

Emails pertaining to
Gateway Pacific Project
For September 2014

From: Council
Sent: Thursday, September 04, 2014 3:55 PM
To: GPT_archive
Subject: FW: Support Gateway Terminal - A Letter From Dan Snyder

From: site@supportgpt.com [<mailto:Site@SupportGPT.com>]
Sent: Thursday, September 04, 2014 3:29 PM
To: Council
Subject: Support Gateway Terminal - A Letter From Dan Snyder

This is a **Support Gateway Pacific Terminal!** letter from Dan Snyder.

Dear County Council:

I write to urge you to support SSA Marine's proposed Gateway Pacific Terminal at Cherry Point. Our County and this region desperately need this infusion of high quality family wage jobs that this full service bulk commodity export-import terminal will generate.

As you explore the issues regarding SSA Marine's jobs proposal, I want to respectfully remind you that for decades Whatcom County shoreline and zoning ordinances have designated Cherry Point as the place for more good jobs. We settled this debate as a community more than 10 years ago when Cherry Point was designated for this use.

That is why SSA Marine plans to bring jobs and tax revenues to our area with a private investment of nearly \$665 Million. This project, if approved by you, will create between 3,500 and 4,500 new jobs during construction and between 850 and 1,250 jobs through its operations.

This boost for local families and the economy is sorely needed. We simply must not pass up this opportunity to address our county's need for community and economic development. Yet, now there are those who want to reopen this debate.

I urge you to stay strong and fair during this time of review and consideration of the Gateway Pacific Terminal project. I am confident that the process set forth by the County, the State and the Federal governments will safeguard the community while helping to deliver much needed jobs to the region. Please remember, our community needs strong leaders like you who know that we can protect the environment without sacrificing good jobs and economic development that our community needs today.

Sincerely,

Dan Snyder

1201 South 7th Street

Mount Vernon, WA 98273

For more information, please visit us at GatewayPacificTerminal.Com.

From: Council
Sent: Monday, September 15, 2014 9:04 AM
To: GPT_archive
Subject: FW: clean energy standard

From: Pankoj@aol.com [<mailto:Pankoj@aol.com>]
Sent: Thursday, September 11, 2014 10:01 AM
To: Council
Subject: clean energy standard

County Council,

I find it disheartening that only one member of the council found the courage to sign the letter in support of Governor Inslee's proposal to develop a clean energy standard. Regardless of the upcoming vote on the proposed Cherry Point site, or indeed, because of that proposed development, it is imperative that we, as earth bound humans, begin working towards an energy standard that isn't going to slowly kill us all. Perhaps none of you have witnessed the massive coal cloud that covers the better part of Northern Asia during the cold months, not to mention the vast number of coal fired industrial plants that burn year round, twenty-four hours a day, spewing American coal particulates in the global atmosphere. We are directly responsible for any environmental contamination that results from burned U.S. coal regardless of where it is burned. We are at a critical point, and failure to have an opinion on this issue is contemptuous. Burning coal is primitive and destructive and needs to be phased out immediately. You are either for the future of human kind, or you are for yourself and the coal barons that don't care about you or me or the future to which our children will have to bear witness.

Well done, Mr. Mann. The rest of you should be forced to ride in the back of a flaming coal car from Wyoming or North Dakota all the way to China.

Sincerely and with hope that you all develop a conscience and the courage to do what best for the world,

Jeff Panko
Maple Falls

From: Jennifer Schneider
Sent: Tuesday, September 30, 2014 2:12 PM
To: GPT_archive
Subject: FW: Interstate Commerce - A Northwest Tradition

From: Carl Weimer
Sent: Tuesday, September 30, 2014 1:28 PM
To: Dana Brown-Davis; Jennifer Schneider
Cc: Karen Frakes
Subject: FW: Interstate Commerce - A Northwest Tradition

Hi you two,

Somehow this snuck through my email to me. Please forward it to the PDS so it can be put into the record so everyone has equal access to it.

I thought these people were told not to send their PR stuff to Council members

Carl

From: Gateway Pacific Terminal <info@gatewaypacificterminal.com>
Reply-To: Gateway Pacific Terminal <info@gatewaypacificterminal.com>
Date: Tuesday, September 30, 2014 11:34 AM
To: Carl Weimer <cweimer@co.whatcom.wa.us>
Subject: Interstate Commerce - A Northwest Tradition

Having trouble viewing this email? [Click here](#)



September 29, 2014

Interstate Commerce - A Northwest Tradition

Since its inception, **Washington State** has made much of its living through our port system. Our state's ports and rail infrastructure are the backbone to a robust trade industry, providing jobs to **four out of ten** of us and supporting **thousands** of families.

