Emails pertaining to Gateway Pacific Project for March 31 – April 6, 2012
It is admirable work you are doing to investigate in depth the detrimental impact of the Gateway Coal Pacific Terminal. Add my signature:

Arona Henderson

8653 Blue Grouse Way

Blaine, WA 98230

360-306-8192

I thank you for your efforts and those of all the individuals mentioned to help protect our beautiful area from SSA' plans.
Please add my signature to this document.

Gloria Lebowitz
2954 Plymouth Drive
Bellingham, WA 98225
360-676-1917

Thank you for your work on this very important matter.

----- Forwarded Message ----- 
From: Lynne Oulman <noreply@list.signon.org>
To: glolebow@yahoo.com
Sent: Sunday, April 1, 2012 2:19 AM
Subject: Action Needed

Dear Petitioners,

Below is a very long, researched document produced by one of the co-founding members of Protect Whatcom. Terry Wechlerlaw, a retired attorney, is taking a lot of time and energy to make sure that scoping include all manner of socio-economic impacts caused by GPT. Scoping these impacts is not a given, and it is certainly not something SSA wants to have happen. As you see from the format below, Terry is sending this as a letter to specific key players in the permitting process. However, she needs our help to convince the powers that be to acknowledge these impacts and have them considered in the scoping process. Please read the document, and if you agree with the importance of this document, click on Terry’s address, and send her your name and address, including zip code, and say "add my signature."

I am hoping lots of you can support Terry with this effort... it is of critical importance to stopping GPT, and every, single signature counts! Thank you for your consideration and whatever you can manage.

Lynne Oulman

1) From Protect Whatcom, Terry Wechlerlaw
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

Madam and Sirs:

Protect Whatcom is a local county-wide grassroots organization focused on understanding the social and economic impacts inherent in a project of the magnitude of Gateway Pacific Terminal (GPT) which would
be the largest coal export shipping facility in North America. We request that Whatcom County include those impacts, conducting 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 touched by the project.

We recognize that WAC sec. 197-11-448 states that “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 would urge the County to grapple with this uncertainty. We note that the state SEPA rules do not preclude such a study but, rather, state they are merely “not required.” Id. sec. 448(1). The rules further state, however:

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. 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" 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 due to:
·   Terminal and Rail Construction and related EIS
  o   S 936, S 942, other potential federal stimulus funds for infrastructure
  o   State funds for rail improvements and expansions “for Amtrak” required due to increased coal freight
·   Increased Demand for Healthcare
  o   Medicare/Medicaid expenditures
  o   VA/Dep’t of Defense health services expenditures
·   Rail Upgrades – At-grade Crossings
  o   Safety upgrades for “Quiet Zones”
o Construction of over/underpasses
o Maintenance of upgrades
o Maintenance of roads receiving increased traffic as alternative routes
  · Natural Resource Degradation
o Cleanup of ground and surface waters
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o Outdoor recreation, commercial fishing, and agricultural industries
o Businesses which do not locate, expand optimally, or leave
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  · Planning & Community Development Major Projects/Conservation, Restoration Projects
o Studies
o Redesign
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o Lost investment in planning, studies, and implementation for restoration projects such as CREP, Nooksack Salmon Enhancement, Birch Bay Watershed, etc.

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o Insurance reimbursements
o Healthcare provider costs unreimbursed by insurance or patient billings
o Individual out-of-pocket payments
  · At-grade Rail Crossings
o Increased fuel expenditures due to transportation delays, using alternative routes
  § Commuter
  § Truck freight
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o Lost worker productivity due to traffic delays, using alternative routes
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o Cleaning fugitive dust
o Built environment and vessel maintenance
  · Real Estate Devaluations due to
    o proximity – noise, access, dust, stigma
    o incidents – derailments, explosions, fires
    o property loss related to delayed emergency response, fire and law enforcement
  · Property Insurance
o 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.

We are gathering signatures from throughout the county and other impacted communities, and plan to resubmit our request that the EIS include a comprehensive Economic Impact Assessment during scoping with those names. We would hope, however, that Whatcom County, in consultation with SEPA co-lead Washington Department of Ecology, would determine 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 Wechsler, Co-founder
   wechslerlaw@comcast.net


This message was sent to Gloria Lebowitz by Lynne Oulman from the SignOn.org system. MoveOn.org Civic Action sponsors SignOn.org, but does not endorse specific campaigns or the contents of this message. To unsubscribe or report this email as inappropriate, click here: http://www.signon.org/unsub.html?i=3113-437794-9kgf=e
Please add my name as one in favor of full environmental impact review to include cultural, social, etc. impacts of the coal terminal project.

Darrell Phare  
2336 Lummi View Drive  
Bellingham, WA 98226
Hi,

I received the email below from Lynne Oulman today. She asked us to send you the following in support of your efforts:

Please add my signature:
Jennifer Hydrick
911 24th Ave
Seattle, WA 98122

Thank you,
Jennifer Hydrick

On Sun, Apr 1, 2012 at 2:19 AM, Lynne Oulman <noreply@list.signon.org> wrote:

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> 
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> 
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> 
> 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
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Sincerely,

Protect Whatcom

s/Terry J. Wechsler
By:  __________________________________
By:  Terry Wechsler, Co-founder
By:  *wechslerlaw@comcast.net*

[1] Public Financial Management, Inc. for Communitywise
Bellingham, (March 6, 2012). Located on March 22, 2012, at

citing http://www.bellingham.org/, both as of March 22, 2012.

22, 2012.

Billion Contribution to the U.S. Economy (2006), located on March 22, 2012,

22, 2012.

This message was sent to Jennifer Hydrick by Lynne Oulman from the SignOn.org system. MoveOn.org Civic Action sponsors SignOn.org, but does
not endorse specific campaigns or the contents of this message.

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Hi All.

This week's Weekly Update (#65) 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=187&mid=38796&wversion=Staging>
&alias=1357&ItemID=187&mid=38796&wversion=Staging.

Highlights include:

. Co-lead agencies are on schedule, selecting contractor and reviewing county permit applications.

. Ecology has posted a link to video footage of the March 20, 2012 SEPA Information Meeting at their website.

. Whatcom County has posted correspondence received to date at their website.

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
Whatcom County Planning and Development Services has issued a Determination of Completeness pursuant to WCC 2.33 for the Gateway Pacific Terminals major development permit, variance and shoreline substantial development permit (attached). Within 14 days of the Determination of Completeness (issued April 2, 2012) the County will issue a Notice of Application. Please note the Notice of Application does not include the SEPA Determination of Significance (DS) and scoping notices. Those notices will be issued in the future with the United States Army Corps of Engineers and the Washington State Department of Ecology.

Amy Keenan, AICP
Senior Planner
Whatcom County
Planning and Development Services
Northwest Annex, Suite B
5280 Northwest Drive
(360) 676-6907
April 02, 2012

Mr. Skip Sahlin, Pacific International Terminals, Inc.
c/o Mr. Cliff Strong
AMEC Environment & Infrastructure, Inc.
11810 North Creek Parkway N
Bothell, WA 98011

RE: Determination of Completeness – Gateway Pacific Terminal Major Project Permit (MDP2011-00001), Shoreline Substantial Development Permit (SHR2011-00009) and Zoning Variance Permit (VAR2012-00002)

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 and Whatcom County Zoning Code Section 20.88.205 (MDP). 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;
Whatcom County PDS
Determination of Completeness
MDP2011-00001, SHR 2011-00009, VAR2012-00002
April 02, 2012

- 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 (DNR) – 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.

According to WCC 2.33.060, the next step in the permit process is the issuance of a notice of application. The notice of application is required to be issued within 14 days after the issuance of this determination of completeness. It is important to note that the notice of application will not include the SEPA Determination of Significance (DS) and scoping notice. The DS and scoping notice will be issued in the near future and will be a joint document issued by the USACE, the DOE and the County.

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

Sincerely,

[Signature]

Tyler Schroeder
Planning Manager
Whatcom County Planning and Development Services
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Amy Keenan, AICP
Senior Planner
Whatcom County
Planning and Development Services
Northwest Annex, Suite B
5280 Northwest Drive
(360) 676-6907
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Please let me know if you have any questions and I look forward to working with you on this project.

Sincerely,

[Signature]

Tyler Schroeder
Planning Manager
Whatcom County Planning and Development Services
Pam,

This works well for the email to be sent to the contact list. Go ahead and prepare the email and send it out.

Stephanie,

This wording also works for the website.

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Manager
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 Keenan 4/2/2012 10:42 AM >>>
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• Northwest Clean Air Agency (NWCAA) – Clean Air Act Order of Approval to Construct; and
• United States Coast Guard (USCG) – Private Aids to Navigation.

According to WCC 2.33.060, the next step in the permit process is the issuance of a notice of application. The notice of application is required to be issued within 14 days after the issuance of this determination of completeness. It is important to note that the notice of application will not include the SEPA Determination of Significance (DS) and scoping notice. The DS and scoping notice will be issued in the near future and will be a joint document issued by the USACE, the DOE and the County.

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

Sincerely,

[Signature]

Tyler Schroeder
Planning Manager
Whatcom County Planning and Development Services
Jeff

The issues I raised in my email to Tyler Schroeder on 2/27/12 were not route-specific. They apply to transport along the likely route as well as any alternative routes. My understanding is that alternative routes would need to be assessed in the EIS, but I must defer a definitive reply to the SEPA and NEPA officials, as they have the responsibility and authority for the environmental review process.

Your emails to me help us shape our approach to the potential health impacts of the project, but it is my understanding that the permitting process requires formal scoping comments to be submitted during the scoping period. When the scoping process is opened within the next couple of months, please submit as detailed a description of your concerns about a South Fork route as you can. This will best assure that they are considered and inform the development of the EIS.

Thanks for the invitation to the Safeguard the Southfork tour. I couldn't attend the event, but I've gone to the website and appreciate the concerns.

