Emails pertaining to Gateway Pacific Project for March 24-30, 2012
FIRST_NAME: James
LAST_NAME: McDonald
ADDRESS: 3851 Cindy Lane
Bellingham, WA 98226.9470
EMAIL: jim.mcdonald1@comcast.net
REQUEST: Please include me as a party of record for all notices in regards the Gateway Pacific Terminal project. If you do not maintain a notice list by project please include me in the general list. I am interested in any new permit applications or revisions to any applications and in any SEPA notices.
Notice by email only is all I require.
Thank You

PAGE: http://www.communitywisebellingham.org/sepa-request-form/
REFERER: http://www.communitywisebellingham.org/register-for-sepanepa-notices/
Hi All.

This week's Weekly Update (#64) has now been posted to https://secureaccess.wa.gov/ofm/iprmt24/DesktopModules/Articles/ArticlesView.aspx?tabID=0
<https://secureaccess.wa.gov/ofm/iprmt24/DesktopModules/Articles/ArticlesView.aspx?tabID=0&alias=1357&ItemID=185&mid=38796&wversion=Staging>
&alias=1357&ItemID=185&mid=38796&wversion=Staging.

Highlights include:

  . SEPA informational meeting held 3/20/2012 in Bellingham.

  . MAP Team tracking tools updated.

  . Recent Ecology inspection reports posted.

Please contact either Jane or Scott with any questions or issues.

Thanks.

Jane and Scott

______________________________________________
Scott Boettcher
SBGH-Partners, LLC
219 - 20th Ave SE
Olympia, WA  98501-2924
360/480-6600

<mailto:ScottB@sbgh-partners.com> ScottB@sbgh-partners.com
Let me ask BNSF how they'd like to handle that.

Thanks,

Cliff Strong  
Senior Land Use/Environmental Planner  
and Office Sustainability Coordinator  
email: cliff.strong@amec.com

Direct: 425.368.0952  
Cell: 360.631.7918  
Office: 425.368.1000  
Fax: 425.368.1001

AMEC Environment & Infrastructure, Inc.  
11810 North Creek Parkway N  
Bothell, WA 98011

Be more sustainable - think before you print.  
Business sustainability starts here... AMEC is committed to reducing its carbon footprint.  
Business sustainability starts here... AMEC is a signatory to the UN Global Compact.  
Business sustainability starts here... AMEC supports SOS Children

Disclaimer:  
The materials transmitted by this electronic mail are confidential, are only for the use of the intended recipient, and may also be subject to applicable privileges. Any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender. Please also remove this message from your hard drive, diskette, and any other storage device.

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]  
Sent: Monday, March 26, 2012 8:30 AM  
To: Strong, Cliff  
Cc: Amy Keenan  
Subject: BNSF Contact - GPT/Custer Spur

Cliff,

I have had a couple of people, who are interested in more information of the Custer Spur action, ask for BNSF contacts. Would you like me to send them your way or do you have a BNSF contact?

Thanks,

Tyler

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

The information contained in this e-mail is intended only for the individual or entity to whom it is addressed.
Its contents (including any attachments) may contain confidential and/or privileged information.
If you are not an intended recipient you must not use, disclose, disseminate, copy or print its contents.
If you receive this e-mail in error, please notify the sender by reply e-mail and delete and destroy the message.
Tyler & Cliff,

The primary contact for the Custer Spur Improvements is Skip Kalb who is included as a cc in this response.

Ari

-----Original Message-----
From: Strong, Cliff [mailto:Cliff.Strong@amec.com]
Sent: Monday, March 26, 2012 8:37 AM
To: Tyler Schroeder
Cc: Amy Keenan
Subject: RE: BNSF Contact - GPT/Custer Spur

Let me ask BNSF how they'd like to handle that.

Thanks,

Cliff Strong
Senior Land Use/Environmental Planner
and Office Sustainability Coordinator
email: cliff.strong@amec.com

Direct: 425.368.0952
Cell: 360.631.7918
Office: 425.368.1000
Fax: 425.368.1001

AMEC Environment & Infrastructure, Inc.
11810 North Creek Parkway N
Bothell, WA 98011

Be more sustainable - think before you print.
Business sustainability starts here... AMEC is committed to reducing its carbon footprint.
Business sustainability starts here... AMEC is a signatory to the UN Global Compact.
Business sustainability starts here... AMEC supports SOS Children

Disclaimer:
The materials transmitted by this electronic mail are confidential, are only for the use of the intended recipient, and may also be subject to applicable privileges. Any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender. Please also remove this message from your hard drive, diskette, and any other storage device.

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]
Sent: Monday, March 26, 2012 8:30 AM
To: Strong, Cliff
Cc: Amy Keenan
Subject: BNSF Contact - GPT/Custer Spur
Cliff,

I have had a couple of people, who are interested in more information of the Custer Spur action, ask for BNSF contacts. Would you like me to send them your way or do you have a BNSF contact?

Thanks,

Tyler

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

The information contained in this e-mail is intended only for the individual or entity to whom it is addressed. Its contents (including any attachments) may contain confidential and/or privileged information. If you are not an intended recipient you must not use, disclose, disseminate, copy or print its contents. If you receive this e-mail in error, please notify the sender by reply e-mail and delete and destroy the message.
Tyler, Kristie had Skip Kalb's contact data; it's attached.

Thanks,

Cliff Strong
Senior Land Use/Environmental Planner
and Office Sustainability Coordinator
email: cliff.strong@amec.com

Direct: 425.368.0952
Cell: 360.631.7918
Office: 425.368.1000
Fax: 425.368.1001

AMEC Environment & Infrastructure, Inc.
11810 North Creek Parkway N
Bothell, WA 98011

Be more sustainable - think before you print.
Business sustainability starts here... AMEC is committed to reducing its carbon footprint.
Business sustainability starts here... AMEC is a signatory to the UN Global Compact.
Business sustainability starts here... AMEC supports SOS Children

Disclaimer:
The materials transmitted by this electronic mail are confidential, are only for the use of the intended recipient, and may also be subject to applicable privileges. Any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender. Please also remove this message from your hard drive, diskette, and any other storage device.

From: Dunkin, Kristie A
Sent: Monday, March 26, 2012 2:15 PM
To: Strong, Cliff
Subject: FW: Skip Kalb

For Whatcom County.
Skip Kalb
Director Strategic Development
BNSF Railway Company

(817) 867-6133        ( Work Voice )
F.Kalb@BNSF.com        ( Preferred Internet )
FYI

Randel

-----Original Message-----
From: Lovel Pratt [mailto:LovelP@sanjuanco.com]
Sent: Monday, March 26, 2012 11:53 AM
To: Perry, Randel J NWS
Cc: jane.dewell@ora.wa.gov
Subject: Fwd: draft letter to Chief Bennett

Hi Randel,
Please see attached draft letter that the San Juan County Council will consider at our next regular meeting on April 3rd. The council does not meet this week due to the annual Marine Managers Workshop at the Friday Harbor Labs that is focusing on oil spills issues.
Thank you,
Lovel

Lovel Pratt
San Juan County Council, District 1
Office: 55 Second St. N., 1st floor
Phone: 360-370-7473
Mail: 350 Court Street, No. 1, Friday Harbor, WA 98250

Confidentiality Notice: This email message, including any attachments, is subject to the Washington State Public Records Act, RCW Chapter 42.56 et al.

Begin forwarded message:

From: "Ingrid Gabriel" <ingridg@sanjuanco.com>
Date: March 26, 2012 10:13:46 AM PDT
To: "DL - Council" <Council@sanjuanco.com>
Cc: "Pete Rose" <peter@sanjuanco.com>
Subject: FW: draft letter to Chief Bennett

For your consideration.

Ingrid
Hi Ingrid,

Please send to the full council for consideration on April 3rd.

Please also attach the letter from Chief Bennett.

Thank you,

Lovel

Lovel Pratt
San Juan County Council, District 1
Office: 55 Second St. N., 1st floor
Phone: 360-370-7473
Mail: 350 Court Street, No. 1, Friday Harbor, WA 98250

Confidentiality Notice: This email message, including any attachments, is subject to the Washington State Public Records Act, RCW Chapter 42.56 et al.

Classification: UNCLASSIFIED
Caveats: NONE
Ladies and Gentlemen:

We have received your February 28, 2012, letter, regarding the Gateway Pacific Terminal project proposed by Pacific International Terminals, Inc. Thank you for your interest in our regulatory procedures. Pacific International Terminals is requesting a Department of the Army permit to construct and operate a marine terminal, to include a three-berth wharf with access trestle, and associated receiving, storing and shipping facilities. Interrelated, but the subject of a separate permit application, BNSF Railway proposes to upgrade an existing rail spur to support rail traffic to the proposed Gateway Pacific Terminal facility.

We have determined these projects must be reviewed together. Both projects together will be evaluated in an Environmental Impact Statement (EIS) as required under the National Environmental Policy Act (NEPA). We made our determination to require an EIS due to the potentially significant affects of these projects on the quality of the human environment.

The proposed projects will also need to be evaluated under the provisions of the Washington State Environmental Policy Act (SEPA). Therefore, in partnership with the Washington State Department of Ecology and Whatcom County Planning and Development Services we will be preparing a joint NEPA/SEPA EIS. Our next step in the process is to select a third party contractor to assist in preparing the EIS.

As part of our process, we will conduct scoping meetings that will allow for public, agency, and tribal input into the breadth of issues to be covered in the EIS. In your letter, you requested that a scoping meeting for the EIS be held on San Juan, Orcas, or Lopez Islands. To date, we have not determined the schedule or locations for the scoping meetings. We will consider your request in developing the scoping schedule.
The scoping process for this action will occur after the Notice of Intent to prepare an EIS has been published in the Federal Register. In addition to the Federal Register notice, we will also issue a Special Public Notice regarding the scoping process. These announcements will provide information on the proposed projects and details on the scoping meetings (dates, times, and locations). The Special Public Notice will be available on our website at www.nws.usace.army.mil (select Regulatory/Permits from the main menu).

If you have any questions about this letter or our regulatory program, please contact Mr. Randel Perry at randel.j.perry@usace.army.mil or by phone at (360) 734-3156.

Sincerely,

[Signature]
Matthew Bennett
Chief, North Puget Sound Section
Matthew Bennett  
Chief, North Puget Sound Section  
Department of the Army  
Seattle District, Corps of Engineers  
PO Box 3755  
Seattle WA, 98124-3755  

RE: NWS-2008-260, Pacific International Terminals, Inc. and NWS-2011-325, BNSF Railways  

Dear Chief Bennett,  

Thank you for your letter of March 22, 2012 in reply to our request for scoping meetings in San Juan County regarding the proposed Gateway Terminal project. We appreciate your attention to the regulatory procedures related to this proposed project.  

We are writing to clarify our request for scoping meetings regarding the NEPA/SEPA environmental review. We did not request a scoping meeting in San Juan County. Our request was and we reiterate our request for scoping meetings held on San Juan, Orcas and Lopez Islands which are the three most populated islands in San Juan County.  

Please understand that San Juan County citizens are dependent on ferry transportation. For our citizens to attend a scoping meeting on the mainland, the current cost for a car/driver ranges from $26.15 (vehicle from Lopez under 14’) to $41.25 (vehicle from San Juan Island under 22’). If you were to provide transportation to and from the Anacortes ferry terminal, the current cost for a passenger only ranges from $6.00 (senior/disabled) to $12.05 (adult).  

If only one scoping meeting were to be held in San Juan County, it might make sense to hold that meeting on San Juan Island which is the most populated island and has meeting spaces within walking distance of the ferry landing. However, an evening meeting on San Juan Island, which would allow for working citizens to attend, would not be accessible to the citizens on Orcas Island as the last ferry from San Juan Island to Orcas Island departs from Friday Harbor at 5:45pm.  

We respectfully request that you provide the citizens of San Juan County with the opportunity to voice their concerns for your consideration in the scoping phase of the NEPA/SEPA environmental review of the Gateway Terminal project. It is not reasonable to
expect San Juan County citizens to make the time required for ferry travel or to pay the cost of attending a scoping meeting on the mainland. Nor is it an option to exclude our working citizens from attending a scoping meeting where ferry transportation is not an option. To provide public access to a scoping meeting for the citizens of San Juan County at a minimum you must hold scoping meetings on San Juan, Orcas and Lopez Islands which are the three most populated islands in San Juan County.

Thank you for your attention to this request.

COUNTY COUNCIL
SAN JUAN COUNTY, WASHINGTON

<table>
<thead>
<tr>
<th>Lovel Pratt, Member</th>
<th>Richard Peterson, Member</th>
<th>Howard Rosenfeld, Member</th>
</tr>
</thead>
<tbody>
<tr>
<td>District No. 1</td>
<td>District No. 2</td>
<td>District No. 3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Richard Fralick, Member</th>
<th>Patty Miller, Chair</th>
<th>Jamie Stephens, Vice-Chair</th>
</tr>
</thead>
<tbody>
<tr>
<td>District No. 4</td>
<td>District No. 5</td>
<td>District No. 6</td>
</tr>
</tbody>
</table>

Cc. Colonel Bruce A. Estok, USACE Seattle District Commander
Jack Louws, Whatcom County Executive
Jeannie Summerhays, Regional Director, Department of Ecology
Jane Dewell, Regional Lead, Governor's Office of Regulatory Assistance
Randel Perry, Project Manager, USACE, Seattle District
Tyler Schroeder, Planning Supervisor, Whatcom County, Planning & Development Services
Alice Kelly, Planner, WA Department of Ecology, NWRO
Tyler,

We are responding to all public inquiries regarding the proposed Custer Spur Improvements through Suann Lundsberg in our Corporate Relations office.

This assures both consistency and timely responses. Suann and I communicate regularly and I know that she will be knowledgeable and responsive.

Suann Lundsberg  
BNSF Railway Company  
Director Corporate Relations  
2650 Lou Menk Drive, 2nd Fl., MOB  
Fort Worth, Texas 76131  
Phone: (817)867-6275  
Email: suann.lundsberg@bnsf.com

Skip Kalb

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]
Sent: Monday, March 26, 2012 10:56 AM
To: Cliff Strong; Ari Steinberg
Cc: Kalb, F E Skip; Amy Keenan
Subject: RE: BNSF Contact - GPT/Custer Spur

Sounds good.

Skip,

Could you provide me with your full contact information, including address, phone and email?

Thanks,

Tyler

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

>>> Ari Steinberg <Ari.Steinberg@SSAMarine.com> 3/26/2012 8:42 AM >>>
Tyler & Cliff,

The primary contact for the Custer Spur Improvements is Skip Kalb who is included as a cc in this
Let me ask BNSF how they'd like to handle that.

Thanks,

Cliff Strong
Senior Land Use/Environmental Planner
and Office Sustainability Coordinator
email: cliff.strong@amec.com

Direct: 425.368.0952
Cell: 360.631.7918
Office: 425.368.1000
Fax: 425.368.1001

AMEC Environment & Infrastructure, Inc.
11810 North Creek Parkway N
Bothell, WA 98011

Be more sustainable - think before you print.
Business sustainability starts here... AMEC is committed to reducing its carbon footprint.
Business sustainability starts here... AMEC is a signatory to the UN Global Compact.
Business sustainability starts here... AMEC supports SOS Children

Disclaimer:
The materials transmitted by this electronic mail are confidential, are only for the use of the intended recipient, and may also be subject to applicable privileges. Any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender. Please also remove this message from your hard drive, diskette, and any other storage device.