See how this all works to the benefit of
all Americans.



And that's why so many people locally and around the nation support the Gateway Pacific Terminal project.

SHARE this with your friends and family!
SUPPORT GPT!



The Gateway Pacific Terminal will be a modern cargo-handling facility to expand America's exports of dry bulk commodities. Proposed by Washington-based SSA Marine, the terminal will meet our state's stringent environmental standards. During 2 years of construction it will generate over 4,400 jobs in the region's economy. At full capacity it will generate over 1,250 permanent jobs. SSA Marine was founded as Bellingham Stevedoring Company in 1949 and has been a part of our community for decades.

www.GatewayPacificTerminal.com

[Forward this email](#)

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This email was sent to cweimer@co.whatcom.wa.us by info@gatewaypacificterminal.com

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From: Tyler Schroeder
Sent: Tuesday, September 02, 2014 8:46 AM
To: Kalb, F E Skip
Cc: Ari Steinberg (Ari.Steinberg@SSAMarine.com)
Subject: RE: City of Bellingham Letter Regarding GPT Rail Impacts
Attachments: 20140827163523.pdf

Skip,

Thanks for sharing a copy of the letter that you sent to the City of Bellingham. Please see attached the correspondence that the County sent to the City of Bellingham last week.

Thanks,

Tyler R. Schroeder
Whatcom County Executive Office's Project Manager



Whatcom County Executive's Office
311 Grand Avenue, Suite 108
Bellingham, WA 98225
Ph 360 676 6717

Disclaimer: Public documents and records are available to the public as required under the Washington State Public Records Act (RCW 42.56). The information contained in all correspondence with a government entity may be disclosable to third party requesters under the Public Records Act.

From: Kalb, F E Skip [<mailto:F.Kalb@BNSF.com>]
Sent: Tuesday, August 26, 2014 6:29 AM
To: Tyler Schroeder
Cc: Ari Steinberg (Ari.Steinberg@SSAMarine.com)
Subject: RE: City of Bellingham Letter Regarding GPT Rail Impacts

Tyler,

Attached is our letter to the City of Bellingham, which I have signed and is being placed in regular mail today from our Seattle office.

You along with the others copied will be receiving the signed letter.

Please feel free to contact me at any time if you have any questions or are in need of any additional information.

Skip Kalb | Director Strategic Development | BNSF Railway Company | skip.kalb@bnsf.com | ☎ 817-867-6133/Cell: 817-271-3057

From: Tyler Schroeder [<mailto:tschroed@co.whatcom.wa.us>]
Sent: Friday, August 15, 2014 11:35 AM
To: Ari Steinberg; Kalb, F E Skip
Subject: RE: City of Bellingham Letter Regarding GPT Rail Impacts

Ari and Skip,

The County is working on a response letter to the City of Bellingham. In their letter, they “write again to ask the applicant to address the off-site improvements necessary for their project as proposed.” The City also requests the courtesy of being provided with copies of the applicant’s written replies, materials, findings, etc. Are your companies going to be providing a written response to the City of Bellingham’s letter?

Thanks,

Tyler R. Schroeder
Whatcom County Executive Office’s Project Manager



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Bellingham, WA 98225
Ph 360 676 6717

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From: Tyler Schroeder
Sent: Monday, August 04, 2014 11:47 AM
To: Ari Steinberg; skip.kalb@bnsf.com
Cc: Sam (Jeanne) Ryan
Subject: City of Bellingham Letter Regarding GPT Rail Impacts

Ari and Skip,

Please see attached a letter that Whatcom County received from the City Of Bellingham. This letter is in regards to the GPT permitting process and potential off-site rail improvements in the City of Bellingham necessary in order for the GPT terminal to function. I am providing you with this letter as a courtesy.

Whatcom County will be responding to the City of Bellingham as appropriate.