Greg

>>> Everybody's Store <goodbuy@everybodys.com> 3/17/2012 3:13 PM >>>
Dear Dr. Stern,

From the bottom of my heart, thank you for your memo to Tyler Schroeder (below). We still must make sure that the issues you raise also get scrutinized with regard to the viable alternative Farmland route through eastern and northern Whatcom County. The Whatcom County Bicycle Pedestrian Committee, which I chair, has focused upon the safety and mobility issues inherent to this situation. Our research and conversations with Emergency management leaders and the leadership in the Whatcom County Council of Governments reinforces your prescription. To wit, it is imperative that the GPT EIS consider regional transportation impacts and the potential downstream transformative impacts. Transformative impacts of overpasses, highway redevelopment and concomitant zoning impacts reinforce your concern for property values and social well being. Needless to say BNSF has been quite evasive in their discussion of the possibility of using an alternative routing despite the overwhelming logic of its necessity.

The South Fork Valley group Safeguard the Southfork is promoting an informational tour throughout the county wherein we discuss transportation impacts. Our next presentation is Thursday March 22, at the Haynie Grange at 7:00 PM. Should you want a more detailed exposition of the logic of the Farm Land route, please feel free to contact me.

Respectfully,

Jeff Margolis

From: Greg Stern
To: Tyler Schroeder
CC: Jeffrey Hegedus; John Wolpers; Regina Delahunt
Date: 2/27/2012 4:12 PM
Subject: Re: GPT Proposals

Tyler-

I am sorry I will not be able to attend the meeting on Wednesday on evaluating EIS contractor proposals. I am sending you my thoughts on issues and questions that you may use in interviewing and
evaluating potential contractors for their ability to assess the health impacts of the proposed project. First, a question about the contractor evaluation and ranking procedure. I notice that each criteria has a review code (0-3). Are the rankings going to be by total points, or does the procedure provide for some weighting or for some minimal acceptable scores in specific areas? My concern is that human health analysis is one of twenty-five general and topical criteria, and a zero score would not significantly affect the ranking for a contractor with strong engineering and standard environmental experience and resources.

I understand that the contractor is responsible for managing the scoping process, and that this list of questions and issues may read like a scoping document. Although we will hire a contractor to facilitate scoping, we all scope on our own, filling in a framework of potential risks and effects. The formal scoping process both adds to the framework and prunes the issues as the risk of potential impacts are quantified and their significance determined. Our impression is that NEPA and SEPA address human health impacts in a wider framework than is usually addressed in EIAs. Although there is more data on exposure to toxins and dose-related health effects, the less direct impacts of stress and social disruption on health make be as or more significant. In addition, the question of health impacts of climate change and mercury deposition from coal burning will need to be addressed.

In reviewing the non-health topics, I see that several have human health aspects, both direct and indirect, and I would like to be sure that they are addressed in the questioning of the contractors. The mechanisms by which the proposed project could impact health fall into several major categories, with some overlap.

In the interviews with potential contractors, I would like that they are asked how they propose to address the following:

1) Exposure to toxins: (dust, fumes, particulates, fire retardants, oxidation inhibitors, others) - possible effects include cancer, cardiovascular disease, asthma, other chronic lung diseases
2) Delayed access to emergency services: (traffic delays) - possible effects include an increase in emergency medical, police, or fire response time and also may decrease value of affected area and increase social disruption, leading to stress-related health effects.
3) Stress and sleep disruption: (noise, vibration, social disruption) - possible effects include cardiovascular and psychiatric disorders.
4) Social disruption: (traffic delays, noise, vibration, dust) - if areas become less desirable places to live or work, the socioeconomic status of remaining residents or new residents may decline, the property values decrease, and if emergency service response times increase, public safety may be reduced. The potential impacts on health include individual stress-related medical conditions, and possibly increased injuries from depression, crime, and domestic violence. On the other hand, if the project improves the economic status of residents near the terminal and along the transport route, there could be a net decrease in social disruption and stress-related conditions.

Some of the health questions include:
What materials will be released from transport (train cars), the terminal (stock piles and conveyor systems), and the ships (diesel emissions, ballast); how can people and food sources become exposed to them; and what are the quantitative risks of exposure (by distance from source, wind and water flow, dietary and drinking water sources and consumption patterns)?
What do we know about the health effects of loss of property value? Does the increased vibration of the coal trains not only interfere with sleep, but can it result in structural damage that degrades the value of nearby property, increasing stress from the economic impact of paying for repair or living in or owning a structure with accelerated aging? Do traffic delays result in splitting communities, as new freeways did when built in developed urban areas? What are the health impacts of family or community disruption?

I am sending this to Jeff Hegedus and John Wolpers so they will have it for the Wednesday meeting. Please call if you have questions or if you want to talk more about health impact assessment.

Greg
Greg Stern, MD, Health Officer
Whatcom County Health Dept.
509 Girard St
Whatcom County Planning and Development Services has issued a Determination of Completeness pursuant to WCC 2.33 for the Gateway Pacific Terminals major development permit, variance and shoreline substantial development permit (attached). Within 14 days of the Determination of Completeness (issued April 2, 2012) the County will issue a Notice of Application. Please note the Notice of Application does not include the SEPA Determination of Significance (DS) and scoping notices. Those notices will be issued in the future with the United States Army Corps of Engineers and the Washington State Department of Ecology.

Amy Keenan, AICP
Senior Planner
Whatcom County
Planning and Development Services
Northwest Annex, Suite B
5280 Northwest Drive
(360) 676-6907
April 02, 2012

Mr. Skip Sahlin, Pacific International Terminals, Inc.
c/o Mr. Cliff Strong
AMEC Environment & Infrastructure, Inc.
11810 North Creek Parkway N
Bothell, WA 98011

RE: Determination of Completeness – Gateway Pacific Terminal Major Project Permit (MPD2011-00001), Shoreline Substantial Development Permit (SHR2011-00009) and Zoning Variance Permit (VAR2012-00002)

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 and Whatcom County Zoning Code Section 20.88.205 (MDP). 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

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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
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Amy Keenan, AICP
Senior Planner
Whatcom County
Planning and Development Services
Northwest Annex, Suite B
5280 Northwest Drive
(360) 676-6907
April 02, 2012

Mr. Skip Sahlin, Pacific International Terminals, Inc.
C/o Mr. Cliff Strong
AMEC Environment & Infrastructure, Inc.
11810 North Creek Parkway N
Bothell, WA 98011

RE: Determination of Completeness – Gateway Pacific Terminal Major Project Permit (MDP2011-00001), Shoreline Substantial Development Permit (SHR2011-00009) and Zoning Variance Permit (VAR2012-00002)

Dear Mr. Sahlin:

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

Sincerely,

[Signature]

Tyler Schroeder  
Planning Manager  
Whatcom County Planning and Development Services
Will you be posting the GPT application on your websites? Steve Hood noticed the Blaine Northern Light had a link to it, but couldn't find it on your website or the MAPT site.

Katie J. Skipper
Communications Manager
Bellingham Field Office
Washington Department of Ecology
Office: 360-715-5205
Cell: 360-510-0682
We're still waiting for disks that SSA promised with better organized files. We plan to post to GPT MAP site once the County has posted the application to their site. Thanks Jane

Will you be posting the GPT application on your websites? Steve Hood noticed the Blaine Northern Light had a link to it, but couldn't find it on your website or the MAPT site.

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Just to make sure we cover all applicable notice regulations, I looked through WAC 173-27-110 Shoreline Management Act Notice regulations to make sure there were no gaps with WCC 2.33 and 23.60. Attached is the WAC with the corresponding WCC 2.33 and 23.60 provisions in red. A couple of minor discrepancies associated with public hearing notice requirements to be addressed at the appropriate time.

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
WAC 173-27-110  
No agency filings affecting this section since 2003  

**Notice required.**

(1) Local government shall develop and adopt a system which provides for notification of the public, the department and other agencies with jurisdiction of applications for a shoreline management substantial development, conditional use, or variance permit. Notification pursuant to this section may be carried out as a part of an integrated local permit notification procedure. WCC 2.33.060

(2) The system shall assure that notice of application shall be provided within fourteen days after the determination of completeness as provided in RCW 36.70B.070 and WAC 173-27-180, and include the following in whatever sequence or format the local government deems appropriate: WCC 2.33.060

(a) The date of application, the date of the notice of completion for the application, and the date of the notice of application; WCC 2.33.060.C.1

(b) A description of the proposed project action and a list of the project permits included in the application and, if applicable, a list of any studies requested under RCW 36.70B.070, 36.70B.090 and WAC 173-27-180; WCC 2.33.060.C.3

(c) The identification of other permits not included in the application to the extent known by the local government; WCC 2.33.060.C.4

(d) The identification of existing environmental documents that evaluate the proposed project, and, if not otherwise stated on the document providing the notice of application, such as a city land use bulletin, the location where the application and any studies can be reviewed; WCC 2.33.060.C.5

(e) A statement of the public comment period, which shall be not less than thirty days following the date of notice of application, and statements of the right of any person to comment on the application, receive notice of and participate in any hearings, request a copy of the decision once made, and any appeal rights. A local government may accept public comments at any time prior to the closing of the record of an open record predecision hearing, if any, or, if no open record predecision hearing is provided, prior to the decision on the project permit; WCC 2.33.060.C.8 and 23.60.08.B

(f) The date, time, place, and type of hearing, if applicable and scheduled at the date of notice of the application; Not Applicable at time of Notice of Application

(g) A statement of the preliminary determination, if one has been made at the time of notice, of those development regulations that will be used for project mitigation and of consistency; and WCC 2.33.060.C.7

(h) Any other information determined appropriate by the local government. WCC 2.33.060.C.6

(3) If an open record predecision hearing, as defined in RCW 36.70B.020, is required for the requested project permits, the notice of application shall be provided at least fifteen days prior to the open record hearing. Not applicable for Notice of Application. This WAC should be cited when applicable as 15 days are required. WCC 2.33.060.C.2 requires only 12 days.

