, and customers in downtown, DCI, boaters, and visitors.
3. Prilled sulfur could easily enter waters of Puget Sound from an accidental spill or inadequate storm water practices and impact the federally listed species in the Guemes Channel.
4. Due to high winds, airborne particulates could be transported into the adjacent shipyard, commercial areas, and residential areas presenting a health risk.
5. The idling freighters at the dock will deteriorate the air quality in the surrounding area.
6. No mitigation measures have been proposed for adverse impacts to eagles.
7. Noise and glare will significantly increase.
8. Increased truck traffic, smells of diesel exhaust and sulfur will adversely impact the area.

J: Ron Watts, dated 01/11/10

1. Why are hazardous materials being allowed within the city limits?
2. The air quality in Anacortes is poor, and sulfur pollution will make it worse.

K: Washington Dept of Ecology, dated 01/06/10

1. The MDNS did not mention the 2009 NPDES industrial stormwater permit.
2. The MDNS did not address the fate of stormwater and process water.