Regards,

Tyler R. Schroeder
Whatcom County Executive Office’s Project Manager



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311 Grand Avenue, Suite 108
Bellingham, WA 98225
Ph 360 676 6717

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**WHATCOM COUNTY
EXECUTIVE'S OFFICE**

County Courthouse
311 Grand Ave. Suite #108
Bellingham, WA 98225



Jack Louws
County Executive

August 27, 2014

Kelli Linville, Mayor
City of Bellingham
210 Lottie Street
Bellingham, WA 98225

Cathy Lehman, President
Bellingham City Council
210 Lottie Street
Bellingham, WA 98225

RE: Major Project Permit Application and Project Information Document for Gateway Pacific Terminal (GPT), permit #'s MDP2011-00001 / SHR2011-00009 / VAR2011-00002

Dear Honorable Linville and Council President Lehman:

Thank you for your letter of July 21, 2014 regarding Whatcom County's permit review associated with the proposed Gateway Pacific Terminal (GPT). As we have noted in past correspondence, Whatcom County shares your concerns with off-site rail impacts associated with the project review, as well as the type and extent of necessary improvements to existing rail corridors. To appropriately address these concerns and to ensure that the public and decision makers have accurate information on rail impacts in Whatcom County these issues are being thoroughly reviewed through the Environmental Impact Statement (EIS) process.

As noted, the Major Project Permit application submitted by SSA Marine is not conclusive on whether there is or is not sufficient rail capacity in the Bellingham and Whatcom County area for the additional rail traffic associated with the GPT project. As you know, the SEPA EIS process requires identification and study of significant impacts, including those that may occur outside the jurisdiction in which project permits are issued. It is correct that the permit application is not conclusive as to rail impacts; however, it is not accurate that these rail impacts cannot be addressed by the EIS unless the project application is accurately described. Although the permit application may not be comprehensive in rail impact identification, the scope of the EIS will include very complex rail modelling to ensure that there is additional review and consideration of significant rail impacts to citizens of Whatcom County and throughout Washington State.

In your letter, you express a concern that the EIS is proceeding without an informed evaluation of rail capacity improvements within Bellingham. The Co-Lead Agencies, as primarily related to the SEPA process, are currently modeling the rail transportation system for the EIS analysis. This review includes the project site and the entire statewide rail segments, including rail lines within Whatcom County, including the City of Bellingham and the Sumas route. This analysis will apply 2013 base rail traffic data and result in rail traffic growth projections through 2035. The scenarios to be analyzed are: base year, future year 2019 simulations (with and without GPT rail traffic), and future year 2035 road/rail crossing analysis with 2035 growth projections. Once the growth projections are complete, additional assessments will be completed providing the basis for rail-related analyses for other elements of the environment (noise, air quality,

City of Bellingham
August 27, 2014
Page 2

emergency response times, etc.). These assessments include road/rail conflicts at key locations along the rail route(s) forecast to include GPT trains within the state, including the Waterfront District in Bellingham, and rail infrastructure capacity implications as a result of the forecast projections of train volume growth over the involved rail corridors.

Once this rail modelling is complete, and the actual rail impacts of the proposal are fully understood, additional information may be requested of SSA Marine and BNSF. If, through EIS development, it is determined that additional rail sidings or improvements are related to and dependent upon the proposed development, the County will make a decision regarding appropriate steps for the County's permit process. Such a decision will be made with specific interest and understanding of the code requirement for Major Project Permit decisions pursuant to WCC 20.88.130, including the code citations referenced in your letter (WCC 20.88.130(5) and WCC 20.88.130(6)), as well as WCC 20.88.130(7), which requires the permit decision to be "appropriately responsive to any EIS prepared for the project."

As a courtesy, County staff has forwarded your July 21, 2014 letter to the applicants and indicated to them that the City has requested that an answer be provided in writing as part of the official permit review record.

Rest assured that Whatcom County Administration is active in all aspects of rail transportation throughout the County and will continue to engage all involved parties, as necessary, to ensure to the best of our ability, the health and welfare of all citizens. Thank you for your involvement in the environmental review process on the GPT project. Please let me know if you have additional questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jack Louws', written over a faint, larger blue outline of the signature.

Jack Louws
Whatcom County Executive

cc: Sam Ryan, Whatcom County
Tyler Schroeder, Whatcom County
Alice Kelly, Northwest Regional Office, Washington Dept. of Ecology
Randel Perry, U.S. Army Corps of Engineers
Suzan DelBene, U.S. House of Representatives
Rick Larsen, U.S. House of Representatives
Maria Cantwell, U.S. Senate
Patty Murray, U.S. Senate

From: Ari Steinberg <Ari.Steinberg@SSAMarine.com>
Sent: Tuesday, September 02, 2014 8:47 AM
To: Tyler Schroeder
Subject: Automatic reply: City of Bellingham Letter Regarding GPT Rail Impacts

I will be out of the office until Tuesday September 9. I will respond to e-mail and phone messages as best I can however there will be a delay.