(4) The notification system shall assure that notice to the general public and property owners in the vicinity of such application is given by at least one of the following methods:

(a) Mailing of the notice to the latest recorded real property owners as shown by the records of the county assessor within at least three hundred feet of the boundary of the property upon which the development is proposed; WCC 2.33.060.D.2
(b) Posting of the notice in a conspicuous manner on the property upon which the project is to be undertaken; or Not required by WCC 2.33 or 23.60.08

(c) Any other manner deemed appropriate by local authorities to accomplish the objectives of reasonable notice to adjacent landowners and the public. Not stated in WCC 2.33 or 23.60.08. Obviously an option if deemed necessary.

(5) The notification system shall provide for timely notification of individuals and organizations that request such notice in writing. WCC 2.33.060.C.8.

(6) The notification system shall provide notice to all agencies with jurisdiction per chapter 43.21C RCW and to all other agencies that request in writing any such notice. WCC 2.33.060.E
Hi Katie,
The application from 3/19/12 and the determination of completeness from 4/2/12 have just been posted. Because of the way our website works, they don't go 'live' until after 4:30 today.

They will be at: http://www.whatcomcounty.us/pds/plan/current/gpt-ssa/index.jsp

Thanks,
Stephanie

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

>>> Tyler Schroeder 4/2/2012 11:19 AM >>>
Katie,

We will be posting the information shortly in connection with the issuance of the determination of completeness for the application. I will have Stephanie provide you a link when it is posted.

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Manager
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> 4/2/2012 11:11 AM >>>
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Katie J. Skipper
Communications Manager
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Amy Keenan, AICP
Senior Planner
Whatcom County
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Northwest Annex, Suite B
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April 02, 2012

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c/o Mr. Cliff Strong
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11810 North Creek Parkway N
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Please let me know if you have any questions and I look forward to working with you on this project.

Sincerely,

[signature]

Tyler Schroeder
Planning Manager
Whatcom County Planning and Development Services
From:        PDS
To:        Amy Keenan; Tyler Schroeder
Date:        4/2/2012 1:25 PM
Subject:        Fwd: GPT Determination of Completeness - VAR

>>> <SSundin@cob.org> 4/2/2012 12:45 PM >>>
Thank you Amy - can you please provide me with information regarding the zoning variance (VAR2012-2) or, If necessary, I can wait until the NOA is issued, presuming that the VAR will be explained therein.

Please advise, thank you!

Steven Sundin
Planner - City of Bellingham
360-778-8359
My incoming/outgoing emails are subject to public disclosure.

From:        "PDS PDS" <PDS@co.whatcom.wa.us>
To:        "Pamela Brown" <PDBrown@co.whatcom.wa.us>
Date:        04/02/2012 11:05 AM
Subject:        GPT Determination of Completeness

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Amy Keenan, AICP
Senior Planner
Whatcom County
Planning and Development Services
Northwest Annex, Suite B
5280 Northwest Drive
(360) 676-6907
Was this email supposed to be sent to me?

Marie Lambert

Accounting Manager

833 S. Spruce Street

Burlington, WA 98233

Phone: (360) 755-0531

Fax: (360) 755-9565

CONFIDENTIALITY NOTICE: The information in the E-Mail Message and any attachment(s) is privileged and confidential. It is intended only for the use of the recipient above named. If you have received this message in error, please note that any review, dissemination, distribution or copying of this communication is prohibited. In addition, please reply to this communication so that we can avoid any inadvertent messages to you in the future.

Despite the Uniform Electronic Transactions Act or the application of any other law of similar substance or effect, in the absence of an express statement to the contrary in this e-mail message, its contents and any attachments, are not intended to represent an offer or acceptance to enter into a contract and are not otherwise intended to bind the sender of this e-mail message or any other person.

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Amy Keenan, AICP
Senior Planner
Whatcom County
Planning and Development Services
Northwest Annex, Suite B
5280 Northwest Drive
(360) 676-6907
Amy Hello,

Can you tell me under which review procedure a Human Health Impact Study would fall?

Regards

Keith D' Angelo
Email keith@dangelointernational.com

Tel 1 360 734 1046
Fax 1 360 714 8898
Cel 1 360 739 7554

2014 Julia Ave
Bellingham, Washington, USA 98225

From: PDS PDS <PDS@co.whatcom.wa.us>
Date: Mon, 02 Apr 2012 11:01:50 -0700
To: Pamela Brown <PDBrown@co.whatcom.wa.us>
Subject: GPT Determination of Completeness

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Northwest Annex, Suite B
5280 Northwest Drive
(360) 676-6907
Amy Keenan, AICP
Senior Planner
Whatcom County
Planning and Development Services
Northwest Annex, Suite B
5280 Northwest Drive
(360) 676-6907
Tyler,
We'll call your office number OK?
Thanks. Jane

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]
Sent: Monday, April 02, 2012 3:50 PM
To: Dewell, Jane (ORA)
Subject: Accepted: SEPA Support Discuss

Item Type: Appointment
Start Date: Tuesday, 3 Apr 2012, 09:00:00am (PDT)
Duration: 30 Mins
Place: Phone
Action: Accepted
U.S. Coast Guard, Sector Puget Sound
District 13 Waterways Management Branch
Mr. John Moriarty
1519 Alaskan Way South
Seattle, Washington 98134-1192
John.F.Moriarty@uscg.mil

National Marine Fisheries Service
Mr. Steve Landino
Washington State Director for Habitat Conservation
Washington State Habitat Office
510 Desmond Drive Southeast, Suite 103
Lacey, Washington 98503-1263
steven.landino@noaa.gov

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]
Sent: Tuesday, April 03, 2012 11:22 AM
To: Perry, Randel J NWS
Cc: Amy Keenan
Subject: Contacts for GPT

Randel,

We are sending out our notice of application and are looking for contacts at USFWS and the Coast Guard. Can you provide complete contact for us?

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Manager
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
SSA Marine submits permit applications for Cherry Point terminal
1 Published on Wed, Mar 28, 2012 by Jeremy Schwartz

Read More News

The $655 million Gateway Pacific Terminal, proposed for the Cherry Point area just south of Birch Bay, can handle 54 million tons per year of dry bulk commodities, such as coal and grain, at full capacity. Artist's rendering courtesy of Whatcom County Planning and Development Services.

The Seattle-based shipping terminal company seeking to build the $655 million Gateway Pacific Terminal has submitted necessary permit applications to Whatcom County regulators, revealing details on the project.

After securing an application deadline extension in December, SSA Marine turned in more than 300 pages of documentation to Whatcom County planning officials on March 19.

The documents detail numerous aspects of the Gateway Pacific Terminal project proposed for the Cherry Point area south of Birch Bay, including information on how the terminal will operate and possible effects on the surrounding community and environment. The permit applications precede a massive environmental impact statement (EIS) for the project, the public input process for which is expected to start this summer.

County planning officials expect to begin preparing the EIS with the help of an independent consultant later this fall. Hearings to garner public input on what should be studied, called the "scope," will start this summer.

SSA Marine needs at least 15 separate permits and authorizations from county, state and federal regulatory agencies. Bob Watters, SSA Marine senior vice president, said the terminal company is prepared to complete necessary mitigation measures for the variety of environmental impacts the terminal could have.

"We're going to do whatever the agencies tell us we need to do," Watters said.

The project has encountered intense public criticism from concerned citizens as far as Seattle, Spokane and other states in the western U.S.

Numerous concerned citizens' groups have asked for scrutiny of the possible impacts increased rail traffic could have on the health and economic wellbeing of numerous communities along the rail line.

Details in the terminal's project information document submitted to Whatcom County planning officials include:

• At full buildout, the terminal is expected to handle 54 million tons per year of dry bulk commodities, such
as coal and grain. Coal and other industrial products are expected to be the terminal’s main commodities in its first 10 years of operation.

• The terminal will be able to handle up to nine 1.6-mile-long trains per day. Trains will come west across Washington, north through Bellingham and eventually turn west again on yet-to-be-improved rail lines in the Custer area.

• The facility will directly employ 213 full-time shift workers, in addition to 44 administration staff, 66 railroad workers and 107 marine service workers.

• The first stage of construction is expected to start in 2014, and the second stage of construction will be completed in 2017.

• $624 million of the total $665 million project cost is expected to be spent locally with purchases of construction supplies and services.

• SSA Marine estimates the terminal will create 1,250 jobs in the surrounding community per year of construction and bring in $140 million in local payroll and sales taxes.

• The terminal will fill 334 acres of a 1,200-acre site. About 360 acres will be cleared, with 26 acres being restored after construction.

• A total of 1.3 million cubic yards of material will be excavated onsite.

• The project will comprise two rail loops: an 80-acre loop and storage area on the east side of the property and a 17-acre loop and storage area on the west side.

• The uncovered commodity stockpiles at the east loop will be approximately half a mile long and up to six stories high. The east loop will be used primarily to store coal and other industrial materials.

• Approximately 221 transport vessels (144 Panamax and 77 Capesize) are expected to call on the terminal every year (that’s 4.25/week). Full capacity will bring a total of 487 vessels. Capesize ships some of the largest on the sea, can weigh hundreds of thousands of tons and be as long as three football fields. Panamax vessels are typically just more than half the size of Capesize ships and can weigh in at as much as 85,000 tons.

• Approximately 184 acres of emergent vegetation, 831 acres of forest and 108 acres of shrub will be cleared. These figures represent the total acreage by vegetation type, not what will be cleared. I apologize for the error.

• The terminal construction will include a coastal lagoon on the east side of Gulf Road, adjacent to an existing coastal lagoon. The new lagoon will be built to help compensate for impact to wetlands in the area.

• SSA Marine will transfer the saltwater marsh and adjacent lands located on the southwest corner of the property to Whatcom County for park and conservation purposes and grant public access to the property to replace the lost public beach area north of the terminal’s wharf.

For more information about the project, visit the Whatcom County planning department website. For a PDF of the project information document referenced above, click here.
Mr. Schroeder,

Attached is a letter from the League of Women Voters concerning the process on the determination of completeness for the SSA Marine project at Cherry Point.

We hope you will address our concerns..

