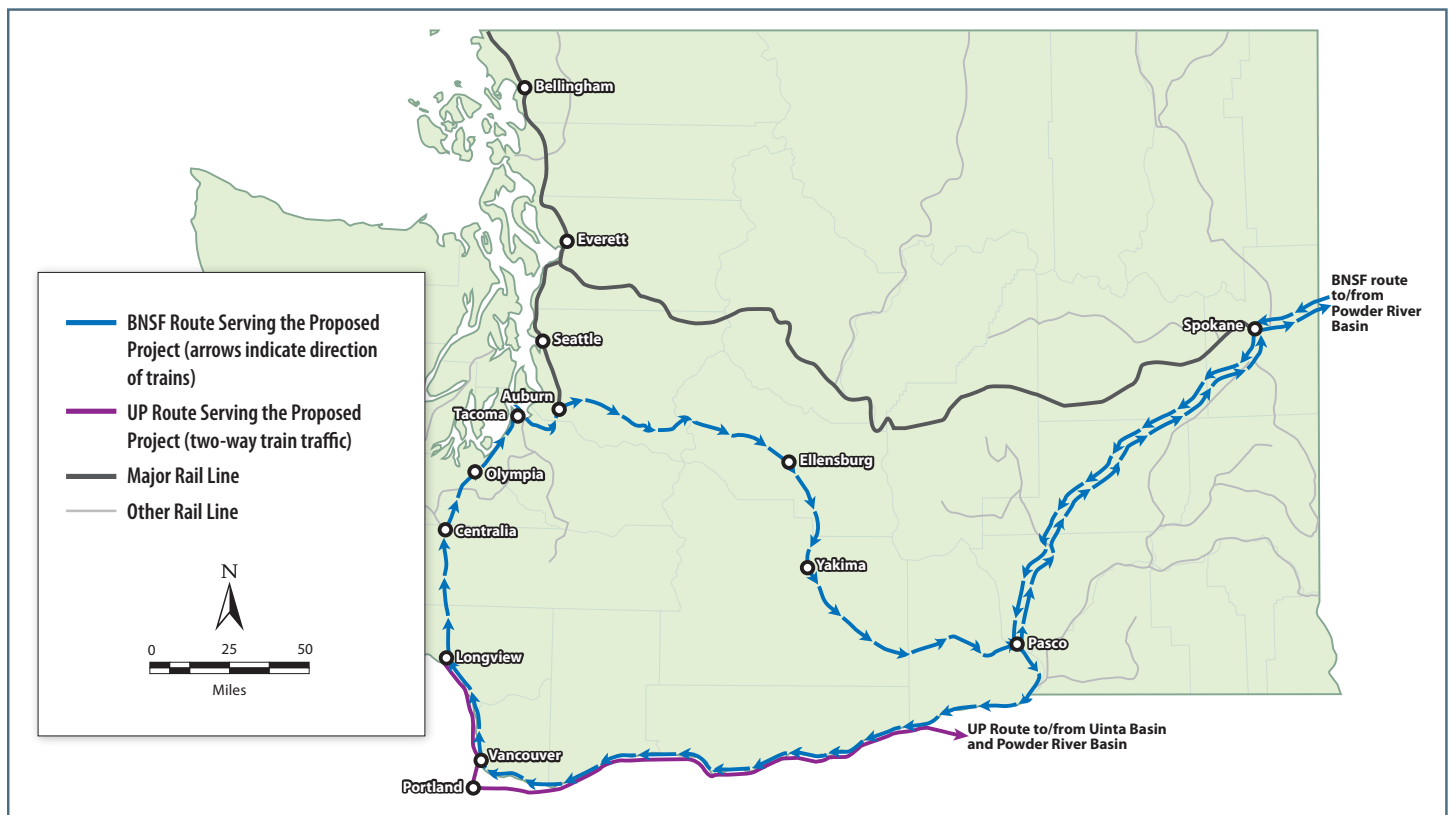


Rail Transportation and Rail Safety Fact Sheet

Railroads provide transportation for passengers and commercial goods. The proposed project would construct a coal export terminal, which would involve building a rail loop in the project area.

The proposed project would receive coal by rail from the Powder River Basin in Montana and Wyoming and Uinta Basin in Utah and Colorado. “Main line” rail lines, as well as local “short line” rail lines, would carry trains to and from the project area.

BNSF Railway Company (BNSF) or Union Pacific Railroad (UP) trains would transport coal from the mines to the coal export terminal. While routes are determined by the railroads, it is expected that loaded coal trains would travel along the Columbia River Gorge and empty trains would travel back across Stampede Pass and through Yakima. From the main line in Cowlitz County, trains would travel to the coal export terminal along the BNSF Spur and Reynolds Lead rail lines. The trains would be ‘unit trains’ meaning the rail cars all carry the same product.