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]
Sent: Monday, March 26, 2012 8:30 AM
To: Strong, Cliff
Cc: Amy Keenan
Subject: BNSF Contact - GPT/Custer Spur

Cliff,

I have had a couple of people, who are interested in more information of the Custer Spur action, ask for BNSF contacts. Would you like me to send them your way or do you have a BNSF contact?

Thanks,

Tyler
The information contained in this e-mail is intended only for the individual or entity to whom it is addressed. Its contents (including any attachments) may contain confidential and/or privileged information. If you are not an intended recipient you must not use, disclose, disseminate, copy or print its contents. If you receive this e-mail in error, please notify the sender by reply e-mail and delete and destroy the message.
Good Morning Tyler,

Attached letter for the record.

Thanks.

Linda Kasper
Executive Secretary
Whatcom County Executive Office
311 Grand Avenue #108
Bellingham, WA 98225
(360) 676-6717
LKasper@co.whatcom.wa.us
March 20, 2012

Dear Ms. Kershner

The Whatcom County Marine Resources Committee (MRC) is an advisory committee to Whatcom County Council, formed under the Northwest Straits Initiative in 1999. The Whatcom MRC is one of seven county-specific MRCs in the state and is comprised of a diverse team of stakeholders representing economic, recreational, scientific, and environmental interests. Our mission is to “promote and facilitate actions that will protect and restore the marine ecosystem and its resources.” As a part of that mission, the MRC updates the Council on an annual basis to communicate our progress on a variety of marine-resource related activities. The MRC also reaches out to the Council when agenda items have the potential to impact marine resources.

Given our mission’s emphasis on the marine ecosystem, we will, as a group, participate in the Environmental Impact Statement (EIS) scoping and review process for the Gateway Pacific Terminal project that is being conducted under the State Environmental Policy Act (SEPA). At this time, the MRC plans to focus our review on the following issues:

1) aquatic habitat and species
2) impacts to fisheries and shellfisheries
3) vessel traffic
4) estuarine wetlands, and
5) public access

As an advisory committee to the Whatcom County Council, the team desires to focus on the marine topics of most concern to Council members. To that end, we are requesting that the Council advise us if there are any other specific marine-resource related topics that the Council would like the team to address or if there are any areas of focus that require specific emphasis.

On behalf of the members of the Whatcom County MRC, we look forward to assisting the Council throughout the SEPA review process for the Gateway Pacific project. Please feel free to contact me at (360) 733-8307, or any other MRC member, if you have questions or concerns.

Sincerely,

Wendy Steffensen, Chair
Whatcom County Marine Resources Committee

cc: Mr. Jack Louws, Whatcom County Executive
Whatcom County Council
The standing room only meeting at the high school theater was a start. However it was inadequate in several regards. The process is slated to take years but only 60 minutes of citizen questions were allowed. Dozens of citizens were denied a chance to have their questions answered.

How many hours have you spent with the SSA / Goldman Sachs corporate officers and lobbyists? This is not a rhetorical question. I really deserve to know.

It is clear that we need a series of these informational meetings.

I would also suggest that the panel seemed woefully unprepared. On several occasions they were unable or unwilling to answer clear questions. with clear responses. Obfuscation is an art. Do y'all consider yourselves artists? That one might be rhetorical.

As you stated several times ... this meeting was “only about the process”. However, you included slides of a map of the area where the coal port is proposed to be built, and an artists rendition of what the coal port would look like. This artists rendition was pretty and clean, with bright colors. Was this provided by SSA Marine? I think it was highly prejudicial and should not have been included in a meeting about “process”. If you include materials provided by the “applicant” (aka SSA Marine / Goldman Sachs), then I think it is only fair to include materials provided by the citizens who will be affected. After all, their only intent is to make money. We have to live with the consequences. Will photos of the area without the project be included in future presentations?

SSA Marine (you prefer to call them “the applicant”) has one intention ... that is to make as much money as possible. They care nothing for the community or the environment. SSA Marine are proven liars, they are proven and convicted law-breakers. They are 51% owned by Goldman Sachs, so we should really refer to the applicants as Goldman Sachs. At what point in the process will we be able to assess the integrity of the corporate interests that propose this project? What happens when the banksters default on the half built port? We already bailed them out once. They could fail at any moment. What assurances do we have that they will be honest brokers?

Thanks, and please answer these very serious questions before approving the Goldman Sachs permit application.

Doug Brown
Bellingham
Jane/Jeannie/Tyler,

I wanted to take a minute to commend you for a very well managed and informative meeting that you ran last week in Bellingham. I attended the 1st hour to hear what the public heard about the process. I think you very clearly articulated what state and federal law requires the agencies to do in order to move the GPT project through NEPA/SEPA and on to the permitting process.

I didn't stay for the Q/A, but I wasn't surprised by the type of 'comments' that were reported in the Bellingham Herald the following day.

I am on the WSDOT team who will be very interested in the scoping of the EIS and look forward to that process.

Thanks again for your good work.

_____________________________________________
Todd Carlson | Planning and Engineering Services Manager
Washington State Department of Transportation
Northwest Region/Mount Baker Area - Whatcom, Skagit and Island Counties
1043 Goldenrod Road, Suite 101
Burlington, WA 98233-3415
Phone: (360) 757-5980
Mobile: (360) 661-6293
Email: carlsot@wsdot.wa.gov
Hey, Tyler. I can't remember what the deal was with the video of the March 20 meeting. Was that going to be broadcast on BTV?

Katie J. Skipper  
Communications Manager  
Bellingham Field Office  
Washington Department of Ecology  
Office: 360-715-5205  
Cell: 360-510-0682

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]  
Sent: Tuesday, March 13, 2012 4:25 PM  
To: Kelly, Alice (ECY); Summerhays, Jeannie (ECY); Skipper, Katie (ECY); Dewell, Jane (ORA)  
Cc: Stephanie Drake  
Subject: Fwd: Re: Videotaping

Here is a follow up email on the video taping. It looks like there is a fee for the taping. We can make a decision once we hear back from her.

Thanks,

Tyler

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

>>> Stephanie Drake 3/13/2012 4:06 PM >>>

Tyler,

I spoke with Lynn about videotaping next week. She would provide us 3 copy-able dvds, and any further distribution of it would be solely up to us. Of course there are varying qualities of how she films (lighting, audio, etc), so I asked her to give us a quote for a quality where you can see the stage & presentation, and hear the presenters and the audience, but it wouldn't be the quality that she would have for production on the tv station.

She will get back to me on Thursday about costs associated with this. Please let me know if you have any more questions or concerns at this point.

I cc'd Lynn on this email as well.  
Thanks,  
Stephanie
>>> Tyler Schroeder 3/8/2012 12:45 PM >>>
We think the idea of video taping is good. There are questions about where the tape goes. Is the tape going to be Whatcom County property for our use or does she own it and she can give it to anyone. We would like it if it is for our use only and restricted to how gets a copy.

Could you check into that?

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Supervisor
Phone: (360) 676-6907 ext. 50202
Fax: (360)738-2525
Email: Tschroed@co.whatcom.wa.us
Address:
Whatcom County Planning and Development Services
5280 Northwest Dr.
Bellingham, WA  98225
Sure. That would be great. Thanks.

I’ll ask our folks if they have ideas. My opinion: If it can be broadcast on BTV, I think folks would appreciate that.

Katie J. Skipper
Communications Manager
Bellingham Field Office
Washington Department of Ecology
Office: 360-715-5205
Cell: 360-510-0682

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]
Sent: Thursday, March 29, 2012 12:48 PM
To: Skipper, Katie (ECY)
Subject: RE: Re: Videotaping

I have copies of the meeting for you. I have not made arrangements of how we are going to use it and I am open to any ideas to you or the group have.

I will be trying to put it up on our website though.

Should I drop off the CD copy of the videotape to your office?

Tyler

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

>>> "Skipper, Katie (ECY)" <KSKI461@ECY.WA.GOV> 3/29/2012 9:48 AM >>>
Hey, Tyler. I can't remember what the deal was with the video of the March 20 meeting. Was that going to be broadcast on BTV?

Katie J. Skipper
Communications Manager
Bellingham Field Office
Washington Department of Ecology
Office: 360-715-5205
Cell: 360-510-0682

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]
Here is a follow up email on the video taping. It looks like there is a fee for the taping. We can make a decision once we hear back from her.

Thanks,

Tyler

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

>>> Stephanie Drake 3/13/2012 4:06 PM >>>

Tyler,

I spoke with Lynn about videotaping next week. She would provide us 3 copy-able dvds, and any further distribution of it would be solely up to us. Of course there are varying qualities of how she films (lighting, audio, etc), so I asked her to give us a quote for a quality where you can see the stage & presentation, and hear the presenters and the audience, but it wouldn't be the quality that she would have for production on the tv station.

She will get back to me on Thursday about costs associated with this. Please let me know if you have any more questions or concerns at this point.

I cc'd Lynn on this email as well.