Jayne

Jayne Freudenberger co-president
copres1@LWVbellinghamwhatcom.org
www.LWVbellinghamwhatcom.org

Join us in making democracy work
April 3, 2012

Tyler Schroeder
Whatcom County Planning
Re: SSA Marine

Dear Mr. Schroeder,

The League of Women Voters of Bellingham/Whatcom County is concerned about the lack of transparency in the recent posting of the Determination of Completeness for SSA Marine’s major development permit, variance and shoreline substantial development permit.

At the recent process meeting held by the Co-leads, you heard a passionate outcry for transparency from the government agencies. It was well expressed that the community has a lack of trust that the agencies will look out for their best interests.

Now, without even posting a copy of the application on the Gateway Pacific Terminal project page, suddenly we received your Determination of Completeness of the application. This does not build trust, and frankly at the very least there should be notification to the public that there is a right of appeal and that deadlines for those appeals are now running. (WCC Sec. 20.92.210, .211)

We wish to impress upon you our strong insistence that each step of this process be clearly delineated. In our viewpoint the simplest way to do this would be to keep a clear trail of the process on the project webpage and to send email notifications to all interested parties of their rights to appeal, with deadlines noted.

A project the magnitude of the Gateway Pacific Terminal deserves the utmost scrutiny by all those impacted. The public needs the agencies involved to provide the window.

Thank you for considering our concerns on this matter.

Sincerely,

Jayne Freudenberger and Kay Ingram

LWV Bellingham /Whatcom

P.O. Box 4041, Bellingham, WA 98225
Phone & Fax: (360) 734-2366
Hi Kristin,
Please set up a new cost center with all the payroll sub-accounts so we can charge hours directly to it on our time sheets. You can use whatever number is available in the 2500 range, and the name could be "GPT Staff Hours."

We cannot start using this until the contracts are signed with the applicant, which we're hoping will be the week of April 16th, so you have some time to get back to me with the number. Let me know if you have any questions.
Thank you,
Stephanie

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


Thank you so much for your efforts on our behalf.

Maureen

Maureen See
San Juan County Council
350 Court St., #1
Friday Harbor, WA. 98250
(360) 378-2898
April 3, 2012

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

Lovell Pratt, Member
District No. 1
Richard Peterson, Member
District No. 2
Howard Rosenfield, Member
District No. 3

Richard Fralick, Member
District No. 4
Patty Miller, Chair
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District No. 6

Cc. Colonel Bruce A. Estok, USACE Seattle District Commander
Jack Louws, Whatcom County Executive
Jeannie Summerhayes, 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
Ms. Freudenberger,

A response letter signed by me was mailed in response to your request. I anticipate you will receive it shortly. We are doing our best to keep the website up to date and relevant. I believe the last documents were signed on the 2nd, and posted on the 3rd concerning the Determination of Completeness.

Regards,
Jack Louws

>>> “Freudenberger's" <freudbj7@comcast.net> 4/4/2012 1:03 PM >>>
The League respectfully requests a response to our letter of March 25th. As our follow up letter indicates there still seems to be a problem with transparancy in the process.

Jayne

Jayne Freudenberger co-president
copres1@LWVbellinghamwhatcom.org
www.LWVbellinghamwhatcom.org
Join us in making democracy work
We agree with the importance of this document, Susan Abts and Edward Abts, 1400 E. Victor St. Bellingham Wa 98225 Please add our signatures
Eric Tremblay
1092 Koenig Ln. Coupeville Wa. 98239
Add my name
Jeff-

The issues I raised in my email to Tyler Schroeder on 2/27/12 were not route-specific. They apply to transport along the likely route as well as any alternative routes. My understanding is that alternative routes would need to be assessed in the EIS, but I must defer a definitive reply to the SEPA and NEPA officials, as they have the responsibility and authority for the environmental review process.

Your emails to me help us shape our approach to the potential health impacts of the project, but it is my understanding that the permitting process requires formal scoping comments to be submitted during the scoping period. When the scoping process is opened within the next couple of months, please submit as detailed a description of your concerns about a South Fork route as you can. This will best assure that they are considered and inform the development of the EIS.

Thanks for the invitation to the Safeguard the Southfork tour. I couldn't attend the event, but I've gone to the website and appreciate the concerns.

Greg

>>> Everybody's Store <goodbuy@everybodys.com> 3/17/2012 3:13 PM >>>

Dear Dr. Stern,

From the bottom of my heart, thank you for your memo to Tyler Schroeder (below). We still must make sure that the issues you raise also get scrutinized with regard to the viable alternative Farmland route through eastern and northern Whatcom County. The Whatcom County Bicycle Pedestrian Committee, which I chair, has focused upon the safety and mobility issues inherent to this situation. Our research and conversations with Emergency management leaders and the leadership in the Whatcom County Council of Governments reinforces your prescription. To wit, it is imperative that the GPT EIS consider regional transportation impacts and the potential downstream transformative impacts. Transformative impacts of overpasses, highway redevelopment and concomitant zoning impacts reinforce your concern for property values and social well being. Needless to say BNSF has been quite evasive in their discussion of the possibility of using an alternative routing despite the overwhelming logic of its necessity.

The South Fork Valley group Safeguard the Southfork is promoting an informational tour throughout the county wherein we discuss transportation impacts. Our next presentation is Thursday March 22, at the Haynie Grange at 7:00 PM. Should you want a more detailed exposition of the logic of the Farm Land route, please feel free to contact me.

Respectfully,
Jeff Margolis
evaluating potential contractors for their ability to assess the health impacts of the proposed project. First, a question about the contractor evaluation and ranking procedure. I notice that each criteria has a review code (0-3). Are the rankings going to be by total points, or does the procedure provide for some weighting or for some minimal acceptable scores in specific areas? My concern is that human health analysis is one of twenty-five general and topical criteria, and a zero score would not significantly affect the ranking for a contractor with strong engineering and standard environmental experience and resources.

I understand that the contractor is responsible for managing the scoping process, and that this list of questions and issues may read like a scoping document. Although we will hire a contractor to facilitate scoping, we all scope on our own, filling in a framework of potential risks and effects. The formal scoping process both adds to the framework and prunes the issues as the risk of potential impacts are quantified and their significance determined. Our impression is that NEPA and SEPA address human health impacts in a wider framework than is usually addressed in EIAs. Although there is more data on exposure to toxins and dose-related health effects, the less direct impacts of stress and social disruption on health make be as or more significant. In addition, the question of health impacts of climate change and mercury deposition from coal burning will need to be addressed.

In reviewing the non-health topics, I see that several have human health aspects, both direct and indirect, and I would like to be sure that they are addressed in the questioning of the contractors. The mechanisms by which the proposed project could impact health fall into several major categories, with some overlap.

In the interviews with potential contractors, I would like that they are asked how they propose to address the following:

1) Exposure to toxins: (dust, fumes, particulates, fire retardants, oxidation inhibitors, others) - possible effects include cancer, cardiovascular disease, asthma, other chronic lung diseases
2) Delayed access to emergency services: (traffic delays) - possible effects include an increase in emergency medical, police, or fire response time and also may decrease value of affected area and increase social disruption, leading to stress-related health effects.
3) Stress and sleep disruption: (noise, vibration, social disruption) - possible effects include cardiovascular and psychiatric disorders.
4) Social disruption: (traffic delays, noise, vibration, dust) - if areas become less desirable places to live or work, the socioeconomic status of remaining residents or new residents may decline, the property values decrease, and if emergency service response times increase, public safety may be reduced. The potential impacts on health include individual stress-related medical conditions, and possibly increased injuries from depression, crime, and domestic violence. On the other hand, if the project improves the economic status of residents near the terminal and along the transport route, there could be a net decrease in social disruption and stress-related conditions.

Some of the health questions include:
What materials will be released from transport (train cars), the terminal (stock piles and conveyor systems), and the ships (diesel emissions, ballast); how can people and food sources become exposed to them; and what are the quantitative risks of exposure (by distance from source, wind and water flow, dietary and drinking water sources and consumption patterns)?

What do we know about the health effects of loss of property value? Does the increased vibration of the coal trains not only interfere with sleep, but can it result in structural damage that degrades the value of nearby property, increasing stress from the economic impact of paying for repair or living in or owning a structure with accelerated aging? Do traffic delays result in splitting communities, as new freeways did when built in developed urban areas? What are the health impacts of family or community disruption?

I am sending this to Jeff Hegedus and John Wolpers so they will have it for the Wednesday meeting. Please call if you have questions or if you want to talk more about health impact assessment.

Greg
Greg Stern, MD, Health Officer
Whatcom County Health Dept.
509 Girard St
Hi Jennifer,

Attached is some correspondence that came in the mail addressed to the County Council, attention: Jack Louws, regarding the Gateway Pacific Terminal project. Please distribute to the Council members.

Thank you,

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
April 1, 2012

Whatcom County Council
311 Grand Avenue, Suite 103
Bellingham, WA 98225

GATEWAY PACIFIC TERMINAL AT CHERRY POINT

“A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise.” Aldo Leopold

To the Members of the Whatcom County Council,

Soon, it will fall upon you as our leaders to decide the fate of the Gateway Pacific Terminal project at Cherry Point. Permit applications were filed by SSA Marine on March 19th, and whether or not these permits are granted will be your decision. It seems there is a huge groundswell of opposition to this project and I am sure you have heard many of the objections now many times over. It is my hope that you, along with the Department of Natural Resources, and the Army Corps of Engineers will be receptive and seriously consider the many reasons why most people who are informed do not want this project in our County.

This letter will outline why I, personally, am not in favor of the GPT Terminal at Cherry Point. In general, I believe that the costs to our environment, our people, and our industries will far outweigh any projected or imagined benefits.

I have lived in Whatcom County for 15 years. I have lived and worked in the Lake Whatcom Watershed area, Fairhaven, Ferndale, Lynden, Blaine; my husband and I currently live in Birch Bay. Together we own two homes in the County and we pay taxes on each of them. We live within a 5-mile radius of the proposed deep water coal shipping terminal proposed for Cherry Point. Our home overlooks Birch Bay and we can see Cherry Point from our front window. We witnessed the fire in February and saw clearly the huge plume of black smoke, which continued for almost two hours.