Rail routes serving the proposed project

At full operation, the proposed project would increase rail traffic by 16 trains per day. This means eight loaded unit trains arriving at the terminal and eight empty trains departing. Each unit train would carry 125 rail cars and be 1.3 miles long. Currently, rail traffic on the BNSF Spur averages seven trains per day and 2.3 trains per day on the Reynolds Lead.

Trains for the Proposed Project Phases

	Construction	Stage 1a	Stage 1b	Stage 2 (Full Operation)
	2018	2018–2020	2020–2021	2022–2024
Average loaded trains/day	0.65	2	5	8
Average empty trains/day	0.65	2	5	8
TOTAL TRAINS PER DAY	1.3	4	10	16

What impacts on rail transportation and rail safety were studied?

The study looks at potential impacts on rail transportation and rail safety from the increase in trains. It analyzes the Reynolds Lead and BNSF Spur in Cowlitz County, and the rail lines in Washington state and beyond to the coal mines. For rail safety, the study looks at how the increase in trains could increase the risk of a train collision or derailment. The potential impacts on vehicle traffic from increased train traffic are discussed separately in the Vehicle Transportation Fact Sheet.

How were impacts on rail transportation and rail safety analyzed?

The study describes current rail traffic on the BNSF Spur, Reynolds Lead, and main line routes in Washington state and to the coal mines. It uses information from models, databases, and reports. Information about existing and future rail conditions and rail operations is from the *Washington State Department of Transportation Washington State Rail Plan* and the railroad companies. The rail safety analysis uses data from the Federal Railroad Administration. The study considers construction, operation, and transportation related to the proposed project to identify potential impacts on the rail transportation system and rail safety. Finally, the study includes actions that can mitigate or offset the potential impacts.

The study analyzes two scenarios for future rail traffic. One includes improvement plans for the BNSF Spur and Reynolds Lead by the owners of these railroad companies. However, these improvements do not yet have the necessary permits. The other scenario looks at the BNSF Spur and Reynolds Lead without the improvements.

How would the proposed project affect rail transportation and rail safety?