Thanks,

Stephanie

~~~~~~~~~~~~~~~~~~~~~~~~~~
Stephanie Drake
Whatcom County Planning & Development Services
SDrake@co.whatcom.wa.us
(360) 676-6907 Ext. 50201

>>> Tyler Schroeder 3/8/2012 12:45 PM >>>

We think the idea of video taping is good. There are questions about where the tape goes. Is the tape going to be Whatcom County property for our use or does she own it and she can give it to anyone. We would like it if it is for our use only and restricted to how gets a copy.

Could you check into that?

Thanks,
Hi, Janice.

We have a link to video on our Gateway Pacific webpage: http://www.ecy.wa.gov/geographic/gatewaypacific/. Scroll down to the "We are here" arrow. You'll see it there. The video that's posted is by a group called the Center for New Media, which works out of space at WWU.

Whatcom County also hired Lynn Barton to videotape the meeting. She's the same videographer who does the County Council meetings. Contact Tyler Schroeder for info about that.

Katie

Katie J. Skipper
Communications Manager
Bellingham Field Office
Washington Department of Ecology
Office: 360-715-5205
Cell: 360-510-0682

Hi Katie,

I was unable to attend the March 20 meeting regarding the GPT review process. I've had several inquiries from people who want to know if the meeting was video taped and if it will be airing on BTV10. I've also had several people tell me that they saw someone videotaping at the meeting.

I wonder if you/Whatcom County hired someone to videotape the meeting, or if you know if anyone did? Do you know of any plans to submit video to the City to air on BTV10? There is great interest in the information presented at the meeting and we would like to be able to refer people appropriately and/or provide this information to the public via BTV10.

Thanks for any information you can provide. I'm going to be out March 29-April 8, back April 9, so I'll look forward to your response and I'll follow up when I return.

Janice Keller
Communications Manager
Mayor's Office ~ City of Bellingham
Office: 360-778-8100 ~ Cell: 360-201-9500

Visit us: www.cob.org

"Like" us: www.facebook.com/cityofbellingham

"Follow" us: www.twitter.com/CityofBhamWA
Watch BTV10 on-line: www.cob.org/services/education/btv10/live-stream.aspx
Hey Tyler and Chad, as requested, here's the memo on the OHWM. If you have any questions, please let me know.

Thanks,

Cliff Strong
Senior Land Use/Environmental Planner
and Office Sustainability Coordinator
email: cliff.strong@amec.com

Direct: 425.368.0952
Cell: 360.631.7918
Office: 425.368.1000
Fax: 425.368.1001

AMEC Environment & Infrastructure, Inc.
11810 North Creek Parkway N
Bothell, WA 98011

Be more sustainable - think before you print.
Business sustainability starts here... AMEC is committed to reducing its carbon footprint.
Business sustainability starts here... AMEC is a signatory to the UN Global Compact.
Business sustainability starts here... AMEC supports SOS Children<http://www.soschildrensvillages.org.uk>

Disclaimer:
The materials transmitted by this electronic mail are confidential, are only for the use of the intended recipient, and may also be subject to applicable privileges. Any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender. Please also remove this message from your hard drive, diskette, and any other storage device.

The information contained in this e-mail is intended only for the individual or entity to whom it is addressed.
Its contents (including any attachments) may contain confidential and/or privileged information.
If you are not an intended recipient you must not use, disclose, disseminate, copy or print its contents.
If you receive this e-mail in error, please notify the sender by reply e-mail and delete and destroy the message.
Memo
To: Chad Yunge
Whatcom County Planning and Development Services

From: Melinda Gray, M.S.
Tel: 425-368-0967

Date: March 29, 2012

Subject: Gateway Pacific Terminal – Ordinary High Water Mark Determination

This memorandum summarizes results and the methods used to determine the Ordinary High Water Mark (OHWM) in the Gateway Pacific Terminal project area. The memorandum has been produced at a request from Whatcom County for an explanation of how Ordinary High Water Mark was determined.

AMEC staff delineated the OHWM along Stream 1 and Stream 2 within the Project Area boundaries, and the OHWM of the Strait of Georgia within the project area boundaries.

The OHWM of the two streams was delineated in conjunction with the wetland determination and delineation that was conducted for the project from 2006 through 2008. A Wetland Determination and Delineation Report (AMEC 2008) was submitted to the U.S. Army Corps of Engineers on February 18, 2008, and the USACE issued a Jurisdictional Determination including a boundary verification within the Project Area on March 6, 2009.

The OHWM of the Strait of Georgia was determined in December 2006 following a series of spring (extreme high) tides.

1.0 APPROACH

1.1 STREAMS

AMEC delineated OHWM in the field according to methods described by the Department of Ecology (Olson and Stockdale 2008). The ordinary high water mark is defined in the State’s Hydraulic Code Rules, WAC 220-110-020(31) as follows:

The mark on the shores of all waters that will be found by examining the bed and banks and ascertaining where the presence and action of waters are so common and usual and so long
continued in ordinary years, as to mark up on the soil or vegetation a character distinct from that of the abutting upland.

Indicators in determining the OHWM for streams include differences in soils above and below the OHWM, presence or absence of wetland or hydric vegetation, aerial photos, interviews with residences, markings on pilings and docks, and records of water levels (Olson and Stockdale, 2008). Ordinary high water mark determinations for streams rely on the use of field indicators of criteria for several aspects of the riparian system: geomorphic conditions, soils, and vegetation. Indicators of ordinary high water are summarized in Table 1, below.

Fieldwork included walking the stream channels and marking the OHWM with flagging. Conventional survey by a registered surveyor was used to map the flag locations.

### Table 1 Ordinary High Water Mark Indicators

<table>
<thead>
<tr>
<th>Soil and geomorphic Indicators</th>
<th>Vegetative Indicators</th>
<th>Other Indicators</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Below OHWM</strong></td>
<td>Sediment bars, scour line, clean cobbles/ boulders, bank erosion/channel scour.</td>
<td>Hydrophytic vegetation (obligate, facultative wetland vegetation)</td>
</tr>
<tr>
<td><strong>At OHWM</strong></td>
<td>Top of bank, toe of lowest terrace, benches</td>
<td>Facultative vegetation</td>
</tr>
<tr>
<td><strong>Above OHWM</strong></td>
<td>Hill slope toe, terraces with organic soil, relic floodplain surface</td>
<td>Upland vegetation</td>
</tr>
</tbody>
</table>

Source: Olson and Stockdale, 2008

### 1.2 MARINE SHORELINE

For high-energy environments such as the proposed Gateway Pacific Terminal site, the WAC provides the following guidance:

In high-energy environments where the action of waves or currents is sufficient to prevent vegetation establishment below mean higher high tide, the ordinary high water mark is coincident with the line of vegetation. Where there is no vegetative cover for less than one hundred feet parallel to the shoreline, the ordinary high water mark is the average tidal elevation of the adjacent lines of vegetation. Where the ordinary high water mark cannot be found, it is the elevation of mean higher high tide.

Further, Mean Higher High Tide is defined as the arithmetic mean of the higher of two daily high tides calculated from the most recent 19-year tidal lunar cycle, which is equivalent to Mean Higher High Water (MHHW).
Where applicable, vegetation lining the shoreline was used to define OHWM. However, where there was no vegetative cover for less than one hundred feet parallel to shore, the OHWM was delineated based on the accumulation of drift algae and driftwood that correspond with the highest high tide as described below. Because of the dynamic nature of the tidal environment, the OHWM is best determined during a period of relatively stable weather and extreme weather events avoided.

In addition, for those areas along the beach without perennial vegetation, determination following a series of spring high tides is helpful. Spring tides (the very highest tides of the year) occur when the earth, moon, and sun are aligned; this occurs for approximately three months during the summer, and three months during the winter. During these months, the high tides are higher than the average highest tides for three or four days.

In the field, flagging was placed to mark the OHWM and conventional survey was used to locate and map the locations by a registered surveyor.

2.0 RESULTS

The OHWM for marine and freshwater environments are shown in the plan sheets submitted for review on March 19, 2012. Please refer to Sheet 143166-A100-WC004 for the OHWM along the Strait of Georgia, and Sheet 143166-A100-WC011 for the OHWM for Stream 1 and Stream 2.

2.1 STREAM 1 AND STREAM 2

The OHWM along Stream 1 and Stream 2 followed the methods described above. In general, the OHWM along both streams was delineated based on differences in soils above and below the OHWM, and the presence or absence of wetland or hydric vegetation. Below the OHWM, both streams channel areas were characterized by hydrophytic vegetation, such as skunk cabbage (Lysichiton americanus), slough sedge (Carex obnupta), and twinberry (Lonicera involucrate). The beds of the streams below the OHWM were generally characterized by the presence of sediment bars, and scour lines—indicators of erosion and flowing water. Above the OHWM, the vegetation was characteristic of uplands at the site (for example, snowberry [Symphoricarpos albus], vine maple [Acer circinatum], and Douglas fir [Pseudotsuga menziesii]).

Further characteristics of Stream 1 and Stream 2 are provided in the Wetland Determination and Delineation Report for the Gateway Pacific Terminal Property (AMEC 2008).

2.2 STRAIT OF GEORGIA

The OHWM in the marine environment was delineated in December 2006, corresponding with a series of high-tide events. Therefore, where there was no vegetative cover for less than one hundred
feet parallel to the shoreline, the ordinary high water mark was delineated based on the accumulation of drift algae and driftwood deposited by such high tide events.

Following field determination, survey, and mapping, we compared the results to data measured by NOAA on tidal elevations and frequency. NOAA determined for the Cherry Point reach that the Mean Higher High Water (MHHW) line is at +2.788 feet (MLLW; NOAA 2011) using data collected over 19 years (January 1983 – December 2001). The MHHW line coincides almost exactly with the field delineated OHWM for this reach, and would overlay the delineated OHWM. Because MHHW is calculated as an average over several years, variations due to small beach elevation changes are resolved; however, the field delineation of OHWM is sensitive to local micro-topographic dips and rises, and the OHWM line reflects this.

3.0 REFERENCES


Huge coal-export terminal needs rigorous environmental, health and traffic reviews

Statewide impacts of a huge coal-export terminal proposed for Whatcom County must receive the broadest possible environmental, health and traffic scrutiny. Even the job forecasts should be audited.

By Lance Dickie

Plans for the massive coal-export operation at Cherry Point, north of Bellingham, deserve the broadest possible environmental review, plus the additional detailed analysis of a health-impact assessment.

The Gateway Pacific Terminal Project proposed by SSA Marine invites the widest possible scrutiny, because nine 1.5 mile-long coal trains will rumble through communities around the state each day before they reach the deep-water port and proposed 1,200-acre site.

The prospect of Whatcom County hosting the annual export of 54 million tons of Power River Basin coal helped turn out more than 800 people for a community meeting on what the environmental review of the project should cover.
The March 20 evening event at Bellingham High School was not a public hearing, but essentially a how-to session hosted by Whatcom County government, the state Department of Ecology and the U.S. Army Corps of Engineers. They will oversee the state and federal reviews.

Long before more than two dozen permits might be issued, the coleads, as they refer to themselves, will solicit advice on the factors to analyze and what geographic areas to consider.

For example, the Washougal City Council, down south along the Columbia River, is unhappy about the local impacts of coal trains and wants a big picture review.

Jeannie Summerhays, director of Ecology's Northwest Regional Office in Bellevue, made it clear to the audience and in a later conversation that the entire point is to be informed about environmental consequences before making decisions and issuing permits.

Topics include impacts on stormwater, wetlands, air pollution, greenhouse-gas emissions, marine life and rail and vessel traffic.

A group organized as Whatcom Docs wants health impacts to get a closer look. Dr. Sara Mostad is a part of a working group that grew into more than 180 medical professionals concerned about a range of topics. They include diesel and noise pollution, and the hazards to emergency medical response in communities bisected by constant train traffic.

Doctors elsewhere are starting to call for a health assessment along the entire corridor. The concept is not new. A study was done in 2008 on the Highway 520 replacement.

For Mostad and her colleagues, a detailed health assessment for the coal project is akin to informed consent. She argues the community must know the full environmental, economic and health impacts in order to weigh those impacts against the potential benefits.

Getting information out to the public ahead of the official scoping process, perhaps beginning in June, inspired creation of www.coaltrainfacts.org. Julie Trimingham is one of many Bellingham residents leading the charge to get the widest possible review. She sees her hometown imperiled.

The final inquiry from a member of the public at the March 20 forum was about what he declared to be the "avoided question." What is China's burning of tens of millions of tons of coal doing to the planet? Yes indeed, he was advised, that is a relevant scoping question.

As Whatcom County debates filling Capesize ships — so big they cannot get through the canals — with coal, the U.S. and, surprise, China are stepping back from coal, a bit. The Obama administration announced tough new rules on carbon pollution from new power plants, and the China Daily reports Beijing wants to switch the city's coal-fired plants to natural gas.

The Chinese are worried about particulate matter — PM2.5 to be precise — a fine dust whose size allows it to burrow deep into the lungs.

Extracting and exporting a cheap, raw resource via a new coal terminal with an extra 6-mile rail extension is an odd venture for modern times. Ship the coal off to China so it can generate power for factories to make computer parts for export to America.

Whatcom County would be well positioned to revisit the 19th century. Just add a whaling station and a kerosene distillery.

Lance Dickie's column appears regularly on editorial pages of The Times. His email address is ldickie@seattletimes.com
Jeannie Summerhays
Regional Director - Northwest Regional Office
Dept. of Ecology
(425) 647-7010
jsum461@ecy.wa.gov
Esther,

We will update our contact list with your information.

Thanks,

Tyler

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

>>> <estar71@hotmail.com> 3/18/2012 8:01 PM >>>
FIRST_NAME: Esther
LAST_NAME: Stewart
ADDRESS: P.O. Box 963, Burlington, WA 98233
EMAIL: estar71@hotmail.com
REQUEST: Please include me as a party of record for all notices in regards the Gateway Pacific Terminal project. If you do not maintain a notice list by project please include me in the general list. I am interested in any new permit applications or revisions to any applications and in any SEPA notices.

Notice by email only is all I require.

Thank You

PAGE: http://www.communitywisebellingham.org/sepa-request-form/
REFERER: http://www.communitywisebellingham.org/register-for-sepanepa-notices/
Bring any news items to the attention of Jared Paben, jared.paben@bellinghamherald.com. Thanks.

--

*John Stark, Reporter*
The Bellingham Herald and TheBellinghamHerald.com
1155 N. State St., Bellingham, WA 98225
*Voice: (360) 715-2274*
Fax: (360) 756-2826
E-mail: john.stark@bellinghamherald.com
Visit us at www.bellinghamherald.com
Jim,

We will update the contact list with your information.

Thanks,

Tyler

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

>>> <jim.mcdonald1@comcast.net> 3/24/2012 8:53 PM >>>
FIRST_NAME: James
LAST_NAME: McDonald
ADDRESS: 3851 Cindy Lane
Bellingham, WA 98226.9470
EMAIL: jim.mcdonald1@comcast.net
REQUEST: Please include me as a party of record for all notices in regards the Gateway Pacific Terminal project. If you do not maintain a notice list by project please include me in the general list. I am interested in any new permit applications or revisions to any applications and in any SEPA notices.

Notice by email only is all I require.

Thank You

PAGE: http://www.communitywisebellingham.org/sepa-request-form/
REFERER: http://www.communitywisebellingham.org/register-for-sepanepa-notices/
Tyler, 

Please find the attached revised draft for your review.

Thanks,
Chad

Chad J. Yunge
Planner II - Shoreline Management
Whatcom County Planning & Development Services
Northwest Annex, Suite B
5280 Northwest Drive
Bellingham, Washington 98226-9097
(360)676-6907

>>> Tyler Schroeder 3/29/2012 3:58 PM >>>
Chad,

Please review and update as needed.

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Supervisor
Phone: (360) 676-6907 ext. 50202
Fax: (360)738-2525
Email: Tschroed@co.whatcom.wa.us
Address:
Whatcom County Planning and Development Services
5280 Northwest Dr.
Bellingham, WA  98225
April 02, 2012

Mr. Skip Sahlin
Pacific International Terminals, Inc.
1131 Southwest Klickitat Way
Seattle, Washington 98134


Dear Mr. Sahlin:

The purpose of this letter is to inform you that the above referenced applications revised and submitted on March 19, 2012 have been determined to be complete as required by Whatcom County Code (WCC) 2.33.050.B. Based on review of the application materials, it has been determined that the submittal requirements of WCC 2.33.040 have been met as well as the minimum application requirements of the Whatcom County Shoreline Management Program (SMP) Section 23.60.050. Note that according to WCC 2.33.050.D.3, a determination of completeness shall not preclude the county from requiring additional information or studies at any time prior to approval of the permits.

To the extent known, the following county agencies may also have jurisdiction over elements of the project permit applications:

- Whatcom County Planning and Development Services – State Environmental Policy Act (SEPA) Lead Agency, Land Disturbance Permits, Commercial Construction Permits and Certificates of Occupancy;
- Whatcom County Health Department – On-site Sewage System Design and Installation Permits and Water Verification; and

The following is a list of other agencies that may have jurisdiction over elements of the project:

- United State Army Corps of Engineers (USACE) – Section 404 Clean Water Act Permitting, Section 10 Rivers and Harbors Act Permitting, Section 106 National Historic Preservation Act Review, National Environmental Policy Act (NEPA) Lead Agency;
- United States Fish and Wildlife Service – Section 7 Endangered Species Act Consultation;
- National Oceanic and Atmospheric Administration (NOAA) Fisheries – Marine Mammals Protection Act Compliance, Section 7 Endangered Species Act Consultation, and Magnuson-Stevenson Act Compliance;
- Washington State Department of Fish and Wildlife (WDFW) – Hydraulic Project Approval
(HPA);
- Washington State Department of Natural Resources – Aquatic Lands Act Lease, Forest Practices Permit;
- Washington State Department of Ecology (DOE) – Shoreline Substantial Development Permit Filing, Section 401 Clean Water Act Water Quality Certification, Coastal Zone Management Act Consistency Determination, National Pollutant Discharge Elimination System (NPDES) Industrial Stormwater Permit and NPDES General Stormwater Construction Permit;
- Northwest Clean Air Agency (NWCAA) – Clean Air Act Order of Approval to Construct; and
- United States Coast Guard (USCG) – Private Aids to Navigation.

Please let me know if you have any questions and I look forward to working with you on this project.

Sincerely,

Tyler Schroeder
Planning Manager
Whatcom County Planning and Development Services
Attached please find a request from Protect Whatcom that an Economic Impact Assessment be included in the EIS for GPT.

Thank you very much for your attention.

Terry J. Wechsler, Co-founder  
Protect Whatcom  
360-656-6180 (r), 541-913-5976 (c)
March 30, 2012

Tyler Schroeder
Planning Supervisor and SEPA Primary, GPT Project
Whatcom County Planning & Development Services
Via Facsimile Transmission: tschroed@co.whatcom.wa.us

Sam Ryan
Director and SEPA Secondary, GPT Project
Whatcom County Planning & Development Services
Via Facsimile Transmission: jryan@co.whatcom.wa.us

Jack Louws
Whatcom County Executive
Via Facsimile Transmission: JLouws@co.whatcom.wa.us

In Re: Scoping of Socio-economic Impacts – Gateway Pacific Terminal

Dear Ms. Ryan and Messrs. Schroeder and Louws:

Protect Whatcom is a local county-wide grassroots organization researching the social and economic impacts inherent in a project of the magnitude of Gateway Pacific Terminal (GPT). Protect Whatcom requests that Whatcom County conducts a full Economic Impact Assessment as part of the Environmental Impact Statement (EIS) for GPT.

In order to make a reasoned determination whether to approve the Major Project and Shoreline Substantial Development Permits, the County Council must balance net economic benefits and environmental impacts. That is, the economic benefits described by SSA Marine/Pacific International Terminals in its permit applications and Project Information Document must be offset with the costs of all impacts of the proposed project on all communities impacted by the project.

We recognize that WAC sec. 197-11-448 states “an environmental impact statement analyzes environmental impacts” and does not incorporate “socioeconomic” impacts “because the term does not have a uniform meaning and has caused a great deal of uncertainty.” (Emphasis in original.) However, we find it imperative that the County grapple with this uncertainty and note that the state SEPA rules do not preclude such a study and merely state that such as study is “not required.” Id. sec. 448(1). The rules further state:

SEPA contemplates that the general welfare, social, economic, and other requirements and essential considerations of state policy will be taken into account in weighing and balancing alternatives and in making final decisions.

Id.
A recent study, “The Impact of the Development of the Gateway Pacific Terminal on the Whatcom County Economy,”
1 discusses potential negative impacts on the county’s socio-economic “health” including jobs, tax
revenues, retail sales, home values, etc. It also addresses the potential for stigma to further impact economic
sectors regardless of whether there is a direct environmental impact. Likewise, Protect Whatcom’s website
(ProtectWhatcom.org) discusses many of the issues addressed by the study with supporting documentation.
In short, the community is keenly aware that the terminal and related operations – particularly rail transport –
will negatively offset any economic and job benefits.

Protect Whatcom will argue during scoping, among other things, that the EIS must measure economic
impacts on the tourism industry. The private group Bellingham Whatcom County Tourism promotes this
place to the world because our “magnificent natural scenery, skiing and snowboarding at Mt. Baker, hiking,
arts and theatre, charming villages and water adventures like whale watching … [make this] a unique area of
Washington state.”2 The governor is currently waging her “Get Out West” initiative3 with the Western
Governors Association (WGA) in large part because of the 11.7 billion dollars per year the outdoor industry
contributes to the state’s economy.4 According to the initiative, our “lands and waterways drive our local
economies, define our culture and enrich our quality of life.” Its goal is to “generate jobs and draw attention
to the importance of effective conservation strategies so these assets are available for future generations.”5
(Emphases added.) How and to what degree coal exports will impact local outdoor industries is but one cost
measurement without which “economic benefits of the project” will be meaningless when balancing benefits
and environmental impacts.

An incomplete but growing list of other costs which must be measured includes:

Public Costs of:

Terminal and Rail Construction and related EIS
- S 936, S 942, other potential federal stimulus funds for infrastructure
- State funds for rail improvements and expansions “for Amtrak” due to increased coal freight

Increased Demand for Healthcare
- Medicare/Medicaid expenditures
- VA/Dep’t of Defense health services expenditures

Rail Upgrades – At-grade Crossings
- Safety upgrades for “Quiet Zones”
- Construction of over/underpasses
- Maintenance of upgrades
- Maintenance of roads receiving increased traffic as alternative routes

---

4 The Active Outdoor Recreation Economy, A $730 Billion Contribution to the U.S. Economy (2006), located on March 22,
Natural Resource Degradation
- Cleanup of ground and surface waters
- Site cleanup and restoration after abandonment
- Drinking water treatment
- Stigma

Lost Tax Receipts
- Outdoor recreation, commercial fishing, and agricultural industries
- Businesses which do not locate, expand optimally, or leave
- Households which do not locate or leave
- Jobs not created or lost

Incident Responses
- Oil spills
- Coal fires
- Train derailments
- Underground pipeline spills, explosions (due to vibrations)

Planning & Community Development Major Projects/Conservation, Restoration Projects
- Studies
- Redesign
- Changed implementation
- Lost investment in planning, studies, and implementation for restoration projects such as CREP, Nooksack Salmon Enhancement, Birch Bay Watershed, etc.

Private Costs of:

Increased Demand for Healthcare
- Insurance reimbursements
- Healthcare provider costs unreimbursed by insurance or patient billings
- Individual out-of-pocket payments

At-grade Rail Crossings
- Increased fuel expenditures due to transportation delays, using alternative routes
- Commuter
- Truck freight
- Emergency responders
- Public transportation and school buses
- Lost worker productivity due to traffic delays, using alternative routes

Lost productivity – rail impacts including noise and vibration
- Worker productivity, student learning
- Dairy production, reproduction

Land Use Regression
- School locations/relocations
- Commercial fishing and fishery production/relocation
- Farm productivity/profitability/relocation
- Property devaluation
- Outdoor recreation industry decline due to stigma/actual species lost
- New home and business siting; existing home and business abandonment

Pollution Impacts
- Cleaning fugitive dust
- Built environment and vessel maintenance

Real Estate Devaluations due to
- Proximity – noise, access, dust, stigma
- Incidents – derailments, explosions, fires
- Property loss related to delayed emergency response, fire and law enforcement

Property Insurance
- Increases due to proximity to potential incident, delayed emergency response
- Expenditures related to increased damage due to delayed fire response

Because negative economic impacts will not be limited to Whatcom County, a proper Economic Impact Assessment must measure the impacts on all communities on all rail routes from Cherry Point to the Powder River Basin, which could foreseeably be used now or in the future. The Assessment should also measure the cumulative impacts if other coal terminals are constructed on the West Coast (e.g., Millennium Bulk Terminals in Longview); terminals are expanded in Canada (e.g., Westshore and Ridley Terminals); BP Cherry Point operations are expanded; etc.

Protect Whatcom is gathering signatures from residents throughout Whatcom County and other impacted communities and will resubmit this request that the EIS include a comprehensive Economic Impact Assessment during scoping with those names. We hope, however, that Whatcom County, in consultation with SEPA co-lead Washington Department of Ecology, determines now that the DEIS must include a complete economic analysis and allay public fears that the County Council may not have all of the information necessary to reach an informed decision on whether to grant the Major Development and Shoreline Substantial Development Permits for GPT.

The undersigned can be reached at 656-6180, or wechslerlaw@comcast.net should you have any questions. Thank you for your consideration.

Sincerely,
Protect Whatcom

s/ Terry J. Wechsler

By: ________________
Terry J. Wechsler, Co-founder
Home Address: 304 Morey Ave., Bellingham, WA 98225
Soooo . . . Whatcom County has to do an economic study, heh? I note that the letter wasn't addressed to Alice or I. ;-)

R

-----Original Message-----
From: Tyler Schroeder <Tschroed@co.whatcom.wa.us>
Sent: Friday, March 30, 2012 3:18 PM
To: Alice (ECY) Kelly; Perry, Randel J NWS
Subject: Fwd: Request for Economic Impact Assessment

FYI - a request for economics studies through the EIS.

Thanks,

Tyler

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

>>> <wechslerlaw@comcast.net> 3/30/2012 2:03 PM >>>

Attached please find a request from Protect Whatcom that an Economic Impact Assessment be included in the EIS for GPT.

Thank you very much for your attention.

Terry J. Wechsler, Co-founder
Protect Whatcom
360-656-6180 (r), 541-913-5976 (c)
Attached please find a copy of a resolution of the Washougal City Council asking that impacts in Washougal from the proposed Gateway Terminal Project be included in the EUIS and requesting that the City be a Party of Record.

Please contact Dave Scott, City Administrator for further information at 360.835.8501 ext 102. dscott@ci.washougal.wa.us

Rose Jewell
Assistant to the Mayor/City Administrator
City of Washougal, 1701 C Street, Washougal, WA 98671
Phone (360) 835-8501 ext. 602 / Fax (360) 835-8808
rjewell@ci.washougal.wa.us
CITY OF WASHOUGAL, WASHINGTON
RESOLUTION NO. [1045]

A RESOLUTION of the city council of the City of Washougal, Washington, expressing concern regarding the impact of increased rail traffic in Washougal resulting from proposed rail terminal projects in Whatcom County and Cowlitz County and requesting that the principal agencies reviewing the Environmental Impact Statements (EIS) for said projects, including Whatcom County, Cowlitz County, Washington Department of Ecology and The United States Army Corps of Engineers, include impacts along the train route for freight moving to the proposed terminals in the scoping document for the EIS and that at least one of the EIS Scoping hearings and one of any other subsequent hearings related to the EIS for each project be held in Clark County.

WHEREAS, the Burlington Northern Santa Fe (BNSF) track runs through and bisects both communities of Washougal and Camas running east/west; and

WHEREAS, Washougal has five at-grade crossings and only one grade separated crossing; and

WHEREAS, there are proposed rail terminal projects in Whatcom County (the Gateway Pacific Terminal Project, or GPT) and Cowlitz County (Millennium Project); and

WHEREAS, the proposed projects will significantly increase freight traffic on the BNSF track; and

WHEREAS, the increased freight traffic is intended to be coal being delivered to the new terminals but may potentially include a variety of commodities; and

WHEREAS, this increased rail traffic will have impacts in Washougal and Camas including but not limited to increased traffic congestion and delays to residents and commerce and increased tail pipe emissions from stopped and idling vehicles and;

WHEREAS, Washougal has been made aware of potential impacts from coal dust and other particulates that may be blown from open rail cars but has no way to evaluate such potential impacts; and

WHEREAS, Whatcom County, Washington Department of Ecology and the United States Corp of Engineers have entered into an MOU to jointly promulgate the required EIS and are currently scoping the EIS for the GTP project; and

WHEREAS, Cowlitz County is evaluating an application and developing an EIS for the Millennium project and Washington Department of Ecology and the United States Corp of Engineers are also involved; and

WHEREAS, said agencies should include the impacts of this increased rail traffic in the scope of the EIS for each project and public hearings at the various stages of the EIS process should be conducted in Clark County; and
WHEREAS, the City of Washougal wishes to become a Party of Record regarding both projects,

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF WASHOUGAL AS FOLLOWS:

SECTION I

We urge Whatcom County, Cowlitz County, State Department of Ecology and United States Army Corps of Engineers to include impacts to Washougal, including but not limited to increased traffic congestion and delays to residents and commerce, increased tail pipe emissions from stopped and idling vehicles and potential impacts from coal dust and other particulates that may be blown from open rail cars in the scoping of the EIS for both the GPT project and the Millennium project.

SECTION II

We urge Whatcom County, Cowlitz County, State Department of Ecology and United States Army Corps of Engineers to conduct at least one EIS scoping hearing for each project and at least one of any subsequent hearings related to the EIS for both projects at a location in Clark County.

SECTION III

We request that the City of Washougal be made a Party of Record for both the GPT and Millennium projects.

SECTION IV

That this Resolution shall take effect and be in full force upon passage and signatures hereon.
Dated and signed this 19th day of March, 2012.

CITY OF WASHOUGAL

Sean Guard, Mayor

ATTEST:

Jennifer Forsberg, City Clerk

APPROVED AS TO FORM:

Donald English, City Attorney
Hi Tyler

I will call you but want my correspondence to be on the record, so I attached my additional questions. I would prefer if you responded by email, so these clarifications can be in writing. It is all so confusing to remember what everyone says, so I like the emails. Thanks

Amy

--- On Wed, 3/28/12, Tyler Schroeder <Tschroed@co.whatcom.wa.us> wrote:

From: Tyler Schroeder <Tschroed@co.whatcom.wa.us>
Subject: Re: A few very important questions
To: "Amy Glasser" <amyglassermsw@yahoo.com>
Date: Wednesday, March 28, 2012, 8:15 AM

Amy,

In my initial response I was trying to be as specific as I can. Thanks for the follow-up email for clarification.

1) I spoke with our Prosecuting Attorney's office and the appropriate way to bring forward comments to the Council on the GPT application is through the official record and not at the open session of Council meetings. This means through the official comment periods and/or project hearings.

2) Everyone will have an opportunity to comment on the application either through the hearing(s) or in writing through the comment period.

3/4) BNSF has submitted a JARPA to the Army Corps. The BNSF action is discussed in the application that has been submitted to the County. Additional permit requirements for BNSF Custer Spur proposal will be decided in the future, if appropriate. No extension is needed by BNSF. The Custer Spur project will be review during the SEPA process. I would recommend that you comment specifically on the "what is the project proposal for BNSF Custer Spur action" through the scoping period.

6) Currently staff is working on the project under the fees paid last year. The contract that is being signed will either require the applicant to repay staff time to date or pay for staff time on the EIS from the date of the contract.

I hope this clarifies your questions. If not, please call me at 360.676.6907 as sometimes it is easier to discuss over phone.

Thanks,

Tyler

Tyler R. Schroeder
>> Amy Glasser <amyglassermsw@yahoo.com> 3/26/2012 7:39 PM >>
Sorry Tyler
I don't think I got a few of my questions answered, specifically