As a native Californian, I moved to Whatcom County because there was less development, less population and traffic, and so much untouched and preserved environmental vitality and beauty. I am now retired and am a semi-professional photographer in my spare time. I have found the environment of Western Washington and specifically Whatcom County rich with healthy ecosystems, both marine and on land. The list of the many unique places available to me is very long, but includes the Cascade Mountains, the watershed areas, the rivers, the beaches, the islands, including the abundant and unique wildlife lives within these systems. Both my husband and I partake of all these environments recreationally: bicycling, hiking and walking, camping, boating (sailing and kayaking).

Air Quality: One reason I moved to Washington was to live in an environment with less air pollution. So far, I have not been disappointed. However, if the coal terminal is built, I realize that coal dust will be an issue. Our house faces the frequent and usually heavy prevailing Southwest winds, which blow our way directly from Cherry Point. I anticipate that coal dust from the huge mountain of coal which will sit at Cherry Point, as well as coal dust from the increased amount of train traffic, may aggravate...
my breathing because I have a history of asthmatic conditions caused by irritants in the air, such as cigarette smoke, dust, animal dander. When irritants are present, I use an inhaler. I am seriously concerned about the coal dust, not only as a daily irritant, but as a carcinogenic agent over time. The carcinogenic properties of coal dust are well documented.

**Sensitive Environments:** In the year 2000, the Washington State Department of Natural Resources designated the State-owned land known as Cherry Point as an *Aquatic Reserve* "in order to ensure long-term environmental protection". At that time the DNR and its partners established a *90-year-management plan* for this area, in order to protect health and the unique aquatic environment within Cherry Point.

My understanding is that the projected Gateway Pacific Terminal effort will require about 162 acres of wetlands to be disrupted in the course of building out the necessary facilities to make this area into a coal exporting station. Whether or not these wetlands are part of the Aquatic Reserve or not, further degradation of the surrounding environment will permanently change that area to an industrial site, thereby disrupting and destroying existing wildlife and plant life.

The Commissioner’s Order states that the DNR is to consider – *before* issuing any lease or authorizing any changes in use, according to RCW 79.90.460(3), the natural values of these State-owned aquatic lands, insofar as they constitute wildlife habitat, natural area preserves, representative ecosystems, and spawning areas.

**Herring:** At the time of the DNR’s Order pertaining to Cherry Point being set aside as an Aquatic Reserve, it was acknowledged in the *Commissioner’s Order*, signed August 1, 2000, that the Herring population at Cherry Point had historically provided spawning habitat for more than *50 percent of the entire Herring population of Puget Sound and the Strait of San Juan de Fuca*.

This area also provided an important nearshore migratory corridor for Chinook salmon, an endangered species then as well as now, as well as providing significant habitat and feeding area for migratory waterfowl populations. The Herring population at Cherry Point had, in 2000, already declined to less than 9% of its previous historical level! It was noted and acknowledged that preventing further habitat degradation and maintaining Cherry Point’s unique habitat was *critical* to Chinook salmon and Puget Sound Herring.

*According to a Report submitted to the DNR in June, 2011, by Biologist, Kurt Stick, Department of Fish and Wildlife, “The Cherry Point herring stock continues to be at a critically low level of abundance, despite an increase from 2010.” Charts, tables and more detailed information are readily available on the DNR website.*

Herring are a Keystone Species –critical in the biological chain of life in the sea. If this “link” in the food chain is weakened, all species which depend on it are weakened, and so on, ad infinitum. Northwest Salmon populations are another cornerstone species, supporting other sea life such as the Ocea Whales, in addition to benefiting surrounding land environments. The overall effect will be declining populations of fish, with a subsequent decline in the fishing industry, tourism, and health of Puget Sound and the surrounding land masses. Long ago, Thomas Jefferson said: “For if one link in nature’s chain might be lost, another might be lost, until the whole of things will vanish by piecemeal.”
Tanker Traffic: The addition of hundreds of supertankers entering and leaving the waters of Puget Sound each year will have a seriously negative impact on the life of the oceans at our doorstep. As they leave our shores, they will carry many tons of coal out into the waters, leaving coal dust in their wake; this coal dust is carcinogenic to sea life as well as to humans and could cause death, disease, and/or genetic mutations over time. When the supertankers return from Asia empty, their ballast water will be emptied into our own waters, contaminating them with foreign species. In addition, each supertanker carries huge amounts of diesel fuel in their holds. It is only a matter of time before we have an oil spill from one of these huge tankers... imagine the destruction to life and harm to ecosystems which will occur in the Puget Sound after a supertanker oil spill. Orca whales and Salmon thrive and migrate in these waters. These populations are unique and special and add not only to the fishing industry, but significantly to the tourist trade. The risks from contamination from carcinogenic coal dust and diesel fuel are huge and threaten to shake the security and peacefulness of all of our neighborhoods. Our view of Birch Bay is one of the many reasons we stay here; if we had to look out and see the waters coughing up oil onto the beaches, along with dead or diseased sea-life, it would be heartbreaking.

Property Values: I believe that with increased air pollution, increased noise from trains and traffic difficulty at crossings, many people will become disenchanted with the industrial changes in Whatcom County and may relocate. It is possible that what my husband and I will do, rather than sit by and watch the wildlife diminish and perhaps even oil spills from the gigantic tankers that will be added to the Strait of Georgia and Haro Strait. Moving away may happen sooner rather than later, in an effort to outpace the decline in property values that will likely occur, as more and more people who might have moved into our community decide it is not such a good place after all.

The coal terminal will have a deep impact on the overall quality of our lives and our environment. The subsequent changes will make anything better for us. Even though it will add a small number of jobs, other jobs in the tourist business and in waterfront development will suffer conversely, leaving us with a net loss, not a gain. If overpasses are built to circumvent the additional train traffic, the cost will be huge and will, in large part, be borne by the tax payers. When SSA Marine talks about new jobs and greater economic growth, they are not giving the full picture to those whose knowledge is limited. They do not tell people that the coal is being shipped to Asia, and will only serve to dirty-up our backyards and degrade property values. The truth is that the only people who stand to really profit from the Gateway Pacific Terminal are SSA Marine, Peabody Coal, and Goldman Sachs.

Respectfully submitted,

Christine Westland
8292 Fawn Crescent
Blaine, WA 98230

cc Department of Natural Resources PO Box 47000; 1111 Washington Street SE; Olympia, WA 98504-7000
Army Corps of Engineers 441 G Street NW; Washington, DC 20314-1000
The League respectfully requests a response to our letter of March 25th. As our follow up letter indicates there still seems to be a problem with transparency in the process.

Jayne

Jayne Freudenberger co-president
copres1@LWVbellinghamwhatcom.org
www.LWVbellinghamwhatcom.org

Join us in making democracy work
March 25, 2012

County Executive Jack Louws
Whatcom County Courthouse
Bellingham WA 98225

Dear Mr. Louws,

Tuesday March 20th over 800 people attended the pre-scoping meeting for the Gateway Pacific Project. The League of Women Voters of Bellingham/Whatcom was instrumental in encouraging the Department of Ecology to hold the meeting as it was our view that the public felt shut out from participating in the process that determine the permitting for this huge project.

We greatly appreciate the MAP team’s presentation and declaration that they want to keep the process transparent. I don’t know if you were present at the meeting but it was obvious from the question period that our citizens are fearful that SSA Marine, after several years of face to face meetings with the agencies, has an inside track to this process and that the public is not being given adequate information.

Since Whatcom County Planning will be under the microscope, the League would like to suggest some ways to mitigate this perception. We are quite aware that you do not want to discuss the pros and cons of whether we should have a coal terminal and we would not ask you to address the project directly.

Our concern at this point and we think you and your team share it, is making sure the community perceives it is getting a seat at the table and has all available information about this project in a timely manner. Meeting this goal would be advantageous to keeping the discussion civil, thereby ensuring the scoping process and environmental review focus on the issues that matter and not the process itself.

Therefore we would like to request a meeting with you, Tyler Schroeder and Sarah Ryan as soon as possible to discuss our ideas for transparency.

Thank you for your consideration,

Jayne

Jayne Freudenberger Co-president LWV Bellingham/Whatcom
Best overview I’ve yet seen thanks to The Northern Light. -kb

SSA Marine submits permit applications for Cherry Point terminal
1 Published on Wed, Mar 28, 2012 by Jeremy Schwartz

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The $655 million Gateway Pacific Terminal, proposed for the Cherry Point area just south of Birch Bay, can handle 54 million tons per year of dry bulk commodities, such as coal and grain, at full capacity. Artist's rendering courtesy of Whatcom County Planning and Development Services.

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“We’re going to do whatever the agencies tell us we need to do,” Watters said.

The project has encountered intense public criticism from concerned citizens as far as Seattle, Spokane and other states in the western U.S.

Numerous concerned citizens’ groups have asked for scrutiny of the possible impacts increased rail traffic could have on the health and economic wellbeing of numerous communities along the rail line.

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• At full buildout, the terminal is expected to handle 54 million tons per year of dry bulk commodities, such as coal and grain. Coal and other industrial products are expected to be the terminal’s main commodities in its first 10 years of operation.

• The terminal will be able to handle up to nine 1.6-mile-long trains per day. Trains will come west across Washington, north through Bellingham and eventually turn west again on yet-to-be-improved rail lines in the Custer area.

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• The first stage of construction is expected to start in 2014, and the second stage of construction will be completed in 2017.

• $624 million of the total $665 million project cost is expected to be spent locally with purchases of construction supplies and services.

• SSA Marine estimates the terminal will create 1,250 jobs in the surrounding community per year of construction and bring in $140 million in local payroll and sales taxes.

• The terminal will fill 334 acres of a 1,200-acre site. About 360 acres will be cleared, with 26 acres being restored after construction.

• A total of 1.3 million cubic yards of material will be excavated onsite.

• The project will comprise two rail loops: an 80-acre loop and storage area on the east side of the property and a 17-acre loop and storage area on the west side.