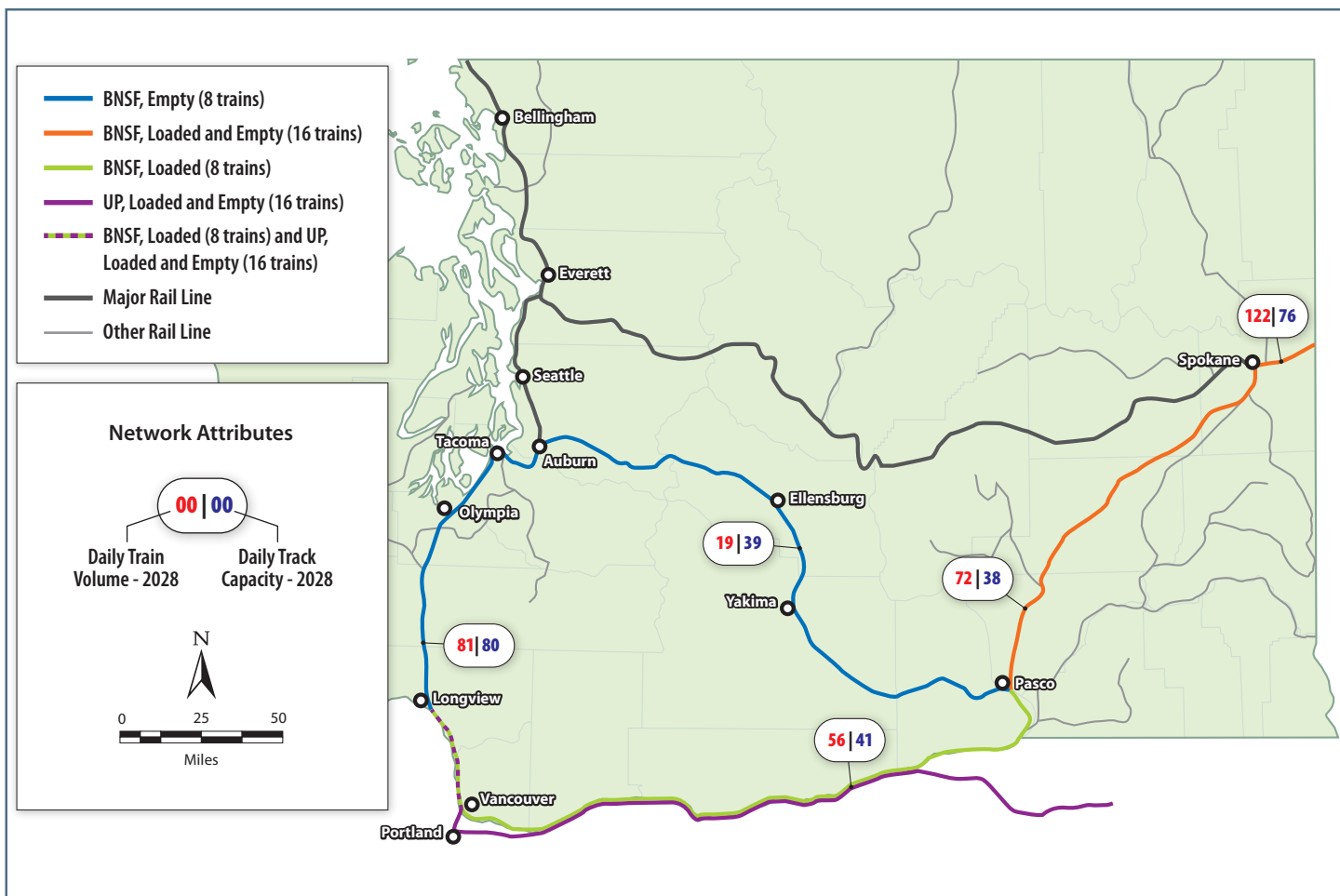
Construction

Trains or trucks would bring construction materials to the project area. This would add an average of 1.3 trains per day to the Reynolds Lead, BNSF Spur, and BNSF main line in Washington state. The study found this additional rail traffic would not exceed the capacity of the Reynolds Lead, BNSF Spur, or BNSF main line routes. Rail traffic during construction would cause a small increase in predicted train accidents. The study found this would not significantly affect rail safety.

Operations

Full operations of the coal export terminal would begin by 2028, and would add 16 trains per day to the BNSF Spur and Reynolds Lead. Depending on the route, eight or 16 trains would be added to main line routes in Washington state. The study found the following:

- Reynolds Lead and BNSF Spur in Cowlitz County:
 - Without improvements, the rail lines would not have capacity for the added trains.
 - With planned improvements, the rail lines would have capacity for the added trains.



Estimated daily Washington rail traffic in 2028 with trains for the proposed project

- Main line in Cowlitz County: Without improvements, the added trains would contribute to main line segments exceeding capacity.
- Main line in Washington state: Without improvements, the added trains would contribute to three segments exceeding capacity: the Idaho/Washington state line to Spokane segment, Spokane to Pasco segment, and Pasco to Vancouver segment.
- Main line routes beyond Washington state: Without improvements, the added trains could exceed capacity for some segments.

While it is likely that rail companies would make investments or changes to accommodate the growth in rail traffic, it is unknown what these actions would be or when they would be permitted or built.

The additional trains for the proposed project could increase the predicted risk of train accidents. For the Reynolds Lead and BNSF Spur, the predicted risk would be one additional accident from the increased trains every 4 years. For the BNSF main line, the predicted risk increase varies between 0.22 accident per year to 2.59 accidents per year. Depending on the size, speed, and location, an accident may or may not result in a spill of coal or oil.

What can Millennium do to reduce impacts on rail transportation and rail safety?

The study identifies the following mitigation measure to reduce impacts on rail transportation and rail safety:

- Before each stage of operations that would increase the number of trains, Millennium would coordinate with the rail companies. A report will be prepared to document the coordination.

Are there significant and adverse impacts that cannot be mitigated?

Without improvements to increase the capacity of rail lines, trains related to the proposed project would contribute to a significant and adverse impact. Segments of the BNSF main line in Washington state would not have the capacity to handle additional trains for the proposed project and future rail traffic. In addition, trains for the proposed project could increase the number of potential train accidents along the rail routes in Cowlitz County and Washington state. Therefore, without improvements to existing infrastructure, the proposed project could result in significant and adverse impacts on rail safety. Rail companies could address safety and capacity issues through changes to the rail lines or operational changes, but it is unknown when these actions would be permitted or built.

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 5.1, *Rail Transportation*, and Section 5.2, *Rail Safety*, of the Draft Environmental Impact Statement (EIS) contain detailed information on current conditions, analysis, and findings related to the potential impacts of the proposed project on rail transportation and rail safety. Other potential impacts from increased rail traffic, such as potential vehicle delays or delays to emergency vehicle response, were studied in Chapter 5, Section 5.3, *Vehicle Transportation*. Potential noise impacts were studied in Chapter 5, Section 5.5, *Noise and Vibration* and potential spill impacts in Chapter 3, Section 3.6, *Hazardous Materials*.

Additional fact sheets that discuss vehicle transportation, noise and vibration, and hazardous materials, are also available.

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