From: Tyler Schroeder
Sent: Tuesday, September 02, 2014 8:51 AM
To: Jack Delay
Subject: RE: Exec's Letter, re: Public Record

Jack,

Thank you for your email in regards to the Executive's letter to the City of Bellingham on GPT rail analysis, dated August 27th. The project proponents were not cc'd on that letter, however, I have sent them an electronic copy of the letter and the record will show that. Also, I will be placing a copy of the City's letter, BNSF response letter and the County's response letter into the official project record and County website for future reference.

Thanks,

Tyler R. Schroeder
Whatcom County Executive Office's Project Manager



Whatcom County Executive's Office
311 Grand Avenue, Suite 108
Bellingham, WA 98225
Ph 360 676 6717

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From: jack delay [<mailto:jackcdelay@gmail.com>] **On Behalf Of** Jack Delay
Sent: Sunday, August 31, 2014 11:34 AM
To: Tyler Schroeder
Subject: Exec's Letter, re: Public Record

I note that while the Executive's letter dated August 27th is clearly in the public record, it was not officially CC'd to the project applicant. I assume that they were in fact "copied" in some manner, but it may be prudent to insure that fact is clearly documented because of the omission in the official distribution list.

Jack Delay, President
Communitywise Bellingham
Informing the conversation.

.....

Rationale, FYI - You know that both CWB and the City have in the past expressed concern that the County might unintentionally create legal exposure if the applicant could make any claims of somehow having "last minute new requirements thrown at them". That has included a worry that applicants might mistakenly interpret their reference to the State Rail Plan as having provided adequate notice about lack of capacity and so the onus

was back on the County to ask for more information if it felt it was needed. That has always been expressed as a caution, not as a criticism. We are all in this same boat together and no citizen would like to see any local jurisdiction engaged in costly and wasteful litigation.

I believe that both the Executive's clear acknowledgment of commitment to the full and fair enforcement of Major Project code and the act of forwarding of the City's letter to the County provide ample immunization against any such claims. I know you have informed the County Council in response to their questions that the onus of compliance is with the applicant, but we have always felt the public record should reflect that SSA has written knowledge of the County position. People can easily "fail to recall" verbal encounters and court records are replete with long depositions from responsible parties consisting almost entirely of that very statement.

From: Denise Smith
Sent: Tuesday, September 02, 2014 3:17 PM
To: Ron Ewart; Darla Smith; Harriet Bouwman; Heidi Forbes; Shonda Shipman; Linda Marley; Dana Brown-Davis
Cc: Tyler Schroeder
Subject: GPT Staff Hours

Please ensure your staff has entered their August hours for GPT Billing by the end of the day Monday September 8th. I will be processing the total on Tuesday September 9th.

Thanks!

Denise

Denise Massey Smith
Administrative Assistant
Whatcom County Planning and Development
5280 Northwest Drive
Bellingham, WA 98226
360-676-6907 Ext. 50201

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From: Ron Ewart
Sent: Tuesday, September 02, 2014 3:41 PM
To: Tyler Schroeder
Subject: FW: GPT Staff Hours

Tyler,

Should I put down an hour for our meeting?

Thanks,

Ron Ewart
Current Planning Division Manager
Whatcom County Planning & Development Services
5280 Northwest Drive
Bellingham, WA 98226
Office: (360) 676-6907 Ext. 50202

From: Denise Smith
Sent: Tuesday, September 02, 2014 3:17 PM
To: Ron Ewart; Darla Smith; Harriet Bouwman; Heidi Forbes; Shonda Shipman; Linda Marley; Dana Brown-Davis
Cc: Tyler Schroeder
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Denise

Denise Massey Smith
Administrative Assistant
Whatcom County Planning and Development
5280 Northwest Drive
Bellingham, WA 98226
360-676-6907 Ext. 50201

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From: Tyler Schroeder
Sent: Wednesday, September 03, 2014 9:26 AM
To: Ron Ewart
Cc: Denise Smith
Subject: RE: GPT Staff Hours

Yes, if we discuss the GPT project it should be on the spreadsheet and timecard.

