

Vehicle Transportation Fact Sheet

Cars and trucks provide transportation for work, school, public services, recreational activities, and commercial purposes. Vehicles also are used for emergency response. The proposed project could result in traffic delays and affect emergency personnel's ability to respond to life-threatening situations. The proposed project would receive coal by trains using two local rail lines called the Reynolds Lead and BNSF Spur as well as the BNSF main line. These rail lines cross multiple roadways along the route to the project area.

What impacts on vehicle transportation were studied?

The study looks at how the proposed project's construction and operation would affect vehicle transportation. It evaluates how the increase in trains could affect vehicle delay and safety at rail crossings along the Reynolds Lead and BNSF Spur local rail lines and the BNSF main line in Washington.

How were impacts on vehicle transportation analyzed?

The study describes the current conditions for vehicle traffic at 17 crossings on the Reynolds Lead, BNSF Spur, and BNSF main line in Cowlitz County. It also looks at potential impacts on crossings in Washington state along the BNSF main line that could be affected by increased rail traffic. The analysis describes fire, police, and ambulance services in Cowlitz County. Information from state and federal transportation agencies was used for the analysis. Next, it identifies potential impacts on vehicle transportation. Finally, the study includes actions that could mitigate or offset the potential impacts.

The study compares the vehicle traffic for the crossings during both construction and operations of the proposed project. The amount of vehicle delay is rated based on the length of the delay at a railroad crossing. The length of vehicle backup at crossings and adjacent intersections and changes in the accident rate from the increased train traffic are also evaluated. The local railroad operator, Longview Switching Company plans to improve the BNSF Spur and Reynolds Lead. The improvements would increase travel speeds for trains and reduce delays at rail crossings. The study evaluates conditions if the improvements are made, and if they are not.

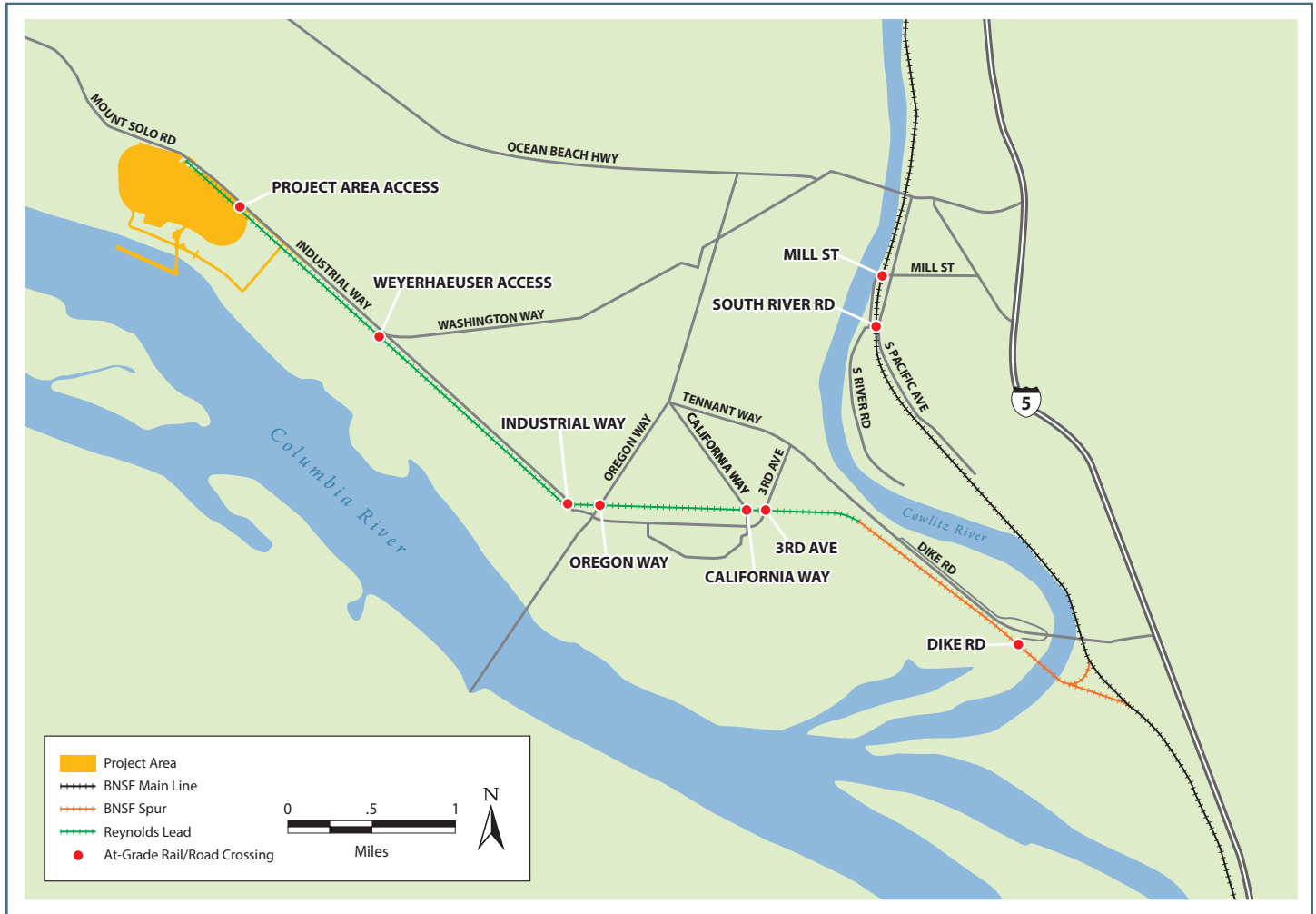
How would the proposed project affect vehicle transportation?