• The uncovered commodity stockpiles at the east loop will be approximately half a mile long and up to six stories high. The east loop will be used primarily to store coal and other industrial materials.

• Approximately 221 transport vessels (144 Panamax and 77 Capesize) are expected to call on the terminal every year (that’s 4.25/week). Full capacity will bring a total of 487 vessels. Capesize ships some of the largest on the sea, can weigh hundreds of thousands of tons and be as long as three football fields. Panamax vessels are typically just more than half the size of Capesize ships and can weigh in at as much as 85,000 tons.

• Approximately 184 acres of emergent vegetation, 831 acres of forest and 108 acres of shrub will be cleared. These figures represent the total acreage by vegetation type, not what will be cleared. I apologize for the error.

• The terminal construction will include a coastal lagoon on the east side of Gulf Road, adjacent to an existing coastal lagoon. The new lagoon will be built to help compensate for impact to wetlands in the area.

• SSA Marine will transfer the saltwater marsh and adjacent lands located on the southwest corner of the property to Whatcom County for park and conservation purposes and grant public access to the property to replace the lost public beach area north of the terminal’s wharf.

For more information about the project, visit the Whatcom County planning department website. For a PDF of the project information document referenced above, click here.
April 1, 2012

Whatcom County Council
311 Grand Avenue, Suite 103
Bellingham, WA 98225

GATEWAY PACIFIC TERMINAL AT CHERRY POINT

“*A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise.*” Aldo Leopold

To the Members of the Whatcom County Council,

Soon, it will fall upon you as our leaders to decide the fate of the Gateway Pacific Terminal project at Cherry Point. Permit applications were filed by SSA Marine on March 19th, and whether or not these permits are granted will be your decision. It seems there is a huge groundswell of opposition to this project and I am sure you have heard many of the objections many times over. It is my hope that you, along with the Department of Natural Resources, and the Army Corps of Engineers will be receptive and seriously consider the many reasons why most people who are informed do not want this project in our County.

This letter will outline why I, personally, am not in favor of the GPT Terminal at Cherry Point. In general, I believe that the costs to our environment, our people, and our industries will far outweigh any projected or imagined benefits.

I have lived in Whatcom County for 15 years. I have lived and worked in the Lake Whatcom Watershed area, Fairhaven, Ferndale, Lynden, Blaine; my husband and I currently live in Birch Bay. Together we own two homes in the County and we pay taxes on each of them. We live within a 5-mile radius of the proposed deep water coal shipping terminal proposed for Cherry Point. Our home overlooks Birch Bay and we can see Cherry Point from our front window. We witnessed the fire in February and saw clearly the huge plume of black smoke, which continued for almost two hours.

As a native Californian, I moved to Whatcom County because there was less development, less population and traffic, and so much untouched and preserved environmental vitality and beauty. I am now retired and am a semi-professional photographer in my spare time. I have found the environment of Western Washington and specifically Whatcom County rich with healthy ecosystems, both marine and on land. The list of the many unique places available to me is very long, but includes the Cascade Mountains, the watershed areas, the rivers, the beaches, the islands, including the abundant and unique wildlife lives within these systems. Both my husband and I partake of all these environments recreationally: bicycling, hiking and walking, camping, boating (sailing and kayaking).

Air Quality: One reason I moved to Washington was to live in an environment with less air pollution. So far, I have not been disappointed. However, if the coal terminal is built, I realize that coal dust will be an issue. Our house faces the frequent and usually heavy prevailing Southwest winds, which blow our way directly from Cherry Point. I anticipate that coal dust from the huge mountain of coal which will sit at Cherry Point, as well as coal dust from the increased amount of train traffic, may aggravate
my breathing because I have a history of asthmatic conditions caused by irritants in the air, such as cigarette smoke, dust, animal dander. When irritants are present, I use an inhaler. I am seriously concerned about the coal dust, not only as a daily irritant, but as a carcinogenic agent over time. The carcinogenic properties of coal dust are well documented.

Sensitive Environments: In the year 2000, the Washington State Department of Natural Resources designated the State-owned land known as Cherry Point as an Aquatic Reserve "in order to ensure long-term environmental protection". At that time the DNR and its partners established a 90-year-management plan for this area, in order to protect health and the unique aquatic environment within Cherry Point.

My understanding is that the projected Gateway Pacific Terminal effort will require about 162 acres of wetlands to be disrupted in the course of building out the necessary facilities to make this area into a coal exporting station. Whether or not these wetlands are part of the Aquatic Reserve or not, further degradation of the surrounding environment will permanently change that area to an industrial site, thereby disrupting and destroying existing wildlife and plant life.

The Commissioner’s Order states that the DNR is to consider — before issuing any lease or authorizing any changes in use, according to RCW 79.90.460(3), the natural values of these State-owned aquatic lands, insofar as they constitute wildlife habitat, natural area preserves, representative ecosystems, and spawning areas.

Herring: At the time of the DNR’s Order pertaining to Cherry Point being set aside as an Aquatic Reserve, it was acknowledged in the Commissioner’s Order, signed August 1, 2000, that the Herring population at Cherry Point had historically provided spawning habitat for more than 50 percent of the entire Herring population of Puget Sound and the Strait of San Juan de Fuca.

This area also provided an important nearshore migratory corridor for Chinook salmon, an endangered species then as well as now, as well as providing significant habitat and feeding area for migratory waterfowl populations. The Herring population at Cherry Point had, in 2000, already declined to less than 9% of its previous historical level! It was noted and acknowledged that preventing further habitat degradation and maintaining Cherry Point's unique habitat was critical to Chinook salmon and Puget Sound Herring.

According to a Report submitted to the DNR in June, 2011, by Biologist, Kurt Stick, Department of Fish and Wildlife, “The Cherry Point herring stock continues to be at a critically low level of abundance, despite an increase from 2010.” Charts, tables and more detailed information are readily available on the DNR website.

Herring are a Keystone Species —critical in the biological chain of life in the sea. If this "link" in the food chain is weakened, all species which depend on it are weakened, and so on, ad infinitum. Northwest Salmon populations are another cornerstone species, supporting other sea life such as the Orca Whales, in addition to benefiting surrounding land environments. The overall effect will be declining populations of fish, with a subsequent decline in the fishing industry, tourism, and health of Puget Sound and the surrounding land masses. Long ago, Thomas Jefferson said: “For if one link in nature’s chain might be lost, another might be lost, until the whole of things will vanish by piecemeal.”
Tanker Traffic: The addition of hundreds of supertankers entering and leaving the waters of Puget Sound each year will have a seriously negative impact on the life of the oceans at our doorstep. As they leave our shores, they will carry many tons of coal out into the waters, leaving coal dust in their wake; this coal dust is carcinogenic to sea life as well as to humans and could cause death, disease, and/or genetic mutations over time. When the supertankers return from Asia empty, their ballast water will be emptied into our own waters, contaminating them with foreign species. In addition, each supertanker carries huge amounts of diesel fuel in their holds. It is only a matter of time before we have an oil spill from one of these huge tankers... imagine the destruction to life and harm to ecosystems which will occur in the Puget Sound after a supertanker oil spill. Orca whales and Salmon thrive and migrate in these waters. These populations are unique and special and add not only to the fishing industry, but significantly to the tourist trade. The risks from contamination from carcinogenic coal dust and diesel fuel are huge and threaten to shake the security and peacefulness of all of our neighborhoods. Our view of Birch Bay is one of the many reasons we stay here; if we had to look out and see the waters coughing up oil onto the beaches, along with dead or diseased sea-life, it would be heartbreaking.

Property Values: I believe that with increased air pollution, increased noise from trains and traffic difficulty at crossings, many people will become disenchanted with the industrial changes in Whatcom County and may re-locate. It is possible that is what my husband and I will do, rather than sit by and watch the wildlife diminish and perhaps even oil spills from the gigantic tankers that will be added to the Strait of Georgia and Haro Strait. Moving away may happen sooner rather than later, in an effort to outpace the decline in property values that will likely occur, as more and more people who might have moved into our community decide it is not such a good place after all.

The coal terminal will have a deep impact on the overall quality of our lives and our environment. The subsequent changes will make anything better for us. Even though it will add a small number of jobs, other jobs in the tourist business and in waterfront development will suffer conversely, leaving us with a net loss, not a gain. If overpasses are built to circumvent the additional train traffic, the cost will be huge and will, in large part, be borne by the tax payers. When SSA Marine talks about new jobs and greater economic growth, they are not giving the full picture to those whose knowledge is limited. They do not tell people that the coal is being shipped to Asia, and will only serve to dirty-up our backyards and degrade property values. The truth is that the only people who stand to really profit from the Gateway Pacific Terminal are SSA Marine, Peabody Coal, and Goldman Sachs.

Respectfully submitted,

Christine Westland
8292 Fawn Crescent
Blaine, WA 98230

cc: Department of Natural Resources PO Box 47000; 1111 Washington Street SE; Olympia, WA 98504-7000
Army Corps of Engineers 441 G Street NW; Washington, DC 20314-1000
Hi Jennifer,

Attached is some correspondence that came in the mail addressed to the County Council, attention: Jack Louws, regarding the Gateway Pacific Terminal project. Please distribute to the Council members.

Thank you,

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
Apr, 2, 2012
Whatcom County: Application for Gateway Pacific cargo terminal now complete
JARED PABEN / THE BELLINGHAM HERALD

Whatcom County planners say SSA Marine has now filed a complete application for its proposal to build a terminal at Cherry Point to export coal and other bulk cargos.

County Planning Manager Tyler Schroeder wrote in a Monday, April 2, letter to Skip Sahlin of SSA Marine that applications for three permits are now complete.

The company's proposal to build a coal-exporting terminal has drawn strong opposition from environmental groups and others locally. If completed, the Gateway Pacific Terminal could handle up to nine trains a day and 54 million tons of material a year.

One group, Coal-Free Bellingham, is gathering signatures with the hope of placing an anti-coal-train initiative on the Bellingham ballot this fall.

Last Friday, March 30, another group, called Protect Whatcom, sent a letter to county officials urging them to require an economic impact assessment as part of the environmental review for the project.