question #:
1. Can the council hear comments about GPT during open comment time at
council meetings?
2. Can you assure us that everyone who wants to comment publically
will be allowed to?
3/4: Doesn't BNSF need to submit an application at the same time as
SSA Marine so the community will understand the details of what they
plan to do? Did they need to file for an extension? How can we ask
questions on a project that we don't know enough about to ask all the
pertinent questions?
6. So the past week and all the work you guys do over the next few
weeks will continue to be paid by us, the county since you don't have an
agreement with SSA Marine and BNSF to pay for these costs?
I do appreciate your answers but they didn't really give me the actual
details I would like to have.
You had a meeting to tell us about the process by now I kind of hear
that a lot will be decided about the process later (actual hours of
comments allowed, BNSF permit not yet submitted, etc). It is hard to
trust a process that will be modified without public input.
Respectfully
Amy Glasser

--- On Mon, 3/26/12, Tyler Schroeder <Tschroed@co.whatcom.wa.us>
wrote:

From: Tyler Schroeder <Tschroed@co.whatcom.wa.us>
Subject: Re: A few very important questions
To: "Amy Glasser" <amyglassermsw@yahoo.com>
Date: Monday, March 26, 2012, 3:50 PM

Amy,

I will try and answer your questions below. Please see the text under
your questions.

Thanks,

Tyler

Tyler R. Schroeder
>>> Amy Glasser <amyglassersw@yahoo.com> 3/25/2012 12:46 PM >>>
Dear Mr. Schroeder
   I wrote you a bit earlier in the week as I have some additional questions about the GPT project.
   1. Is the county council involved once the Scoping process begins? If not then, when? Will they have to wait until the EIS is completed? Will there be a hearing/hearings once they get the information or will they only be allowed to look at document by DOE, ACOE, etc.? The County Council is able to review the record throughout the EIS process. I will be working with the consultant to have timely updates to the Council throughout the EIS process. The details of this updating has not been worked out at this time and the public participation plan will likely have more detail.

   2. Can I get clarification about the 30-60 day comment period? Is that 3 meetings over that period of time? Will there be daily hearings? I guess I would like to know how many hours of hearings are being planned. And if more people want to be heard publicly, will you make more time? Will people affected by the train all along the route be able to comment (this will certainly result in needing more time, I assume)?

   There has not been decisions on the scoping period to date. The 30-60 comment period was to give a general acknowledgment of how long the agencies are thinking the scoping period will be. The scoping period length, # of meetings, locations of meeting, etc. are being discussed by the agencies in more detail and will be noted on the Determination of Significance and Scoping notice once decided.

   3. Who can I contact that can specifically tell me what they are planning for the Custer Spur? I have seen a map but it doesn’t specifically show the track increase or where the access road will actually begin and end. I am on the Spur and need to know.

   The gentlemen that I have been working with is Skip Kalb. The contact for BNSF is;

   Suann Lundsberg
   BNSF Railway Company
   Director Corporate Relations
4. The Spur EIS was not discussed a lot at the meeting. Where is there application (by BNSF)? How can we ask questions about a plan that we don't have the details about? Did they ask for an extension since they did not submit a permit application?

BNSF has not submitted a permit to Whatcom County for the Custer Spur improvements. There is information on the Custer Spur project in the application submitted for GPT in the revised project informational document and traffic analysis. We have electronic copies of the application available at our office. The Custer Spur improvements will get reviewed under SEPA, under the EIS.

5. The SSA Marine application does not include any alternate route. If they do include the farmland route, don't they need to put in a new or modified application before scoping?

Alternatives will be developed through the Scoping process. If in your opinion, the farmland route is important to be studied through the EIS process I would recommend that you comment that through Scoping.

6. Is SSA Marine now paying for all the extra time you and the rest of the staff are putting in? I am certain that the meeting on Tuesday totaled in way more than the 20 hours they paid for ($2,600).

The County and SSA Marine will be finalizing a contract for the consultant services on the EIS. This contract will also cover for staff's time specifically on SEPA review. This contract will be signed in the coming weeks.

Thank you for your prompt response.

Amy Glasser
Hello Tyler,

I will call you early this week but I wanted to have my questions on the record so I thought I would write them to you. If you would rather just reply by e-mail, that is fine. I added my additional questions to the answers you gave me (highlighted and italics).

Thanks for sticking we me so I can understand this project. It seriously is what now consumes my life, as I live on the Spur and my life is invested in my home, family and community, all at risk.

Amy

Amy,

In my initial response I was trying to be as specific as I can. Thanks for the follow-up email for clarification.

1) I spoke with our Prosecuting Attorney's office and the appropriate way to bring forward comments to the Council on the GPT application is through the official record and not at the open session of Council meetings. This means through the official comment periods and/or project hearings. You are saying that we cannot discuss any aspect of the project to the council until after the EIS is completed? I thought the 3 minutes was open to anything not on the agenda. Isn’t that the free speech we are entitled to? Where in the council’s procedures manual does it say we cannot talk about projects already being subsidized by the taxpayers? The council roles seem to be a conflict from what their job is. We have nobody to advocate for us, on either side of the issue, for that matter. I live in Custer and have no other local representation.

2) Everyone will have an opportunity to comment on the application either through the hearing(s) or in writing through the comment period. Hearing (s). That indicates maybe only 1. With a project of this magnitude, how can you possibly deny anyone the right to publically comment? If it takes 100 hours, that is the point, to hear our concerns, not just the concerns of those at the front of the line.

3/4) BNSF has submitted a JARPA to the Army Corps. The BNSF action is discussed in the application that has been submitted to the County. Additional permit requirements for BNSF Custer Spur proposal will be decided in the future, if appropriate. No extension is needed by BNSF. The Custer Spur project will be review during the SEPA process. I would recommend that you comment specifically on the "what is the project proposal for BNSF Custer Spur action" through the scoping period. How can I comment on a project that I do not know what is
entailed? If I want to see studies, how will I know which ones to request, if I do not know the plans/proposals they have, specifically. Who decides if they need additional permits?

6) Currently staff is working on the project under the fees paid last year. The contract that is being signed will either require the applicant to repay staff time to date or pay for staff time on the EIS from the date of the contract. **Who decides? Do any taxpayers get to weigh in on whether they pay to date vs. from date of contract? It is our money and we have no say. I feel like we are being taxed but have no representation.**

I hope this clarifies your questions. If not, please call me at 360.676.6907 as sometimes it is easier to discuss over phone.

Thanks,

Tyler

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

>>> Amy Glasser <amyglassermsw@yahoo.com> 3/26/2012 7:39 PM >>>

Sorry Tyler  
I don't think I got a few of my questions answered, specifically question #:  
1. Can the council hear comments about GPT during open comment time at council meetings?  
2. Can you assure us that everyone who wants to comment publically will be allowed to?  
3/4: Doesn't BNSF need to submit an application at the same time as SSA Marine so the community will understand the details of what they plan to do? Did they need to file for an extension? How can we ask questions on a project that we don't know enough about to ask all the pertinent questions?  
6. So the past week and all the work you guys do over the next few weeks will continue to be paid by us, the county since you don't have an agreement with SSA Marine and BNSF to pay for these costs?
I do appreciate your answers but they didn't really give me the actual details I would like to have. You had a meeting to tell us about the process by now I kind of hear that a lot will be decided about the process later (actual hours of comments allowed, BNSF permit not yet submitted, etc). It is hard to trust a process that will be modified without public input.

Respectfully

Amy Glasser

--- On Mon, 3/26/12, Tyler Schroeder <Tschroed@co.whatcom.wa.us> wrote:

From: Tyler Schroeder <Tschroed@co.whatcom.wa.us>
Subject: Re: A few very important questions
To: "Amy Glasser" <amyglassermsw@yahoo.com>
Date: Monday, March 26, 2012, 3:50 PM

Amy,

I will try and answer your questions below. Please see the text under your questions.

Thanks,

Tyler

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

>> Amy Glasser <amyglassermsw@yahoo.com> 3/25/2012 12:46 PM >>

Dear Mr. Schroeder

I wrote you a bit earlier in the week as I have some additional questions about the GPT project.
1. Is the county council involved once the Scoping process begins? If not then, when? Will they have to wait until the EIS is completed?
Will there be a hearing/hearings once they get the information or will they only be allowed to look at docuemnt by DOE, ACOE, etc..?

The County Council is able to review the record throughout the EIS process. I will be working with the consultant to have timely updates to the Council throughout the EIS process. The details of this updating has not been worked out at this time and the public participation plan will likely have more detail.

2. Can I get clarification about the 30-60 day comment period? Is that 3 meetings over that period of time? Will there be daily hearings? I guess I would like to know how many hours of hearings are being planned. And if more people want to be heard publically, will you make more time? Will people affected by the train all along the route be able to comment (this will certainly result in needing more time, I assume)?

There has not been decisions on the scoping period to date. The 30-60 comment period was to give a general acknowledgment of how long the agencies are thinking the scoping period will be. The scoping period length, # of meetings, locations of meeting, etc. are being discussed by the agencies in more detail and will be noted on the Determination of Significance and Scoping notice once decided.

3. Who can I contact that can specifically tell me what they are planning for the Custer Spur? I have seen a map but it doesn’t specifically show the track increase or where the access road will actually begin and end. I am on the Spur and need to know.

The gentlemen that I have been working with is Skip Kalb. The contact for BNSF is:

Suann Lundsberg
BNSF Railway Company
Director Corporate Relations
2650 Lou Menk Drive, 2nd Fl., MOB
Fort Worth, Texas 76131
Phone: (817)867-6275
Email: suann.lundsberg@bnsf.com

4. The Spur EIS was not discussed a lot at the meeting. Where is there application (by BNSF)? How can we ask questions about a plan that we don’t have the details about? Did they ask for an extension
since they did not submit a permit application?

BNSF has not submitted a permit to Whatcom County for the Custer Spur improvements. There is information on the Custer Spur project in the application submitted for GPT in the revised project informational document and traffic analysis. We have electronic copies of the application available at our office. The Custer Spur improvements will get reviewed under SEPA, under the EIS.

5. The SSA Marine application does not include any alternate route. If they do include the farmland route, don’t they need to put in a new or modified application before scoping?

Alternatives will be developed through the Scoping process. If in your opinion, the farmland route is important to be studied through the EIS process I would recommend that you comment that through Scoping.

6. Is SSA Marine now paying for all the extra time you and the rest of the staff are putting in? I am certain that the meeting on Tuesday totaled in way more than the 20 hours they paid for ($2,600).

The County and SSA Marine will be finalizing a contract for the consultant services on the EIS. This contract will also cover for staff's time specifically on SEPA review. This contract will be signed in the coming weeks.

Thank you for your prompt response.
Amy Glasser
Re: The proposed Gateway Pacific Terminal at Cherry Point in Whatcom County

Thank you Marc. I appreciate the information, and suggest that you also make this available during the public scoping period coming up in the next several months. Have a good day, Jeff.

Jeffrey A. Hegedus, MS, RS
Environmental Health Supervisor
Whatcom County Health Department
509 Girard Street
Bellingham, WA 98227-0935
(360) 676-6724 ext. 50895
jhegedus@co.whatcom.wa.us

Be sustainable, please print only when necessary.

---

Hi Jeff,
Here's the paper I promised to send you. I hope that you find it useful.
Best regards, Marc

Recently I spent a few hours researching the source of the coal that may possibly be shipped through Whatcom County, Washington. I remembered reading something in John McPhee's Annals of the Former World that had to do with coal from Wyoming and tracked down information and sources to find out if it had relevance to our present controversy. I think that many of those involved in this discussion are missing a point that may be the key or most important issue in the debate. That issue happens to be radioactivity. Although there are radioactive elements to some degree in most coal, I find that the sources in Wyoming, particularly the Powder River Basin, to be of special concern. One thing that I think that most people are unaware of is the fact that coal, being of organic origin, has chemical properties that cause radioactive elements to precipitate out of ground water and remain. If one compares maps of the coal fields in Wyoming with maps of the uranium deposits in the state, one will find that they are largely in the same places. In fact, according to Dr. J. D. Love, the "grand old man of Wyoming geology" as well as being the geologist who discovered the uranium ore deposits to be found there, coal may be the singular reason that the uranium ore is found where it is in Wyoming. I think this makes this particular coal of grave concern to the residents of Whatcom County.

The following is a short paper that I have prepared from my researches. I am sending this out to a number of persons and organizations for whom the cc list is still incomplete. This document may also be found on my blog: http://fixingair.blogspot.com/2011/04/will-whatcom-county-host-shipping-of.html.

---

Will Whatcom County Host the Shipping of Radioactive Coal?

In his book Annals of the Former World, writer John McPhee describes discussions that he had in the 1980's with J. D. Love, the pre-eminent, Wyoming field-geologist with the U. S. Geological Survey at the time. Dr. Love discovered, among many other things, the uranium ore deposits in the Powder River Basin. Among Dr. Loves’ other
discoveries was the fact that the massive Powder River coal deposits contained large quantities of uranium and other radioactive materials that result from these uranium ore deposits. Further, he also figured out the process by which these radioactive elements were leached into and left in the coal fields through hydrological processes. Soluble forms of uranium dissolved in the ground water percolates through the coal seams. The organic materials in the coal snatch oxygen from the radioactive compounds and cause them to precipitate out into the coal. Radioactive elements in coal are a very serious problem. It’s well known that mercury, lead, other heavy metals and other toxic compounds are released into the air by burning coal. Uranium and other radioactive elements are released as well. In fact, coal burning power plants are the largest source of radioactive pollution on the planet. Another huge but hardly-recognized problem is the fact that these toxic elements are also concentrated in the fly ash that results from burning coal. According to Mara Hvistendahl, writing in the December 13, 2007 issue of Scientific American:
"...the waste produced by coal plants is actually more radioactive than that generated by their nuclear counterparts. In fact, the fly ash emitted by a power plant—a by-product from burning coal for electricity—carries into the surrounding environment 100 times more radiation than a nuclear power plant producing the same amount of energy."

Gwynth Cravens, journalist and editor, who has spent almost a decade researching the effects of the nuclear power industry, is quoted in Seed magazine, July, 2, 2009. To be found at: 
http://seedmagazine.com/content/article/the_lesser_evil_nuclear_or_coal/  
"...And as far as pollution goes, 120 million tons of unregulated coal fly ash pours into thousands of American slurry pits each year. It contains toxic heavy metals and enough U-235 to run all of our 104 power reactors. Coal pollution exposes people within 50 miles to low-dose radiation—about 100 to 400 times greater than from a nuclear plant."

As I looked further into this subject I found more information. Alex Gabbard, in his article: Coal Combustion Nuclear Resource or Danger, to be found at: http://www.ornl.gov/info/ornlreview/rev26-34/text/colmain.html states that:
"The fact that coal-fired power plants throughout the world are the major sources of radioactive materials released to the environment has several implications. It suggests that coal combustion is more hazardous to health than nuclear power and that it adds to the background radiation burden even more than does nuclear power. It also suggests that if radiation emissions from coal plants were regulated, their capital and operating costs would increase, making coal-fired power less economically competitive."

Former ORNL researchers J. P. McBride, R. E. Moore, J. P. Witherspoon, and R. E. Blanco made this point in their article: Radiological Impact of Airborne Effluents of Coal and Nuclear Plants in the December 8, 1978, issue of Science magazine. They concluded that:
"Americans living near coal-fired power plants are exposed to higher radiation doses than those living near nuclear power plants that meet government regulations. The importance of these facts has to do with the source of the coal that Millenium Bulk Terminals, Inc. And Peabody Energy hopes to ship through their proposed Gateway Pacific terminal. According an AP release in the Seattle Times, March 15, 2011:
"The proposed Gateway Pacific Terminal in Whatcom County would serve as the West Coast hub for exporting Peabody's coal from the Powder River Basin of Wyoming and Montana to Asian markets, Peabody said in a statement Monday."

These are the same coal deposits that J. D. Love found to be host to and contaminated with uranium and other radioactive materials.

In America's Secret Chernobyl, FACTSHEET, to be found at:
http://www.defendblackhills.org/index.php?option=com_content&view=article&id=113%3Aamericas-secret-chernobyl&catid=16%3Auranium&Itemid=27the Defenders of the Black Hills states that:
"In Wyoming, hundreds of abandoned open-pit uranium mines and prospects can be found in or near the coal in the Powder River Basin. The geology of the entire Midwestern Region contains uranium and it is often mixed in the coal. The uranium laced coal is shipped to power plants in the Eastern part of the United States. Radioactive dust and particles are released into the air at the coal fired power plants and often set off the warning systems of nuclear power plants."

The Powder River Basin is the source of the coal that would be transported by rail through Whatcom County to be burned in Chinese power plants from which the prevailing winds would carry the radioactive elements along with
the mercury and other toxins already floating across the Pacific to North America from Chinese power plants.

In a letter to the editor of the Bellingham Herald dated March 16, 2011, Micki Shomaker of Bellingham wrote that: "Burlington Northern Santa Fe, on its own website, states: ‘The amount of coal dust that escapes from PRB (Powder River Basin) coal trains is surprisingly large.’ ...BNSF has done studies indicating that from 500 lbs to a ton of coal can escape from a single loaded coal car. Other reports have indicated that as much as 3 percent of the coal loaded into a coal car can be lost in transit. In many areas, a thick layer of black coal dust can be observed along the railroad right-of-way and in between the tracks. ...large amounts of coal dust accumulate rapidly along the rail lines."

That is a lot of coal dust. If the terminal is built and the trains begin hauling the coal through our front yard, the coal dust deposited here will continue to accumulate, year round, year after year, as long as the coal trains run. That Powder-River-Basin coal, in addition to the heavy metal and organic toxins it contains, happens to be more radioactive than most. We must ask ourselves–how wise is it to allow this coal to not only contaminate Whatcom County with the lost coal dust, but then to ship it to China where it will be burned in power plants where the prevailing winds will carry much of it’s contaminants including heavy metals, radioactive elements and other toxins back across the pacific to our western shores? In light of the problems with environmental radioactive pollution now highlighted by the nuclear power plant disaster in Japan, the choice to allow this coal through our county would seem far less than wise.

Marc Hurlbert
cc: Bob Ferris, Re Sources; Gary Jensen, Ferndale mayor; Pete Kremen, Whatcom County Executive; Dan Pike, Bellingham Mayor; Community Wise Bellingham; Seth Norman; Hugh Lewis; Dan Homel; Ralph Lloyd; Bellingham Herald; Cascadia Weekly; Whatcom Watch; Whatcom County Council; Jack Weiss; Gene Knutson; Barry Buchanan; Stam Snapp; Terry Bornemann; Micheal Lilliquist; Seth Fleetwood; Lynden mayor Scott Korthuis; Jeff Margolis; Foothills Gazette; John Stark at Bellingham Herald; Representative Rick Larsen; Senator Maria Cantwell; senator Patty Murray; Senator Doug Ericson; Representative Jason Overstreet; Representative Vincent Buys; Sierra Magazine; Mother Jones Magazine; CCA; Klause Lohse; Dan Coombs; Frank Koterba; Bill McMillan; Micheal Riber; Rick Schessler; Sherilyn Wells; Sharon Stewart; Sid Strong; Jimmy Watts; Joseph Kelly; Flip Breskin; Kelli Linville; Clayton Petree; Marie Claire Dole; Bill McKibben--350.org; Whatcom Transitions; Climate Solutions; Wild Fish Conservancy; Chuckanut Conservancy; 350 Bellingham;People for Puget Sound; Lummi Nation; Swinomish Indian Tribal Community; Nooksack Indian Tribe;Terry Wechsler; Whatcom Docs: others to follow

( http://creativecommons.org/licenses/by-nc-sa/3.0/ )
Will Whatcom County Host the Shipping of Radioactive Coal by Marc Hurlbert ( http://fixingair.blogspot.com/2011/04/will-whatcom-county-host-shipping-of.html ) is licensed under a Creative Commons Attribution-NonCommercial-ShareAlike 3.0 Unported License ( http://creativecommons.org/licenses/by-nc-sa/3.0/ ).
Permissions beyond the scope of this license may be available at http://fixingair.blogspot.com/2011/04/will-whatcom-county-host-shipping-of.html

--

"The money power preys upon the nation in times of peace and conspires against it in times of adversity. It is more despotic than monarchy, more insolent than autocracy, more selfish than bureaucracy. I see in the near future a crisis approaching that unnerves me and causes me to tremble for the safety of my country. Corporations have been enthroned, an era of corruption in high places will follow, and the money power of the country will endeavor to prolong its reign by working upon the prejudices of the people until the wealth is aggregated in a few hands and the Republic is destroyed."

President Abraham Lincoln after the National Banking Act of 1863 was passed
Cliff,

I have had a couple of people, who are interested in more information of the Custer Spur action, ask for
BNSF contacts. Would you like me to send them your way or do you have a BNSF contact?

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Supervisor
Phone: (360) 676-6907 ext. 50202
Fax: (360)738-2525
Email: Tschroed@co.whatcom.wa.us
Address:
Whatcom County Planning and Development Services
5280 Northwest Dr.
Bellingham, WA  98225
From: Tyler Schroeder  
To: Ari Steinberg; Cliff Strong  
CC: Amy Keenan; Skip Kalb  
Date: 3/26/2012 8:55 AM  
Subject: RE: BNSF Contact - GPT/Custer Spur

Sounds good.

Skip,

Could you provide me with your full contact information, including address, phone and email?

Thanks,

Tyler

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

>>> Ari Steinberg <Ari.Steinberg@SSAMarine.com> 3/26/2012 8:42 AM >>>
Tyler & Cliff,

The primary contact for the Custer Spur Improvements is Skip Kalb who is included as a cc in this response.

Ari

-----Original Message-----
From: Strong, Cliff [mailto:Cliff.Strong@amec.com]  
Sent: Monday, March 26, 2012 8:37 AM  
To: Tyler Schroeder  
Cc: Amy Keenan  
Subject: RE: BNSF Contact - GPT/Custer Spur

Let me ask BNSF how they'd like to handle that.

Thanks,

Cliff Strong  
Senior Land Use/Environmental Planner  
and Office Sustainability Coordinator  
email: cliff.strong@amec.com
Cliff,

I have had a couple of people, who are interested in more information of the Custer Spur action, ask for BNSF contacts. Would you like me to send them your way or do you have a BNSF contact?

Thanks,

Tyler

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

The information contained in this e-mail is intended only for the individual or entity to whom it is addressed.
Its contents (including any attachments) may contain confidential and/or privileged information.
If you are not an intended recipient you must not use, disclose, disseminate, copy or print its contents.
If you receive this e-mail in error, please notify the sender by reply e-mail and delete and destroy the message.
From: Tyler Schroeder  
To: Amy Glasser  
Date: 3/26/2012 3:50 PM  
Subject: Re: A few very important questions

Amy,

I will try and answer your questions below. Please see the text under your questions.

Thanks,

Tyler

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

>>> Amy Glasser <amyglassermsw@yahoo.com> 3/25/2012 12:46 PM >>>

Dear Mr. Schroeder

I wrote you a bit earlier in the week as I have some additional questions about the GPT project.

1. Is the county council involved once the Scoping process begins? If not then, when? Will they have to wait until the EIS is completed? Will there be a hearing/hearings once they get the information or will they only be allowed to look at document by DOE, ACOE, etc...?

   The County Council is able to review the record throughout the EIS process. I will be working with the consultant to have timely updates to the Council throughout the EIS process. The details of this updating has not been worked out at this time and the public participation plan will likely have more detail.

2. Can I get clarification about the 30-60 day comment period? Is that 3 meetings over that period of time? Will there be daily hearings? I guess I would like to know how many hours of hearings are being planned. And if more people want to be heard publically, will you make more time? Will people affected by the train all along the route be able to comment (this will certainly result in needing more time, I assume)?

   There has not been decisions on the scoping period to date. The 30-60 comment period was to give a general acknowledgment of how long the agencies are thinking the scoping period will be. The scoping period length, # of meetings, locations of meeting, etc. are being discussed by the agencies in more detail and will be noted on the Determination of Significance and Scoping notice once decided.

3. Who can I contact that can specifically tell me what they are planning for the Custer Spur? I have seen a map but it doesn't specifically show the track increase or where the access road will actually begin and end. I am on the Spur and need to know.

   The gentlemen that I have been working with is Skip Kalb. The contact for BNSF is;
Suann Lundsberg  
BNSF Railway Company  
Director Corporate Relations  
2650 Lou Menk Drive, 2nd Fl., MOB  
Fort Worth, Texas 76131  
Phone: (817)867-6275  
Email: suann.lundsberg@bnsf.com

4. The Spur EIS was not discussed a lot at the meeting. Where is there application (by BNSF)? How can we ask questions about a plan that we don’t have the details about? Did they ask for an extension since they did not submit a permit application?

*BNSF has not submitted a permit to Whatcom County for the Custer Spur improvements. There is information on the Custer Spur project in the application submitted for GPT in the revised project informational document and traffic analysis. We have electronic copies of the application available at our office. The Custer Spur improvements will get reviewed under SEPA, under the EIS.*

5. The SSA Marine application does not include any alternate route. If they do include the farmland route, don’t they need to put in a new or modified application before scoping?

*Alternatives will be developed through the Scoping process. If in your opinion, the farmland route is important to be studied through the EIS process I would recommend that you comment that through Scoping.*

6. Is SSA Marine now paying for all the extra time you and the rest of the staff are putting in? I am certain that the meeting on Tuesday totaled in way more than the 20 hours they paid for ($2,600).

*The County and SSA Marine will be finalizing a contract for the consultant services on the EIS. This contract will also cover for staff’s time specifically on SEPA review. This contract will be signed in the coming weeks*

Thank you for your prompt response.  
Amy Glasser
Amy,

In my initial response I was trying to be as specific as I can. Thanks for the follow-up email for clarification.

1) I spoke with our Prosecuting Attorney's office and the appropriate way to bring forward comments to the Council on the GPT application is through the official record and not at the open session of Council meetings. This means through the official comment periods and/or project hearings.

2) Everyone will have an opportunity to comment on the application either through the hearing(s) or in writing through the comment period.

3/4) BNSF has submitted a JARPA to the Army Corps. The BNSF action is discussed in the application that has been submitted to the County. Additional permit requirements for BNSF Custer Spur proposal will be decided in the future, if appropriate. No extension is needed by BNSF. The Custer Spur project will be review during the SEPA process. I would recommend that you comment specifically on the "what is the project proposal for BNSF Custer Spur action" through the scoping period.

6) Currently staff is working on the project under the fees paid last year. The contract that is being signed will either require the applicant to repay staff time to date or pay for staff time on the EIS from the date of the contract.

I hope this clarifies your questions. If not, please call me at 360.676.6907 as sometimes it is easier to discuss over phone.

Thanks,

Tyler

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

>>> Amy Glasser <amyglassermsw@yahoo.com> 3/26/2012 7:39 PM >>>
Sorry Tyler
  I don't think I got a few of my questions answered, specifically question #:
1. Can the council hear comments about GPT during open comment time at council meetings?
2. Can you assure us that everyone who wants to comment publically will be allowed to?
3/4: Doesn't BNSF need to submit an application at the same time as SSA Marine so the community will understand the details of what they plan to do? Did they need to file for an extension? How can we ask questions on a project that we don't know enough about to ask all the pertinent questions?
6. So the past week and all the work you guys do over the next few weeks will continue to be paid by us, the county since you don't have an agreement with SSA Marine and BNSF to pay for these costs? I do appreciate your answers but they didn't really give me the actual details I would like to have. You had a meeting to tell us about the process by now I kind of hear that a lot will be decided about the process later (actual hours of comments allowed, BNSF permit not yet submitted, etc). It is hard to trust a process that will be modified without public input.

Respectfully
Amy Glasser

--- On Mon, 3/26/12, Tyler Schroeder <Tschoed@co.whatcom.wa.us> wrote:

From: Tyler Schroeder <Tschoed@co.whatcom.wa.us>
Subject: Re: A few very important questions
To: “Amy Glasser” <amyglassermsw@yahoo.com>
Date: Monday, March 26, 2012, 3:50 PM

Amy,

I will try and answer your questions below. Please see the text under your questions.

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Supervisor
Phone: (360) 676-6907 ext. 50202
Fax: (360)738-2525
Email: Tschoed@co.whatcom.wa.us
Address:
Whatcom County Planning and Development Services
5280 Northwest Dr.
Bellingham, WA 98225

>>> Amy Glasser <amyglassermsw@yahoo.com> 3/25/2012 12:46 PM >>>
Dear Mr. Schroeder

I wrote you a bit earlier in the week as I have some additional questions about the GPT project.
1. Is the county council involved once the Scoping process begins? If not then, when? Will they have to wait until the EIS is completed? Will there be a hearing/hearings once they get the information or will they only be allowed to look at document by DOE, ACOE, etc..?

The County Council is able to review the record throughout the EIS process. I will be working with the consultant to have timely updates to the Council throughout the EIS process. The details of this updating has not been worked out at this time and the public participation plan will likely have more detail.
2. Can I get clarification about the 30-60 day comment period? Is that 3 meetings over that period of time? Will there be daily hearings? I guess I would like to know how many hours of hearings are being planned. And if more people want to be heard publically, will you make more time? Will people affected by the train all along the route be able to comment (this will certainly result in needing more time, I assume)?

There has not been decisions on the scoping period to date. The 30-60 comment period was to give a general acknowledgment of how long the agencies are thinking the scoping period will be. The scoping period length, # of meetings, locations of meeting, etc. are being discussed by the agencies in more detail and will be noted on the Determination of Significance and Scoping notice once decided.

3. Who can I contact that can specifically tell me what they are planning for the Custer Spur? I have seen a map but it doesn't specifically show the track increase or where the access road will actually begin and end. I am on the Spur and need to know.

The gentlemen that I have been working with is Skip Kalb. The contact for BNSF is;

Suann Lundsberg  
BNSF Railway Company  
Director Corporate Relations  
2650 Lou Menk Drive, 2nd Fl., MOB  
Fort Worth, Texas 76131  
Phone: (817)867-6275  
Email: suann.lundsberg@bnsf.com

4. The Spur EIS was not discussed a lot at the meeting. Where is there application (by BNSF)? How can we ask questions about a plan that we don't have the details about? Did they ask for an extension since they did not submit a permit application?

BNSF has not submitted a permit to Whatcom County for the Custur Spur improvements. There is information on the Custer Spur project in the application submitted for GPT in the revised project informational document and traffic analysis. We have electronic copies of the application available at our office. The Custer Spur improvements will get reviewed under SEPA, under the EIS.

