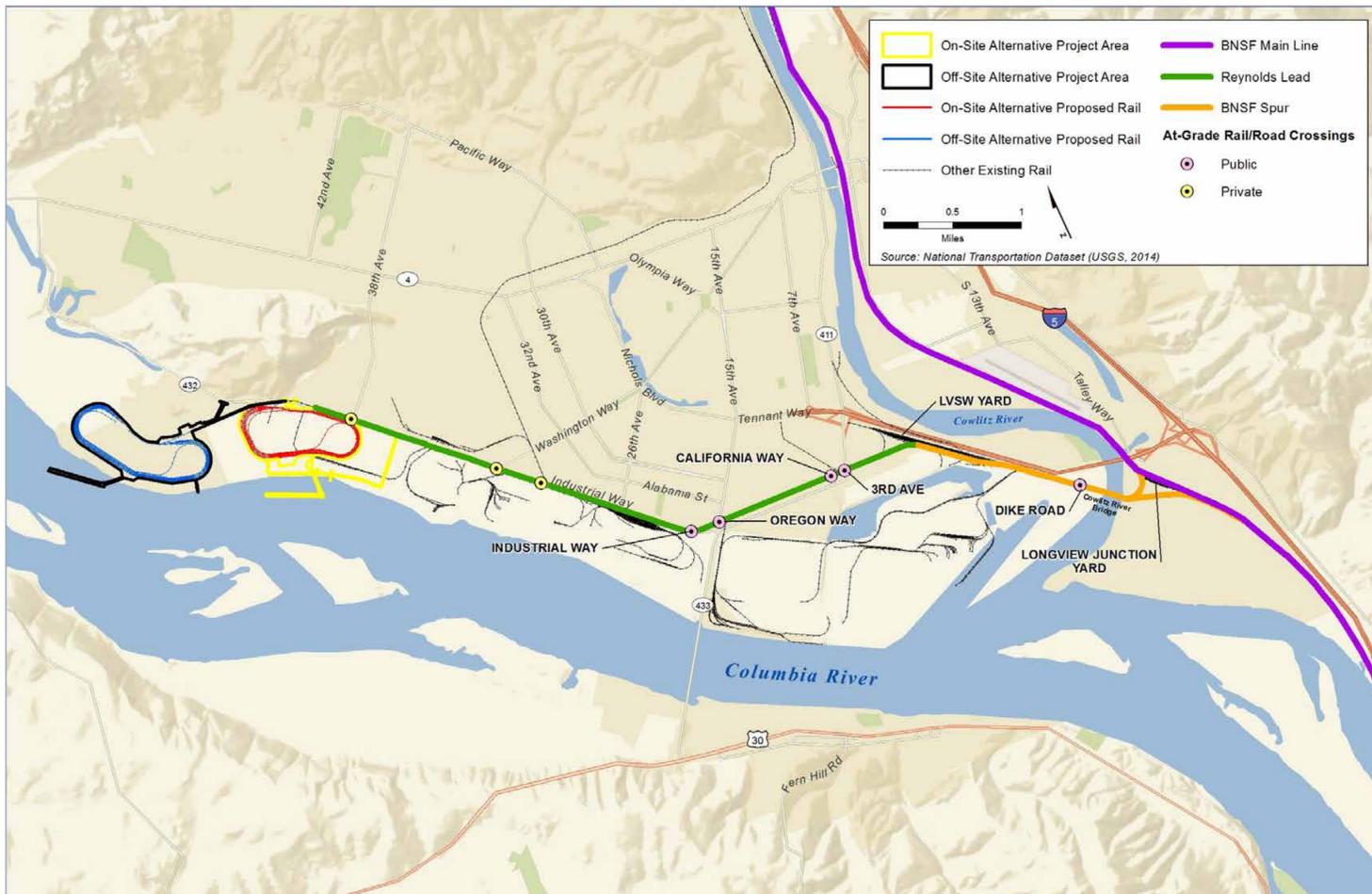




Rail Transportation and Rail Safety

The proposed export terminal would receive coal by rail from the Powder River Basin in Montana and Wyoming and Uinta Basin in Utah and Colorado. At full operation, the proposed export terminal would increase rail traffic by 16 trains per day (8 loaded trains arriving at the terminal and 8 empty trains departing). Each train would have about 125 rail cars and would be 1.3 miles long.



Trains serving the proposed export terminal would travel on the BNSF Spur and Reynolds Lead from the BNSF Main Line to the project areas.

The study analyzed:

- Potential impacts on rail transportation and rail safety from the increase in train traffic, including rail segment capacity and the risk of train accidents such as collision or derailment. The study considered impacts to rail with and without planned rail improvements.

The study found:

- Construction – The Reynolds Lead and BNSF Spur could accommodate the project-related construction rail traffic. The increased traffic would not substantially affect rail safety.
- Operations – The Reynolds Lead and BNSF Spur have capacity to handle current rail traffic plus project-related trains. The additional trains for the proposed export terminal would increase the predicted risk of train accidents.

Proposed Export Terminal Rail Traffic		
	Construction	Full Operation
TOTAL TRAINS PER DAY	1.30	16

What could be done to reduce impacts?

- The Longview Switching Company is prepared to increase the capacity of the Reynolds Lead and part of the BNSF Spur as a separate future action should that work be warranted by further increases in rail traffic from existing and future customers.