County officials have yet to decide what will be studied through the environmental impact statement process, which also will be reviewed by state and federal agencies and by Indian tribes.

In June 2011, the company submitted project information to the county planning department, but county officials said SSA Marine needed to apply for a new shoreline permit. On March 19, the company submitted additional detailed information, making the applications complete under county law, Schroeder wrote.

"Note that according to (county code), a determination of completeness shall not preclude the county from requiring additional information or studies at any time prior to approval of the permits," Schroeder wrote.

READ THE REPORT  http://www.co.whatcom.wa.us/pds/plan/current/gpt-ssa/index.jsp
Best overview I’ve yet seen thanks to The Northern Light. -kb

SSA Marine submits permit applications for Cherry Point terminal
1 Published on Wed, Mar 28, 2012 by Jeremy Schwartz

Read More News

The $655 million Gateway Pacific Terminal, proposed for the Cherry Point area just south of Birch Bay, can handle 54 million tons per year of dry bulk commodities, such as coal and grain, at full capacity. Artist's rendering courtesy of Whatcom County Planning and Development Services.

The Seattle-based shipping terminal company seeking to build the $655 million Gateway Pacific Terminal has submitted necessary permit applications to Whatcom County regulators, revealing details on the project.

After securing an application deadline extension in December, SSA Marine turned in more than 300 pages of documentation to Whatcom County planning officials on March 19.

The documents detail numerous aspects of the Gateway Pacific Terminal project proposed for the Cherry Point area south of Birch Bay, including information on how the terminal will operate and possible effects on the surrounding community and environment. The permit applications precede a massive environmental impact statement (EIS) for the project, the public input process for which is expected to start this summer.

County planning officials expect to begin preparing the EIS with the help of an independent consultant later this fall. Hearings to garner public input on what should be studied, called the "scope," will start this summer.

SSA Marine needs at least 15 separate permits and authorizations from county, state and federal regulatory agencies. Bob Watters, SSA Marine senior vice president, said the terminal company is prepared to complete necessary mitigation measures for the variety of environmental impacts the terminal could have.

“We’re going to do whatever the agencies tell us we need to do," Watters said.

The project has encountered intense public criticism from concerned citizens as far as Seattle, Spokane and other states in the western U.S.

Numerous concerned citizens’ groups have asked for scrutiny of the possible impacts increased rail traffic could have on the health and economic wellbeing of numerous communities along the rail line.

Details in the terminal’s project information document submitted to Whatcom County planning officials include:
• At full buildout, the terminal is expected to handle 54 million tons per year of dry bulk commodities, such as coal and grain. Coal and other industrial products are expected to be the terminal’s main commodities in its first 10 years of operation.

• The terminal will be able to handle up to nine 1.6-mile-long trains per day. Trains will come west across Washington, north through Bellingham and eventually turn west again on yet-to-be-improved rail lines in the Custer area.

• The facility will directly employ 213 full-time shift workers, in addition to 44 administration staff, 66 railroad workers and 107 marine service workers.

• The first stage of construction is expected to start in 2014, and the second stage of construction will be completed in 2017.

• $624 million of the total $665 million project cost is expected to be spent locally with purchases of construction supplies and services.

• SSA Marine estimates the terminal will create 1,250 jobs in the surrounding community per year of construction and bring in $140 million in local payroll and sales taxes.

• The terminal will fill 334 acres of a 1,200-acre site. About 360 acres will be cleared, with 26 acres being restored after construction.

• A total of 1.3 million cubic yards of material will be excavated onsite.

• The project will comprise two rail loops: an 80-acre loop and storage area on the east side of the property and a 17-acre loop and storage area on the west side.

• The uncovered commodity stockpiles at the east loop will be approximately half a mile long and up to six stories high. The east loop will be used primarily to store coal and other industrial materials.

• Approximately 221 transport vessels (144 Panamax and 77 Capesize) are expected to call on the terminal every year (that’s 4.25/week). Full capacity will bring a total of 487 vessels. Capesize ships some of the largest on the sea, can weigh hundreds of thousands of tons and be as long as three football fields. Panamax vessels are typically just more than half the size of Capesize ships and can weigh in at as much as 85,000 tons.

• Approximately 184 acres of emergent vegetation, 831 acres of forest and 108 acres of shrub will be cleared. These figures represent the total acreage by vegetation type, not what will be cleared. I apologize for the error.

• The terminal construction will include a coastal lagoon on the east side of Gulf Road, adjacent to an existing coastal lagoon. The new lagoon will be built to help compensate for impact to wetlands in the area.

• SSA Marine will transfer the saltwater marsh and adjacent lands located on the southwest corner of the property to Whatcom County for park and conservation purposes and grant public access to the property to replace the lost public beach area north of the terminal’s wharf.

For more information about the project, visit the Whatcom County planning department website. For a PDF of the project information document referenced above, click here.
April 3, 2012

Tyler Schroeder
Whatcom County Planning
Re: SSA Marine

Dear Mr. Schroeder,

The League of Women Voters of Bellingham/Whatcom County is concerned about the lack of transparency in the recent posting of the Determination of Completeness for SSA Marine’s major development permit, variance and shoreline substantial development permit. At the recent process meeting held by the Co-leads, you heard a passionate outcry for transparency from the government agencies. It was well expressed that the community has a lack of trust that the agencies will look out for their best interests.

Now, without even posting a copy of the application on the Gateway Pacific Terminal project page, suddenly we received your Determination of Completeness of the application. This does not build trust, and frankly at the very least there should be notification to the public that there is a right of appeal and that deadlines for those appeals are now running. (WCC Sec. 20.92.210, .211)

We wish to impress upon you our strong insistence that each step of this process be clearly delineated. In our viewpoint the simplest way to do this would be to keep a clear trail of the process on the project webpage and to send email notifications to all interested parties of their rights to appeal, with deadlines noted.

A project the magnitude of the Gateway Pacific Terminal deserves the utmost scrutiny by all those impacted. The public needs the agencies involved to provide the window.

Thank you for considering our concerns on this matter.

Sincerely,

Jayne Freudenberger and Kay Ingram
Co-presidents LWV Bellingham /Whatcom
From: Tyler Schroeder  
To: Stephanie Drake  
Date: 4/2/2012 8:23 AM  
Subject: Fwd: Washougal Resolution 1048  
Attachments: Resolution 1048.pdf  

Please put this onto 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  

>>> "Rose Jewell" <rjewell@ci.washougal.wa.us> 3/22/2012 3:15 PM >>>  
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  
mailto: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  
mailto:rjewell@ci.washougal.wa.us
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
Cliff,

See attached the Determination of Completeness for the Gateway Pacific Terminal project. A hard copy is to follow. Please let me if you have any questions.

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Manager
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.
c/o Mr. Cliff Strong
AMEC Environment & Infrastructure, Inc.
11810 North Creek Parkway N
Bothell, WA 98011

RE: Determination of Completeness – Gateway Pacific Terminal Major Project Permit (MDP2011-00001), Shoreline Substantial Development Permit (SHR2011-00009) and Zoning Variance Permit (VAR2012-00002)

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 and Whatcom County Zoning Code Section 20.88.205 (MDP). 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;
Whatcom County PDS
Determination of Completeness
MDP2011-00001, SHR 2011-00009, VAR2012-00002
April 02, 2012

- 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 (DNR) – 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.

According to WCC 2.33.060, the next step in the permit process is the issuance of a notice of application. The notice of application is required to be issued within 14 days after the issuance of this determination of completeness. It is important to note that the notice of application will not include the SEPA Determination of Significance (DS) and scoping notice. The DS and scoping notice will be issued in the near future and will be a joint document issued by the USACE, the DOE and the County.

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

Sincerely,

[Signature]

Tyler Schroeder
Planning Manager
Whatcom County Planning and Development Services
Pam,

This works well for the email to be sent to the contact list. Go ahead and prepare the email and send it out.

Stephanie,

This wording also works for the website.

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Manager
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 Keenan 4/2/2012 10:42 AM >>>
Whatcom County Planning and Development Services has issued a Determination of Completeness pursuant to WCC 2.33 for the Gateway Pacific Terminals major development permit, variance and shoreline substantial development permit (attached). Within 14 days of the Determination of Completeness (issued April 2, 2012) the County will issue a Notice of Application. Please note the Notice of Application does not include the SEPA Determination of Significance (DS) and scoping notices. Those notices will be issued in the future with the United States Army Corps of Engineers and the Washington State Department of Ecology.

Amy Keenan, AICP
Senior Planner
Whatcom County
Planning and Development Services
Northwest Annex, Suite B
5280 Northwest Drive
(360) 676-6907
April 02, 2012

Mr. Skip Sahlin, Pacific International Terminals, Inc.
c/o Mr. Cliff Strong
AMEC Environment & Infrastructure, Inc.
11810 North Creek Parkway N
Bothell, WA 98011

RE: Determination of Completeness – Gateway Pacific Terminal Major Project Permit (MDP2011-00001), Shoreline Substantial Development Permit (SHR2011-00009) and Zoning Variance Permit (VAR2012-00002)

Dear Mr. Sahlin:

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- 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 (DNR) – 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.

According to WCC 2.33.060, the next step in the permit process is the issuance of a notice of application. The notice of application is required to be issued within 14 days after the issuance of this determination of completeness. It is important to note that the notice of application will not include the SEPA Determination of Significance (DS) and scoping notice. The DS and scoping notice will be issued in the near future and will be a joint document issued by the USACE, the DOE and the County.

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

Sincerely,

[Signature]

Tyler Schroeder
Planning Manager
Whatcom County Planning and Development Services
Katie,

We will be posting the information shortly in connection with the issuance of the determination of completeness for the application. I will have Stephanie provide you a link when it is posted.

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Manager
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> 4/2/2012 11:11 AM >>>
Will you be posting the GPT application on your websites? Steve Hood noticed the Blaine Northern Light had a link to it, but couldn't find it on your website or the MAPT site.