5. The SSA Marine application does not include any alternate route. If they do include the farmland route, don't they need to put in a new or modified application before scoping?

Alternatives will be developed through the Scoping process. If in your opinion, the farmland route is important to be studied through the EIS process I would recommend that you comment that through Scoping.

6. Is SSA Marine now paying for all the extra time you and the rest of the staff are putting in? I am certain that the meeting on Tuesday
totaled in way more than the 20 hours they paid for ($2,600).

The County and SSA Marine will be finalizing a contract for the consultant services on the EIS. This contract will also cover for staff's time specifically on SEPA review. This contract will be signed in the coming weeks.

Thank you for your prompt response.
Amy Glasser
I have copies of the meeting for you. I have not made arrangements of how we are going to use it and I am open to any ideas you or the group have.

I will be trying to put it up on our website though.

Should I drop off the CD copy of the videotape to your office?

Tyler

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

>>> "Skipper, Katie (ECY)" <KSKI461@ECY.WA.GOV> 3/29/2012 9:48 AM >>>
Hey, Tyler. I can't remember what the deal was with the video of the March 20 meeting. Was that going to be broadcast on BTV?

Katie J. Skipper
Communications Manager
Bellingham Field Office
Washington Department of Ecology
Office: 360-715-5205
Cell: 360-510-0682

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]
Sent: Tuesday, March 13, 2012 4:25 PM
To: Kelly, Alice (ECY); Summerhays, Jeannie (ECY); Skipper, Katie (ECY); Dewell, Jane (ORA)
Cc: Stephanie Drake
Subject: Fwd: Re: Videotaping

Here is a follow up email on the video taping. It looks like there is a fee for the taping. We can make a decision once we hear back from her.

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Supervisor
Phone: (360) 676-6907 ext. 50202
I spoke with Lynn about videotaping next week. She would provide us 3 copy-able dvds, and any further distribution of it would be solely up to us. Of course there are varying qualities of how she films (lighting, audio, etc), so I asked her to give us a quote for a quality where you can see the stage & presentation, and hear the presenters and the audience, but it wouldn't be the quality that she would have for production on the tv station.

She will get back to me on Thursday about costs associated with this. Please let me know if you have any more questions or concerns at this point.

I cc'd Lynn on this email as well.

Thanks,
Stephanie

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Stephanie Drake
Whatcom County Planning & Development Services
SDrake@co.whatcom.wa.us
(360) 676-6907 Ext. 50201

We think the idea of video taping is good. There are questions about where the tape goes. Is the tape going to be Whatcom County property for our use or does she own it and she can give it to anyone. We would like it if it is for our use only and restricted to how gets a copy.

Could you check into that?

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Supervisor
Phone: (360) 676-6907 ext. 50202
Fax: (360)738-2525
Email: Tschroed@co.whatcom.wa.us
Address:
Whatcom County Planning and Development Services
5280 Northwest Dr.
Bellingham, WA  98225
Chad,

Please review and update as needed.

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Supervisor
Phone: (360) 676-6907 ext. 50202
Fax: (360)738-2525
Email: Tschroed@co.whatcom.wa.us
Address:
Whatcom County Planning and Development Services
5280 Northwest Dr.
Bellingham, WA  98225
Determination of Completeness

April 2, 2012

Skip Sahlin
Pacific International Terminals, Inc.
1131 SW Klickitat Way
Seattle, WA 98134

RE: Gateway Pacific Terminal
MDP2011-00001, VAR2012-00002, and SHR2011-00009

Dear Mr. Sahlin:

Pursuant to WCC 2.33.050 your applications for major project permit, variance and shoreline substantial development permit have been determined to be complete. This determination shall not preclude the County from requiring additional information or studies at any time prior to completion of staff review. If you have any questions, please contact me at the telephone number or address referenced above.

Sincerely,

Tyler Schroeder
Division Planning Manager
Esther,

We will update our contact list with your information.

Thanks,

Tyler

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

>>> <estar71@hotmail.com> 3/18/2012 8:01 PM >>>
FIRST_NAME: Esther

LAST_NAME: Stewart

ADDRESS: P.O. Box 963, Burlington, WA 98233

EMAIL: estar71@hotmail.com

REQUEST: Please include me as a party of record for all notices in regards the Gateway Pacific Terminal project. If you do not maintain a notice list by project please include me in the general list. I am interested in any new permit applications or revisions to any applications and in any SEPA notices.

Notice by email only is all I require.

Thank You

PAGE: http://www.communitywisebellingham.org/sepa-request-form/
REFERER: http://www.communitywisebellingham.org/register-for-sepanepa-notices/
Plaintext representation:

From: Tyler Schroeder  
To: Stephanie Drake  
Date: 3/30/2012 10:16 AM  
Subject: Fwd: Whatcom Docs ltr re HIA request 031212  
Attachments: Whatcom Docs ltr re HIA request 031212.pdf

Could you put this on the website.

Thanks,

Tyler

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

>>> Suzanne Mildner 3/19/2012 11:11 AM >>>
See attached correspondence from Whatcom Docs

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
Jack Louws  
Whatcom County Executive  
311 Grand Avenue, Suite 108  
Bellingham, WA 98225

Ted Sturdevant  
Director, Washington State Department of Ecology  
P.O. Box 47600  
Olympia, WA 98504

March 12, 2012

Dear Executive Louws and Director Sturdevant,

Whatcom Docs is a group of more than 180 physicians who live throughout Whatcom County, who coalesced to voice concern over the health impacts of the largest proposed coal shipping facility in North America. Additional new research published in major medical journals augments our concerns:

- A new study (Turner et al; see reference list at end of letter) published in a prominent medical journal showed a remarkable 15-27% increase in lung cancer deaths, in people that have never smoked, for each increase of 10 ug/m³ of particulate matter (PM2.5). This study examined 1100 cancer deaths of people living in normal conditions, and not industrial exposure.

- Another study (Wellenius et al) examined the impact of transportation-related particulate matter (PM2.5) on stroke risk. Overall, the risk of ischemic stroke was 34% higher with moderate exposures. This is an unprecedented finding, and points to the danger of even short term exposure to levels of particulate pollution previously thought safe. This is highly relevant to the coal shipment proposal, as hundreds of thousands of people live along the rail corridor, and would be exposed to bursts of diesel particulate matter by frequent trains.

- A third study, (Mustafic et al), represents a "meta-analysis," in which data from 34 prior studies was re-analyzed, and indicated that short-term exposure to air pollution is a trigger of myocardial infarction (heart attack). This data augments numerous prior studies, and has significant social implications, as unlike cigarette smoking, individuals exposed to air pollution have little control over their exposure.

- In another study (Wueve et al) exposure to particulate pollution was found to be a strong predictor of cognitive decline. Cognitive decline is one of the most significant and resource-intensive health issues facing our population, and few
modifiable risk factors have been identified, until now

- A presentation at a national asthma and allergy meeting on March 4, 2012 (Bernstein, D.) described a new study that shows exposure to diesel particulate matter is associated with a 2-3 fold risk of wheezing in infants (an early measure of asthma). Asthma is a common disease that presents significant costs to society.

- It has been emphasized (Bhatia, R.) that there is significant spatial disparity in pollution distribution. "Concentrations of PM2.5 are known to be much higher near busy highways, rail yards, and ports than at regional monitors, but inadequate intraregional assessment means that these higher levels are often not considered by regulators". Thus, for accurate assessment, pollution needs to be measured adjacent to the source, where people work, live, and play. Relying on measurements taken at a regional air station provides a false sense of security.

The recent studies cited above augment the concerns we previously outlined

1. **Diesel particulate matter**, which is associated with impaired pulmonary development in adolescents; increased cardiopulmonary mortality and all-cause mortality; measurable pulmonary inflammation; increased severity and frequency of asthma attacks, ER visits, and hospital admissions in children; increased rates of myocardial infarction (heart attack) in adults; increased risk of cancer.

2. **Coal dust**, which is associated with several chronic respiratory; and environmental contamination through the leaching of toxic heavy metals.

3. **Noise exposure**, which is associated with cardiovascular disease; cognitive impairment in children; sleep disturbance and resultant fatigue; exacerbation of mental health disorders such as depression and anxiety.

4. **Frequent long trains at rail crossings**, which would result in delayed emergency response times.

Our concerns are backed by statements from the American Heart Association and the American Lung Association.

On Feb 24, 2012, a survey funded by the American Heart Association was announced that showed "a majority of Washington State voters favor current legislation requiring the state to consider impacts on people's health when planning new transportation projects" (www.healthimpactproject.org/news/in/poll-washington-state-voters).
The adverse effects of air pollution are real and measurable, even when levels of pollutants are below U.S. Environment Protection Agency (EPA) standards. This is widely recognized by scientists within the EPA, who have proposed tighter guidelines. Existing regulatory frameworks are insufficient to protect human health.

There are now over 150 Health Impact Assessments (HIAs) across the United States, conducted for much smaller projects, such as casinos, bus transportation routes, and for rebuilding the Seattle 520 bridge. As such, it is imperative that a Health Impact Assessment (HIA) be done in considering the largest coal shipping terminal in North America.

Considering: 1) the published, publicly-available research that clearly links particulate and noise pollution with numerous adverse health effects, 2) that hundreds of thousands of people live along the rail corridor in Washington, Idaho, and Montana, and 3) the burgeoning costs of health care; it would be socially and economically irresponsible to not consider these impacts when evaluating the Gateway Pacific Terminal.

Our group of Whatcom physicians has now been joined by physicians in King County and Skagit County in calling for a cumulative and comprehensive Health Impact Assessment (HIA) along the entire transportation corridor.

Additional medical data is detailed in our statement and appendices that are available on coaltrainfacts.org. All references are cited and are based on published, publicly-available studies.

Sincerely,

Dale Abbott, MD
Camilla Allen, MD
Daniel Austin, MD
Diane Arvin, MD
Barbara Bachman, MD
Laura Backer, MD
Kristi Bailey, MD
Jeffrey B. Black, MD
Terri Blackburn, MD
Pete Beglin, MD
Claire Beiser, MD, MPH
Don Berry, MD
Richard Binder, MD
Nancy Bischoff, MD
Bruce Bowden, MD
Kirk Brownell, MD
Allan Buehler, MD

David Cahalan, MD
Soren Carlsen, MD
Erin Charles, MD
Michael Chmel, MD
Joshua Cohen, MD
Andrew Coletti, MD
Paul Conner, MD
Kirstin Curtis, ARNP
Jan Dank, MD
Marc Davis, MD
Joe Deck, MD
Katherine Dickinson, MD
Peter Dillon, MD
Thang Do, MD
Mark Doherty, MD
Kevin Dooms, MD
Jim Eggen, MD

Jerry Elsner, MD
David Elkayam, MD
Laurie Emer, MD
John Erbstone, MD
Worth Everett, MD
Anneliesse Floyd, MD
Ryan Fortna, MD, PhD
Dianne Foster, ARNP
Randy Frank, DO
Eric Frankenfeld, MD
Jonathan Franklin, MD
Anthony Gargano, MD
Ken Gass, MD, PhD
Jeremy Getz, MD
Robert Gibb, MD
Stan Gilbert, MD
Martha Gillham, MD
Corinne Gimbel-Levine, ARNP
Lorna Gober, MD
David Goldman, MD
Aaron Gonter, MD
Erin Griffith, MD
Deborah Hall, MD
Tom Hall, MD
William Hall, MD
David Hansen, MD
James Harle, MD
Emil Hecht, MD
Grayce Hein, ARNP
Michael Hejtmanek, MD
Harry Herdman, MD
David Hoefl, MD
Marcy Hipskind, MD
John Holroyd, MD
Jim Holstine, DO
Sherry Holtzman, MD
Will Hong, MD
John Hoyt, MD
Bao Huynh, MD
Kelli Jacobs, MD
Meg Jacobson, MD
Gertrude James, ARNP
Frank James, MD
Helen James, MD
Lisa Johnson, ARNP
David Jessup, MD
Mitchell Kahn, MD
Daniel Kim, MD
Annie Kiesau, MD
Carter Kiesau, MD
Gail Knops, MD
Joost Knops, MD
Ann Knowles, MD
Andrew Kominsky, MD
Pamela Laughlin, MD
Shawna Laurzen, MD
George Lawrence, MD
Josie Lee, MD
Tyier Leedom, DO
Kathy Leone, MN, ARNP
Rick Leone, MD, PhD
Linda Leum, MD
Hank Levine, MD
Chris Lewis, DO
Serge Lindner, MD
Kelly Lloyd, MD
Bill Lombard, MD
Jena Lopez, MD
Jonathan Lowy, MD
Leasa Lowy, MD
Thomas Ludvig, MD
Bruce Mackay, MD
Margaret Mamolen, MD
Troy J. Markus, D.O.
Vincent Matteucci, MD
Dick McClennahan, MD
Marianne McElroy, PA
Monica Mahal, MD
Scott McGinnness, MD
Judson Moore, PA
David Morrisson, MD
Gib Morrow, MD
Larry Moss, MD
Sara Mostad, MD, PhD
Ward Navaux, MD
John Neutzmann, DO
Deborah Olsenbarg, MD
David Olson, MD
Rob Olson, MD
Patricia Otto, MD
Tracy Ouellette, MD
Mark Owings, MD, PhD
Evelyn Oxenford, ARNP
Clark Parrish, MD
Mike Pietro, MD
Trevor Pitsch, MD
Denise Plaisier, PA
Sunell Polley, MD, Lac
Ronda Pulse, MD
Gita Rabbani, MD
Andris Radvany, MD
Jon Ransom, MD
Christof Reitz, MD
Niles Roberts, MD
April Sakahara, MD
W. Scott Sandeno, MD
Paul Sarvasi, MD
Neal Saxe, MD
James Schoenecker, MD
Julie Seavello, MD
R. Milton Schayes, MD
Barbara Schickler, ARNP
Melena Schimek, MD
Luther Schutz, MD
Miriam Shapiro, MD
Janine Shaw, MD
John Shaw, MD
Mary Ellen Shields, MD
Hannah Shelnin, MD
Russell Sheinkopf, MD
Lora Sherman, MD
Alan Shurman, MD
Don Slack, MD
Robert Slind, MD
Chris Spilker, MD
Bonnie Sprague, ARNP
Scott Stockburger, MD
Barle Stratton, MD
Jenny Sun, MD
Gregory Sund, MD
Mary Swanson, MD
Warren Taranow, DO
Michael Taylor, MD
Greg Thompson, MD, MPH
Stuart Thorson, MD
Teresa Thornberg, MD
Loch Tringham, MD
Elizabeth Vennos, MD
Steve Wagoner, MD
April Wakefield Pagels, MD
Heather Whitaker, ARNP
Sara Wells, ARNP
Anne Welsh, MD
Greg Welsh, MD
Susan Willis, ARNP
David Wisner, MD
Steven Wisner, MD
Todd Witte, MD
Ginny Wolff, MD
Greg Wolfgram, MD, PhD
Stephen Woods, MD
Darla Woolman, PA
Chao-ying Wu, MD
Jessica Yoos, MD
Ellen Young, MD
cc: 
Dow Constantine, King County Executive 
Christine Gregoire, Governor of Washington State 
Mayor Kelli Linville, City of Bellingham 
Mayor Pete Lewis, City of Auburn 
Mayor Suzette Cooke, City of Kent 
Mayor Denis Law, City of Renton 
Mayor Mike McGinn, City of Seattle 
Mayor Keith McGlashan, City of Shoreline 
Mayor David Condon, City of Spokane 
Mayor Jim Haggerton, City of Tukwila 
Peter Goldmark, Washington State Commissioner of Public Lands 
Dennis McLerran, Regional Administrator, U.S. Environmental Protection Agency 
Tay Yoshitani, CEO, Port of Seattle 
Joni Earl, CEO, Sound Transit 
Bob Drewell, Executive Director, Puget Sound Regional Council 
Craig Kentworthy, Executive Director, Puget Sound Clean Air Agency 
Christie True, Director, Dept. of Natural Resources and Parks 
Ngozi Oleru, Director of Environmental Health, Dept of Public Health 
Carrie Cihak, Director of Policy and Strategic Initiatives, King County Executive's Office 
Megan Smith, Environmental Policy Advisor, KCEO 
Greg Stern, Whatcom County Health Officer 
Washington State Medical Association 
Howard Frumkin, Dean, School of Public Health, University of Washington 

Newest medical research, references: 

Bernstein, D., of the University of Cincinnati. "How Do Traffic Pollutants Affect Childhood Wheezing and Asthma?" March 4, 2012 presentation at the annual meeting of the American Academy of Allergy, Asthma, and Immunology.


Vince,

We will be reviewing the applications and making a determination of it's completeness based off of the application materials. This determination will be issued Monday, April 2nd.

Regards,

Tyler

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

>>> Vince Bičiūnas <vbiciunas@comcast.net> 3/21/2012 2:47 PM >>>

Dear Mr. Schroeder,

Thanks for your participation at the pre-scoping meeting yesterday for the proposed Gateway Pacific Terminal. I was happy to get some facts from the source.

My comment to you today, though, is to request that you consider the proponent's (SSA's) application incomplete until it covers the point to point aspect of the Gateway Pacific Terminal project.

Specifically, the application must include all aspects of the transport of the products, be it coal or other commodities, from the Powder River Basin in Wyoming, through the states of Idaho and Washington, and up Puget Sound (for the tracks are right next to the shore in many places) and through Bellingham and Ferndale. It also must include the trans-shipment of the coal via the waters of Puget Sound and Strait of Juan de Fuca into international waters, in order to be complete.

If the application does not cover the extent of the coal transport, both to and from the terminal at Cherry Point, please consider it Incomplete.

Yours truly,

Vince (Vincute) Biciunas
911 Wilson Ave
Bellingham, WA 98225
vbiciunas@comcast.net

Please include my contact info in your announcements database.
Deb,

We have copies of the application at our office, 5280 Northwest Dr, just north of Bellingham. Also, the application materials have been posted onto the Bellingham Herald's website and will soon be posted onto our.

Thanks,

Tyler

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

>>> Deb Cruz <dwcruz@comcast.net> 3/23/2012 3:37 AM >>>

Good Morning Gentlemen,

I am assuming that with the permitting, scoping and EIS processes, that SSA Marine and associates would have been required to submit detailed maps for the proposed Gateway Pacific Terminal project, not only at the terminal site, but the proposed railway impacts throughout the county.