Construction

The proposed project would require approximately 56,000 trucks or 23,400 rail cars during the peak construction year to deliver construction material. The study found that if materials were delivered by truck, there would not be significant vehicle delays. If materials were delivered by rail, the proposed project's construction could result in impacts during rush hour to the rail crossing at the project area entrance at 38th Avenue, as well as at the rail crossings at 3rd Avenue and California Way. Long backups could occur if a proposed project-related train travels during rush hour on Washington Way at the Washington Way/Industrial Way intersection, on Oregon Way (State Route [SR] 433) at the Reynolds Lead crossing, and on South River Road at the crossing with the BNSF main line. The study found the delays could affect the movement of emergency-service vehicles.

Operations

The proposed project would add 16 trains per day at crossings along the Reynolds Lead and BNSF (eight loaded trains arriving and eight empty trains departing). The eight loaded trains arriving at the project area would likely travel along the BNSF main line route through the Columbia River Gorge and then north to Longview. The eight empty trains departing would likely travel north from Longview along the BNSF main line and then east over Stampede Pass through central Washington.



Grade crossings that could experience vehicle delay impacts

Vehicle Delay

The study looks at potential daily and rush hour vehicle delays (of 55 seconds or more) resulting from the additional trains.

Without improvements to the BNSF Spur and the Reynolds Lead, the additional train traffic would cause a long delay if a proposed project-related train traveled during rush hour at six rail crossings along the Reynolds Lead: the entrance to the project area at 38th Avenue, Weyerhaeuser access opposite Washington Way, Industrial Way, Oregon Way, California Way, and 3rd Avenue. The delay for the average driver was estimated to be 55 to 149 seconds at these crossings. The study also found potential for long vehicle backups on Oregon Way (SR 433) at the Reynolds Lead crossing and on Washington Way at the Washington Way/Industrial Way intersection if a proposed project-related train traveled during rush hour.

With improvements to the BNSF Spur and the Reynolds Lead, the additional train traffic would cause a long delay at four crossings along the Reynolds Lead and BNSF Spur if two trains related to the proposed project traveled during rush hour. These impacted crossings would be the entrance to the project area at 38th Avenue, Weyerhaeuser access opposite Washington Way, 3rd Avenue, and Dike Road. The delay for the average driver was estimated to be 55 to 265 seconds at these crossings. The study also found potential for long vehicle backups at two other locations, on Oregon Way (SR 433) at the Reynolds Lead crossing and on Washington Way at the Washington Way/Industrial Way intersection.

For the BNSF main line in Cowlitz County, the study found vehicle delays at two rail crossings during rush hour: Mill Street and South River Road. In Washington state, the study found trains could take 2 to 8.5 minutes to pass at crossings, depending on train speeds. The study also found crossings in Spokane County would have the largest increases in vehicle delays.

Emergency Response Vehicles

The increased vehicle delays at rail crossings could also affect emergency service vehicles, such as fire trucks and ambulances. In a 24-hour-period, the study found the probability of emergency response vehicles being delayed increased 10 percent for crossings on the Reynolds Lead and BNSF Spur without rail line improvements. With improvements, the probability of delay increased 5 percent. The potential impact would be dependent on the emergency vehicle's need to cross the rail line and if other routes were open.

Vehicle Safety

The study found the predicted accident frequency would increase at rail crossings on the rail lines with the increase in trains and identifies a potential vehicle-safety impact at the 3rd Avenue rail crossing on the Reynolds Lead. The analysis did not find a significant increase in potential vehicle accidents for other crossings.

What can Millennium do to reduce impacts on vehicle transportation?

Millennium proposes the following measures to reduce traffic impacts:

- Provide funding to extend the eastbound left-turn lane from Washington Way to Industrial Way.
- Install crossing gates at the Reynolds Lead crossing of Industrial Way.

The study recommends the following potential mitigation measure to reduce impacts on vehicle transportation:

- Notify Cowlitz County, City of Longview, Cowlitz Fire District, City of Rainier (Oregon), Port of Longview, and Cowlitz-Wahkiakum Council of Governments before each identified operational stage that will change average daily rail traffic on the Reynolds Lead and BNSF Spur.

Are significant and adverse impacts identified that cannot be mitigated?

While improvements for rail and road infrastructure are proposed, it is unknown when improvements would be permitted or implemented. Without improvements to reduce vehicle traffic delays, the proposed project would result in significant and adverse impacts on vehicle transportation if a proposed project-related train traveled during rush hour.

How can the public comment on the Draft Environmental Impact Statement?

There are multiple ways for the public to provide comments. Comments will be accepted during the comment period from April 29 to June 13, 2016.

By Mail

Millennium Bulk Terminals—Longview SEPA EIS
c/o ICF International
710 Second Avenue, Suite 550, Seattle, WA 98104

Online

At www.millenniumbulkeiswa.gov

In Person

At a public hearing, orally or in writing

- **May 24, 2016**
1:00 p.m. to 4:00 p.m. and 5:00 pm to 9:00 pm
Cowlitz County Regional Conference Center
1900 7th Avenue
Longview, WA 98632
- **May 26, 2016**
1:00 p.m. to 4:00 p.m. and 5:00 pm to 9:00 pm
Spokane Convention Center
334 W Spokane Falls Boulevard
Spokane, WA 99201
- **June 2, 2016**
1:00 p.m. to 4:00 p.m. and 5:00 pm to 9:00 pm
TRAC Center
6600 Burden Boulevard
Pasco, WA 99301

Where can I find more information?

Chapter 5, Section 5.3, *Vehicle Transportation*, of the Draft Environmental Impact Statement (EIS) contains detailed information about current conditions, analysis and findings related to potential impacts on vehicle transportation from the proposed project.

Visit www.millenniumbulkeiswa.gov for more information on the proposed project and the Draft EIS.