Katie J. Skipper
Communications Manager
Bellingham Field Office
Washington Department of Ecology
Office: 360-715-5205
Cell: 360-510-0682
FYI - [http://www.whatcomcounty.us/pds/plan/current/gpt-ssa/index.jsp](http://www.whatcomcounty.us/pds/plan/current/gpt-ssa/index.jsp)

The application is up on-line.

Tyler R. Schroeder  
Current Planning Manager  
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
Could you include the two documents to the list for application materials on the website.

Thanks,

Tyler

Tyler R. Schroeder
Current Planning Manager
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

>> "Strong, Cliff" <Cliff.Strong@amec.com> 3/29/2012 2:38 PM >>>
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

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Business sustainability starts here... AMEC is a signatory to the UN Global Compact.
Business sustainability starts here... AMEC supports SOS Children

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Memo

To: Chad Yunge
   Whatcom County Planning and Development Services

From: Melinda Gray, M.S.
       Ari Steinberg, P.E. Pacific International Terminals

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>
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</thead>
<tbody>
<tr>
<td>Below OHWM</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>At OHWM</td>
<td>Top of bank, toe of lowest terrace, benches</td>
<td>Facultative vegetation</td>
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<tr>
<td>Above OHWM</td>
<td>Hill slope toe, terraces with organic soil, relic floodplain surface</td>
<td>Upland vegetation</td>
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</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 a 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


Transmittal
To: Tyler Schroeder
Whatcom County PDS
5280 Northwest Drive
Bellingham, WA 98226
Project: 15338-C

From: Cliff Strong
Tel: 425.368.1000
Fax: 425.368.1001
Date: March 23, 2012

Subject: GPT Supplemental Application – Clarifying Materials

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<td>1.</td>
<td>Attachment 1b (Revised) - List of Property Owners within 300 feet (11 Copies)</td>
</tr>
<tr>
<td>2.</td>
<td>Attachment 1c (Revised) – Map of Property Owners within 300 feet (11 Copies)</td>
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<tr>
<td>3.</td>
<td>Address Labels for Property Owners</td>
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Tyler, per your request, we reviewed the list of property owners within 300 feet (for purposes of notification) and have clarified which properties are within 300 feet of GPT (or Parcel 15). I also had the map of owners updated to reflect this clarification (Figure 1c).
Atlantic Richfield Co. (BP Corp)
P.O. Box 512485
Los Angeles, CA 90051-0485

Washington State Dept of Natural Resources
P.O. Box 47016
Olympia, WA 98504-7016

Baker Septic
P.O. Box 2128
Ferndale, WA 98248-2128

Washington State Dept of Game
600 Capitol Way N.
Olympia, WA 98504-1076

BNSF Railway Company
P.O. Box 961089
Fort Worth, TX 76161-0089

David and Kathleen Wells
P.O. Box 3104
Ferndale, WA 98248-3104

BP West Coast Products, LLC
P.O. Box 5015
Buena Park, CA 90622-5015

Alumet Corporation & Intalco
Aluminum Corporation
201 Isabella Street
Pittsburgh, PA 15212-5858

Campbell Land Corporation
6568 Lambert Crest
Delta, BC V4E 1R8
CANADA

Richard and Maria Alvarado
6003 Kickerville Road
Ferndale, WA 98248-9607

Cherry Point Industries, LLC / Cherry Point Industrial Park
10587 108 St NW
Edmonton, AB T5H 2Z8
CANADA

Kathleen Brown
4915 Samish Way, #21
Bellingham, WA 98229-8952

L. James and Linda
Kolbo 4017 Mayne Lane
Ferndale, WA 98248-9578

Garrett and Lawanda Lemley
6188 Kickerville Road
Ferndale, WA 98248-9617

LGJK, LLC
1134 37th St Bellingham, WA 98226-3132

Melvin and Jeanne Marcoux
6128 Kickerville Road
Ferndale, WA 98248-9617
## Gateway Pacific Terminal

**Attachment 1b - List of adjacent property owners and contact information**

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<th>Address</th>
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<td>Alvarado</td>
<td>Richard and Maria</td>
<td>8003 Kickerville Road</td>
<td>Ferndale</td>
<td>WA</td>
<td>98248-9607</td>
<td>USA</td>
<td>360-384-3872</td>
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<td>Brown</td>
<td>Kathleen</td>
<td>4915 Samish Way, #21</td>
<td>Bellingham</td>
<td>WA</td>
<td>98229-8902</td>
<td>USA</td>
<td>360-527-1428</td>
<td>Parcel 15</td>
<td>390120478452</td>
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March 2012
From: Tyler Schroeder  
To: Jane (ORA) Dewell  
Date: 4/3/2012 9:10 AM  
Subject: RE: Accepted: SEPA Support Discuss

I missed it...I am here now

Tyler R. Schroeder  
Current Planning Manager  
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

>>> "Dewell, Jane (ORA)" <jane.dewell@ora.wa.gov> 4/3/2012 8:54 AM >>>
Tyler,
We'll call your office number OK?  
Thanks. Jane

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]  
Sent: Monday, April 02, 2012 3:50 PM  
To: Dewell, Jane (ORA)  
Subject: Accepted: SEPA Support Discuss

Item Type: Appointment  
Start Date: Tuesday, 3 Apr 2012, 09:00:00am (PDT)  
Duration: 30 Mins  
Place: Phone  
Action: Accepted
From: Tyler Schroeder
To: Amy Keenan; Chad Yunge
Date: 4/3/2012 11:13 AM
Subject: contacts

Primary
Krista Rave-Perkins
US Environmental Protection Agency
Rave-Perkins.Krista@epa.gov
206/553-6686

Primary
Joel Moribe
National Marine Fisheries Service
joel.moribe@noaa.gov
206/526-4359

Primary
Dan Mahar
NW Clean Air Agency
dan@nwcleanair.org
360/428-1617 x 203

Secondary
Mark Buford
NW Clean Air Agency
mark@nwcleanair.org
360/428-1617 x 207

Primary
Cyrilla Cook WA
Dept of Natural Resources
Cyrilla.Cook@dnr.wa.gov
360/902-1080

Primary
Dennis Clark
WA Dept of Natural Resources
dennis.clark@dnr.wa.gov
360/854-2805

Primary
Brian Williams
WA Dept of Fish and Wildlife
brian.williams@dfw.wa.gov
360/466-4345 x 250

Secondary
Bob Everitt
WA Dept of Fish and Wildlife
Tyler R. Schroeder  
Current Planning Manager  
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
Randel,

We are sending out our notice of application and are looking for contacts at USFWS and the Coast Guard. Can you provide complete contact for us?

Thanks,

Tyler

Tyler R. Schroeder  
Current Planning Manager  
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
Thanks

Tyler

Tyler R. Schroeder
Current Planning Manager
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

>>> "Perry, Randel J NWS" <Randel.J.Perry@usace.army.mil> 4/3/2012 11:29 AM >>>
Classification: UNCLASSIFIED
Caveats: NONE

U.S. Coast Guard, Sector Puget Sound
District 13 Waterways Management Branch
Mr. John Moriarty
1519 Alaskan Way South
Seattle, Washington 98134-1192
John.F.Moriarty@uscg.mil

National Marine Fisheries Service
Mr. Steve Landino
Washington State Director for Habitat Conservation
Washington State Habitat Office
510 Desmond Drive Southeast, Suite 103
Lacey, Washington 98503-1263
steven.landino@noaa.gov

-----Original Message-----
From: Tyler Schroeder [mailto:Tschroed@co.whatcom.wa.us]
Sent: Tuesday, April 03, 2012 11:22 AM
To: Perry, Randel J NWS
Cc: Amy Keenan
Subject: Contacts for GPT

Randel,

We are sending out our notice of application and are looking for contacts at USFWS and the Coast Guard. Can you provide complete contact for us?
Thanks,

Tyler

Tyler R. Schroeder
Current Planning Manager
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

Classification: UNCLASSIFIED
Caveats: NONE
Jayne,

Thanks for the comment letter. Please refer to http://www.whatcomcounty.us/pds/plan/current/gpt-ssa/index.jsp for the complete application submitted by SSA Marine, in which the determination of completeness was issued upon.

The County will strive for a transparent and open process through the project review of the Gateway Pacific Terminal project.

Regards,

Tyler

Tyler R. Schroeder
Planning Manager
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 is a letter from the League of Women Voters concerning the process on the determination of completeness for the SSA Marine project at Cherry Point.

We hope you will address our concerns..

Jayne

Jayne Freudenberger co-president
copres1@LWVbellinghamwhatcom.org
www.LWVbellinghamwhatcom.org

Join us in making democracy work
From: Tyler Schroeder
To: MaureenS@sanjuanco.com
Date: 4/4/2012 11:07 AM
Subject: Re: Letter RE Gateway Terminal Project

I will be out of the office until from Wednesday, April 4th until Monday, April 16th. I will respond to your emails as soon as I return. If you have a questions that needs immediate attention please contact Amy Keenan, Akeenan@co.whatcom.wa.us , for Current Planning questions and Sam Ryan, Jryan@co.whatcom.wa.us , for management questions. Thanks for your patience as I am on vacation and I will respond as soon as possible.
I will be out of the office until from Wednesday, April 4th until Monday, April 16th. I will respond to your emails as soon as I return. If you have a questions that needs immediate attention please contact Amy Keenan, Akeenan@co.whatcom.wa.us, for Current Planning questions and Sam Ryan, Jryan@co.whatcom.wa.us, for management questions. Thanks for your patience as I am on vacation and I will respond as soon as possible.
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From: Tyler Schroeder  
To: jane.dewell@ora.wa.gov  
Date: 4/5/2012 11:55 AM  
Subject: RE: Revised assistance proposal

I will be out of the office until from Wednesday, April 4th until Monday, April 16th. I will respond to your emails as soon as I return. If you have a questions that needs immediate attention please contact Amy Keenan, Akeenan@co.whatcom.wa.us , for Current Planning questions and Sam Ryan, Jryan@co.whatcom.wa.us , for management questions. Thanks for your patience as I am on vacation and I will respond as soon as possible.