Could you tell me who would have charge of these maps and how I could possible get access to them, please?

Thank you in advance,

Deb Cruz
Jim,

We will update the contact list with your information.

Thanks,

Tyler

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

>>> <jim.mcdonald1@comcast.net> 3/24/2012 8:53 PM >>>
FIRST_NAME: James

LAST_NAME: McDonald

ADDRESS: 3851 Cindy Lane
Bellingham, WA 98226.9470

EMAIL: jim.mcdonald1@comcast.net

REQUEST: Please include me as a party of record for all notices in regards the Gateway Pacific Terminal project. If you do not maintain a notice list by project please include me in the general list. I am interested in any new permit applications or revisions to any applications and in any SEPA notices.

Notice by email only is all I require.

Thank You

PAGE: http://www.communitywisebellingham.org/sepa-request-form/
REFERER: http://www.communitywisebellingham.org/register-for-sepanepa-notices/
FYI - a request for economics studies through the EIS.

Thanks,

Tyler

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

Attached please find a request from Protect Whatcom that an Economic Impact Assessment be included in the EIS for GPT.

Thank you very much for your attention.

Terry J. Wechsler, Co-founder  
Protect Whatcom  
360-656-6180 (r), 541-913-5976 (c)
March 30, 2012

Tyler Schroeder  
Planning Supervisor and SEPA Primary, GPT Project  
Whatcom County Planning & Development Services  
Via Facsimile Transmission: tschroed@co.whatcom.wa.us

Sam Ryan  
Director and SEPA Secondary, GPT Project  
Whatcom County Planning & Development Services  
Via Facsimile Transmission: jryan@co.whatcom.wa.us

Jack Louws  
Whatcom County Executive  
Via Facsimile Transmission: JLouws@co.whatcom.wa.us

In Re: Scoping of Socio-economic Impacts – Gateway Pacific Terminal

Dear Ms. Ryan and Messrs. Schroeder and Louws:

Protect Whatcom is a local county-wide grassroots organization researching the social and economic impacts inherent in a project of the magnitude of Gateway Pacific Terminal (GPT). Protect Whatcom requests that Whatcom County conducts a full Economic Impact Assessment as part of the Environmental Impact Statement (EIS) for GPT.

In order to make a reasoned determination whether to approve the Major Project and Shoreline Substantial Development Permits, the County Council must balance net economic benefits and environmental impacts. That is, the economic benefits described by SSA Marine/Pacific International Terminals in its permit applications and Project Information Document must be offset with the costs of all impacts of the proposed project on all communities impacted by the project.

We recognize that WAC sec. 197-11-448 states “an environmental impact statement analyzes environmental impacts” and does not incorporate “socioeconomic” impacts “because the term does not have a uniform meaning and has caused a great deal of uncertainty.” (Emphasis in original.) However, we find it imperative that the County grapple with this uncertainty and note that the state SEPA rules do not preclude such a study and merely state that such as study is “not required.” Id. sec. 448(1). The rules further state:

SEPA contemplates that the general welfare, social, economic, and other requirements and essential considerations of state policy will be taken into account in weighing and balancing alternatives and in making final decisions.

Id.
A recent study, “The Impact of the Development of the Gateway Pacific Terminal on the Whatcom County Economy,” discusses potential negative impacts on the county’s socio-economic “health” including jobs, tax revenues, retail sales, home values, etc. It also addresses the potential for stigma to further impact economic sectors regardless of whether there is a direct environmental impact. Likewise, Protect Whatcom’s website (ProtectWhatcom.org) discusses many of the issues addressed by the study with supporting documentation. In short, the community is keenly aware that the terminal and related operations – particularly rail transport – will negatively offset any economic and job benefits.

Protect Whatcom will argue during scoping, among other things, that the EIS must measure economic impacts on the tourism industry. The private group Bellingham Whatcom County Tourism promotes this place to the world because our “magnificent natural scenery, skiing and snowboarding at Mt. Baker, hiking, arts and theatre, charming villages and water adventures like whale watching … [make this] a unique area of Washington state.”

The governor is currently waging her “Get Out West” initiative with the Western Governors Association (WGA) in large part because of the $11.7 billion dollars per year the outdoor industry contributes to the state’s economy. According to the initiative, our “lands and waterways drive our local economies, define our culture and enrich our quality of life.” Its goal is to “generate jobs and draw attention to the importance of effective conservation strategies so these assets are available for future generations.”

How and to what degree coal exports will impact local outdoor industries is but one cost measurement without which “economic benefits of the project” will be meaningless when balancing benefits and environmental impacts.

An incomplete but growing list of other costs which must be measured includes:

**Public Costs of:**

**Terminal and Rail Construction and related EIS**
- S 936, S 942, other potential federal stimulus funds for infrastructure
- State funds for rail improvements and expansions “for Amtrak” due to increased coal freight

**Increased Demand for Healthcare**
- Medicare/Medicaid expenditures
- VA/Dep’t of Defense health services expenditures

**Rail Upgrades – At-grade Crossings**
- Safety upgrades for “Quiet Zones”
- Construction of over/underpasses
- Maintenance of upgrades
- Maintenance of roads receiving increased traffic as alternative routes

---

Natural Resource Degradation
- Cleanup of ground and surface waters
- Site cleanup and restoration after abandonment
- Drinking water treatment
- Stigma

Lost Tax Receipts
- Outdoor recreation, commercial fishing, and agricultural industries
- Businesses which do not locate, expand optimally, or leave
- Households which do not locate or leave
- Jobs not created or lost

Incident Responses
- Oil spills
- Coal fires
- Train derailments
- Underground pipeline spills, explosions (due to vibrations)

Planning & Community Development Major Projects/Conservation, Restoration Projects
- Studies
- Redesign
- Changed implementation
- Lost investment in planning, studies, and implementation for restoration projects such as CREP, Nooksack Salmon Enhancement, Birch Bay Watershed, etc.

Private Costs of:

Increased Demand for Healthcare
- Insurance reimbursements
- Healthcare provider costs unreimbursed by insurance or patient billings
- Individual out-of-pocket payments

At-grade Rail Crossings
- Increased fuel expenditures due to transportation delays, using alternative routes
- Commuter
- Truck freight
- Emergency responders
- Public transportation and school buses
- Lost worker productivity due to traffic delays, using alternative routes

Lost productivity – rail impacts including noise and vibration
- Worker productivity, student learning
- Dairy production, reproduction

Land Use Regression
- School locations/relocations
- Commercial fishing and fishery production/relocation
- Farm productivity/profitability/relocation
Tyler Schroeder, Sam Ryan, and Jack Louws
Whatcom County
March 30, 2012
Page 4

- Property devaluation
- Outdoor recreation industry decline due to stigma/actual species lost
- New home and business siting; existing home and business abandonment

Pollution Impacts
- Cleaning fugitive dust
- Built environment and vessel maintenance

Real Estate Devaluations due to
- Proximity – noise, access, dust, stigma
- Incidents – derailments, explosions, fires
- Property loss related to delayed emergency response, fire and law enforcement

Property Insurance
- Increases due to proximity to potential incident, delayed emergency response
- Expenditures related to increased damage due to delayed fire response

Because negative economic impacts will not be limited to Whatcom County, a proper Economic Impact Assessment must measure the impacts on all communities on all rail routes from Cherry Point to the Powder River Basin, which could foreseeably be used now or in the future. The Assessment should also measure the cumulative impacts if other coal terminals are constructed on the West Coast (e.g., Millennium Bulk Terminals in Longview); terminals are expanded in Canada (e.g., Westshore and Ridley Terminals); BP Cherry Point operations are expanded; etc.

Protect Whatcom is gathering signatures from residents throughout Whatcom County and other impacted communities and will resubmit this request that the EIS include a comprehensive Economic Impact Assessment during scoping with those names. We hope, however, that Whatcom County, in consultation with SEPA co-lead Washington Department of Ecology, determines now that the DEIS must include a complete economic analysis and allay public fears that the County Council may not have all of the information necessary to reach an informed decision on whether to grant the Major Development and Shoreline Substantial Development Permits for GPT.

The undersigned can be reached at 656-6180, or wechslerlaw@comcast.net should you have any questions. Thank you for your consideration.

Sincerely,
Protect Whatcom

s/Terry J. Wechsler

By: Terry J. Wechsler, Co-founder
Home Address: 304 Morey Ave., Bellingham, WA 98225
Could you put this on the website.

Thanks,

Tyler

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

>>> <wechslerlaw@comcast.net> 3/30/2012 2:03 PM >>>

Attached please find a request from Protect Whatcom that an Economic Impact Assessment be included in the EIS for GPT.

Thank you very much for your attention.

Terry J. Wechsler, Co-founder  
Protect Whatcom  
360-656-6180 (r), 541-913-5976 (c)
March 30, 2012

Tyler Schroeder
Planning Supervisor and SEPA Primary, GPT Project
Whatcom County Planning & Development Services
Via Facsimile Transmission: tschroed@co.whatcom.wa.us

Sam Ryan
Director and SEPA Secondary, GPT Project
Whatcom County Planning & Development Services
Via Facsimile Transmission: jryan@co.whatcom.wa.us

Jack Louws
Whatcom County Executive
Via Facsimile Transmission: JLouws@co.whatcom.wa.us

In Re: Scoping of Socio-economic Impacts – Gateway Pacific Terminal

Dear Ms. Ryan and Messrs. Schroeder and Louws:

Protect Whatcom is a local county-wide grassroots organization researching the social and economic impacts inherent in a project of the magnitude of Gateway Pacific Terminal (GPT). Protect Whatcom requests that Whatcom County conduct a full Economic Impact Assessment as part of the Environmental Impact Statement (EIS) for GPT.

In order to make a reasoned determination whether to approve the Major Project and Shoreline Substantial Development Permits, the County Council must balance net economic benefits and environmental impacts. That is, the economic benefits described by SSA Marine/Pacific International Terminals in its permit applications and Project Information Document must be offset with the costs of all impacts of the proposed project on all communities impacted by the project.

We recognize that WAC sec. 197-11-448 states “an environmental impact statement analyzes environmental impacts” and does not incorporate “socioeconomic” impacts “because the term does not have a uniform meaning and has caused a great deal of uncertainty.” (Emphasis in original.) However, we find it imperative that the County grapple with this uncertainty and note that the state SEPA rules do not preclude such a study and merely state that such as study is “not required.” Id. sec. 448(1). The rules further state:

SEPA contemplates that the general welfare, social, economic, and other requirements and essential considerations of state policy will be taken into account in weighing and balancing alternatives and in making final decisions.

Id.
A recent study, “The Impact of the Development of the Gateway Pacific Terminal on the Whatcom County Economy,”
1 discusses potential negative impacts on the county’s socio-economic “health” including jobs, tax revenues, retail sales, home values, etc. It also addresses the potential for stigma to further impact economic sectors regardless of whether there is a direct environmental impact. Likewise, Protect Whatcom’s website (ProtectWhatcom.org) discusses many of the issues addressed by the study with supporting documentation.

In short, the community is keenly aware that the terminal and related operations – particularly rail transport – will negatively offset any economic and job benefits.

Protect Whatcom will argue during scoping, among other things, that the EIS must measure economic impacts on the tourism industry. The private group Bellingham Whatcom County Tourism promotes this place to the world because our “magnificent natural scenery, skiing and snowboarding at Mt. Baker, hiking, arts and theatre, charming villages and water adventures like whale watching … [make this] a unique area of Washington state.” The governor is currently waging her “Get Out West” initiative 3 with the Western Governors Association (WGA) in large part because of the 11.7 billion dollars per year the outdoor industry contributes to the state’s economy. 4 According to the initiative, our “lands and waterways drive our local economies, define our culture and enrich our quality of life.” Its goal is to “generate jobs and draw attention to the importance of effective conservation strategies so these assets are available for future generations.” 5 (Emphases added.) How and to what degree coal exports will impact local outdoor industries is but one cost measurement without which “economic benefits of the project” will be meaningless when balancing benefits and environmental impacts.

An incomplete but growing list of other costs which must be measured includes:

Public Costs of:

Terminal and Rail Construction and related EIS
• $ 936, S 942, other potential federal stimulus funds for infrastructure
• State funds for rail improvements and expansions “for Amtrak” due to increased coal freight

Increased Demand for Healthcare
• Medicare/Medicaid expenditures
• VA/Dep’t of Defense health services expenditures

Rail Upgrades – At-grade Crossings
• Safety upgrades for “Quiet Zones”
• Construction of over/underpasses
• Maintenance of upgrades
• Maintenance of roads receiving increased traffic as alternative routes

---


Natural Resource Degradation
- Cleanup of ground and surface waters
- Site cleanup and restoration after abandonment
- Drinking water treatment
- Stigma

Lost Tax Receipts
- Outdoor recreation, commercial fishing, and agricultural industries
- Businesses which do not locate, expand optimally, or leave
- Households which do not locate or leave
- Jobs not created or lost

Incident Responses
- Oil spills
- Coal fires
- Train derailments
- Underground pipeline spills, explosions (due to vibrations)

Planning & Community Development Major Projects/Conservation, Restoration Projects
- Studies
- Redesign
- Changed implementation
- Lost investment in planning, studies, and implementation for restoration projects such as CREP, Nooksack Salmon Enhancement, Birch Bay Watershed, etc.

Private Costs of:

Increased Demand for Healthcare
- Insurance reimbursements
- Healthcare provider costs unreimbursed by insurance or patient billings
- Individual out-of-pocket payments

At-grade Rail Crossings
- Increased fuel expenditures due to transportation delays, using alternative routes
- Commuter
- Truck freight
- Emergency responders
- Public transportation and school buses
- Lost worker productivity due to traffic delays, using alternative routes

Lost productivity – rail impacts including noise and vibration
- Worker productivity, student learning
- Dairy production, reproduction

Land Use Regression
- School locations/relocations
- Commercial fishing and fishery production/relocation
- Farm productivity/profitability/relocation
Whatcom County
March 30, 2012
Page 4

- Property devaluation
- Outdoor recreation industry decline due to stigma/actual species lost
- New home and business siting; existing home and business abandonment

Pollution Impacts
- Cleaning fugitive dust
- Built environment and vessel maintenance

Real Estate Devaluations due to
- Proximity – noise, access, dust, stigma
- Incidents – derailments, explosions, fires
- Property loss related to delayed emergency response, fire and law enforcement

Property Insurance
- Increases due to proximity to potential incident, delayed emergency response
- Expenditures related to increased damage due to delayed fire response

Because negative economic impacts will not be limited to Whatcom County, a proper Economic Impact Assessment must measure the impacts on all communities on all rail routes from Cherry Point to the Powder River Basin, which could foreseeably be used now or in the future. The Assessment should also measure the cumulative impacts if other coal terminals are constructed on the West Coast (e.g., Millennium Bulk Terminals in Longview); terminals are expanded in Canada (e.g., Westshore and Ridley Terminals); BP Cherry Point operations are expanded; etc.

Protect Whatcom is gathering signatures from residents throughout Whatcom County and other impacted communities and will resubmit this request that the EIS include a comprehensive Economic Impact Assessment during scoping with those names. We hope, however, that Whatcom County, in consultation with SEPA co-lead Washington Department of Ecology, determines now that the DEIS must include a complete economic analysis and allay public fears that the County Council may not have all of the information necessary to reach an informed decision on whether to grant the Major Development and Shoreline Substantial Development Permits for GPT.

The undersigned can be reached at 656-6180, or wechslerlaw@comcast.net should you have any questions. Thank you for your consideration.

Sincerely,
Protect Whatcom

s/Terry J. Wechsler

By:  ___________________ ___________________ ___
    Terry J. Wechsler, Co-founder
    Home Address:  304 Morey Ave., Bellingham, WA  98225