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BEFORE THE WASHINGTON UTILITIES AND
TRANSPORTATION COMMISSION

BNSF RAILWAY COMPANY)
)
 Petitioner,) DOCKET TR-150189
)
 Vs.)
)
 WHATCOM COUNTY)
)
 Respondent.)

EXHIBITS TO TESTIMONY OF
ROLAND MIDDLETON

Gateway Pacific Terminal Permit Application filed with Whatcom County, Exhibit C,
pages 4-1, 4-33, 4-34 and figure 4-11.

September 25, 2015

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CHAPTER 4 THE PROPOSED ACTION

This chapter presents a detailed description of the proposed action to construct and operate the Gateway Pacific Terminal. This project description is intended for consideration by “agencies with jurisdiction” during the environmental review and permitting process, and to provide information to other stakeholders and interested parties.

4.1 PROJECT OVERVIEW

The Gateway Pacific Terminal will be a multimodal, deep-water terminal to provide storage and handling for the export and import of dry bulk commodities. The Terminal would be developed on approximately 334 acres within a total project area of approximately 1,200 acres (Figure 1-2). The project area is zoned for Heavy Impact Industrial use and is located in Whatcom County's Cherry Point Industrial UGA. The Terminal would be designed to minimize impacts to associated resources while meeting the purpose and need for the project.

Terminal construction would be completed in two development stages. Construction of Stage 1 is expected to commence in 2014 when all required federal, state, and local permits and authorizations have been obtained and environmental review under NEPA and SEPA has been completed. Pacific International Terminals currently anticipates that Stage 1 will be completed by 2016 and Stage 2 by 2018 (see Section 4.4).

The Terminal would be designed to handle up to 54 million metric tons per year of dry bulk commodities. Commodities would be transferred to and from the Terminal by rail on the BNSF Railway's Custer Spur. Modern material handling equipment would be installed and effective practices would be implemented to protect the safety of Terminal employees and to protect the environment during Terminal operations.

The type and quantity of dry bulk commodities managed during the operating life of the Terminal would likely change over time depending upon customer and market demands. The Terminal's commodities storage and handling infrastructure would enable the Terminal to handle the export and import of a wide range of commodities, including grain products, coal, potash, calcined petroleum coke, and other bulk commodities. It is anticipated that the Terminal would initially manage export of calcined petroleum coke and potash from the west loop storage area and low-sulfur, low-ash coal and other coal products from the east loop storage area.

4.2 PROPERTY OWNERSHIP

Approximately 1,109 acres of the approximately 1,200-acre project area is land owned by Pacific International Terminals. The project area also includes Whatcom County road rights-of-way, state-

system to minimize fugitive dust from both the transfer of the commodity from the wharf conveyor to the shiploader and at the discharge at the end of the boom.

The wharf's mooring configuration would meet Puget Sound Pilots' standards for berthing, with three headlines, two breast lines, and two backsprings fore and aft on standard bollards for each berth. Each of the three berths would have embedded junction boxes and conduits for future "cold ironing" connections, which would allow vessels to use shore power while at berth. The arrangement of mooring equipment on the wharf would allow vessels to berth with either side against the dock, depending on the direction of the prevailing wind and current. The wharf would accommodate vessels with capacities of up to 250,000 dwt.

4.3.5 Rail Access

The BNSF Railway would provide the main inland freight access via BNSF Railway's existing Pacific Northwest rail network. Specifically, the BNSF Railway's existing Bellingham Subdivision runs approximately north-south roughly parallel to Interstate 5 in the project vicinity. This main line feeds the Custer Spur, the only existing rail line developed to service the Cherry Point Industrial UGA. The Custer Spur branches west from the Bellingham Subdivision main line at Custer, then travels west, then south approximately 9 miles, terminating in the Cherry Point rail yard near the ConocoPhillips Refinery, the southernmost industrial facility in the Heavy Impact Industrial zone (Figure 4-11). Improvements to approximately 6 miles of the Custer Spur are necessary to accommodate the number, length, and weight of trains that are anticipated to access the Terminal (Figure 4-11). Initially, 7,000-foot-long trains are expected, and longer trains up to 8,500 feet long may service the Terminal ultimately. To support the expected tonnages of bulk commodities to be handled at the Terminal, the following improvements would be made to the Custer Spur:

- Up to three receiving and departure tracks (called "R&D" tracks) would be developed on the south side of the BNSF Railway's Cherry Point Subdivision line starting from the Custer Wye through the Intalco Yard, Valley View Road, and to Ham Road (Figure 4-12). Each R&D track would be long enough to provide a holding area for trains up to 8,500 feet long to avoid blockage of at-grade public crossings or blocking of the BNSF Railway's main lines. Construction of the R&D tracks would include a new railbed, trackage, bridge, and drainage structures. A schematic cross section of the R&D tracks is shown in Figure 4-13.
- The Custer Spur's rails would be upgraded from the existing jointed light-rail sections to 141-pound, continuous-welded rail. This upgrade is needed to accommodate the expected tonnage of transported commodities and to manage efficiently the required maintenance demands resulting from increased numbers of trains while maintaining current service levels.

This rail upgrade would also include any required rehabilitation of the existing rail ties and other existing railbed structural improvements.

- Pending terminal volume, a second track would be added along the complete length of the Custer Spur from the Custer Wye approximately 6 miles to the new proposed Terminal connection point (Figure 4-11). The Custer Spur currently services several existing industries by way of a single main line track. A second track would protect existing rail service and switching capabilities for all customers along the line and efficiently accommodate increased rail traffic to and from the Gateway Pacific Terminal.
- A new terminal lead to connect existing tracks to the proposed Terminal would also be installed, and improvements would be made to BNSF Railway's existing Elliot Yard to support the additional rail connectivity (Figure 4-14).

No interdependent projects have been identified on the BNSF Railway's mainline—Bellingham Subdivision, or any other portion of BNSF Railway's infrastructure. BNSF Railway would be the permitting applicant for any needed permits to complete improvements on the Custer Spur. BNSF Railway would rely on this document to provide disclosure of potential effects under the requirements of NEPA and SEPA.

4.3.6 Stormwater Management Systems

The Gateway Pacific Terminal would require significant earthmoving during construction in an area with a number of known wetlands, streams, and drainage areas. As such, effective and active management of stormwater is essential to protecting local and downstream water quality and quantity.


This section describes the conceptual plan for a permanent stormwater management system to manage stormwater during both construction and operation of the Gateway Pacific Terminal. Specific procedures to protect water quality and temporary stormwater management systems that would be employed only during construction are described in Section 4.6.4.

To protect water quality and to regulate the volume of stormwater discharge from the facility during Terminal operations, a comprehensive stormwater management system would be constructed at the Gateway Pacific Terminal. As noted in Chapter 2, National Pollutant Discharge Elimination System (NPDES) industrial and construction stormwater general permits would be required from Ecology. The stormwater management system will be designed pursuant to the requirements of Whatcom County code and Ecology stormwater requirements.



SOURCE:
 Burlington Northern Santa Fe Railway(BNSF), C-1X0003-Site Layout dgn,
 02/11/2011.



				CLIENT: PACIFIC INTERNATIONAL TERMINALS, INC.	
PROJECT: PROPOSED GATEWAY PACIFIC TERMINAL		DWN BY: SD	DATUM: -	DATE: MARCH 2012	
TITLE: EXISTING RAIL FACILITIES AND PROPOSED CUSTER SPUR IMPROVEMENTS		CHK'D BY: KD	REV. NO.: 1	PROJECT NO.: 091515338C-18-01	
		PROJECTION: -	SCALE: NOT TO SCALE	FIGURE No.: FIGURE 4-11	