Thanks,

Tyler R. Schroeder
Whatcom County Executive Office's Project Manager



Whatcom County Executive's Office
311 Grand Avenue, Suite 108
Bellingham, WA 98225
Ph 360 676 6717

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Thanks,

Ron Ewart
Current Planning Division Manager
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From: Denise Smith
Sent: Tuesday, September 02, 2014 3:17 PM
To: Ron Ewart; Darla Smith; Harriet Bouwman; Heidi Forbes; Shonda Shipman; Linda Marley; Dana Brown-Davis
Cc: Tyler Schroeder
Subject: GPT Staff Hours

Please ensure your staff has entered their August hours for GPT Billing by the end of the day Monday September 8th. I will be processing the total on Tuesday September 9th.

Thanks!

Denise

Denise Massey Smith

Administrative Assistant

Whatcom County Planning and Development

5280 Northwest Drive

Bellingham, WA 98226

360-676-6907 Ext. 50201

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From: Denise Smith
Sent: Wednesday, September 03, 2014 9:47 AM
To: Tony Viola
Cc: Tyler Schroeder
Subject: RE: August Escrow Request

You are correct there is no need for Pacific International Terminals to make a deposit to the escrow account in Sept. Your current balance is \$1,524,566.52. Whatcom County is requesting the escrow balance to be a minimum of \$650,000 in advance of the next invoice. Your current balance leaves you with an excess in the escrow account.
Denise

From: Tony Viola [<mailto:Tony.Viola@SSAMarine.com>]
Sent: Wednesday, September 03, 2014 8:28 AM
To: Denise Smith
Subject: FW: August Escrow Request

Hi Denise,

I would like to confirm there is no need for Pacific International Terminals to make a deposit to the escrow account during September 2014 as the current balance is in excess of the minimum balance requirement. Please confirm. Thank you.

Regards,

Tony

From: Tyler Schroeder [<mailto:tschroed@co.whatcom.wa.us>]
Sent: Friday, August 29, 2014 10:06 AM
To: Ari Steinberg
Cc: Tony Viola; Denise Smith
Subject: August Escrow Request

Ari,

Please see attached the escrow request for August. Please note that the County has reevaluated the escrow amount based off of a new high-level expenditure analysis that is also attached. The excel spreadsheet will be the new amounts for each month and is based on the budget projections.

Thanks,

Tyler R. Schroeder
Whatcom County Executive Office's Project Manager



Whatcom County Executive's Office
311 Grand Avenue, Suite 108
Bellingham, WA 98225
Ph 360 676 6717

From: Denise Smith
Sent: Wednesday, September 10, 2014 9:49 AM
To: Tyler Schroeder
Subject: GPT Staff Time Invoice
Attachments: gpt_20140910094247.pdf

Attached is the invoice request for the August staff hours.
Please initial and return original to me! You could also scan and send to SSA Marine.
Denise

Denise Massey Smith
Administrative Assistant
Whatcom County Planning and Development
5280 Northwest Drive
Bellingham, WA 98226
360-676-6907 Ext. 50201

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WHATCOM COUNTY
Planning & Development Services
5280 Northwest Drive,
Bellingham, WA 98226-9097
360-676-6907, TTY 800-833-6384
360-738-2525 Fax



J.E. "Sam" Ryan
Director

Request for Invoice

INV: GPT-2014-008

Date: September 17, 2014

Bill To: SSA Marine
Attn: Ari Steinberg
1131 SW Klickitat Way
Seattle, WA 98134

RE: August 2014 -Monthly Whatcom County Staff Time

Fees:

Description	Revenue Account Number	Amount
Whatcom County Health Department Fees	656261.4345.8140	\$375.00
Whatcom County Parks Department Fees	6011.4345.8140	
Whatcom County Planning & Development Services Department Fees	2526.4345.8140	\$2,200.00
Whatcom County Public Works Department Fees	108010.4345.8140	
TOTAL DUE		\$2,575.00

Prepared by:  (Initials)
Denise Massey Smith

Approved by: _____ (Initials)
Tyler Schroeder

From: wechslerlaw@comcast.net
Sent: Thursday, September 11, 2014 11:03 AM
To: Tyler Schroeder
Subject: Rail Infrastructure Permits

Hi, Tyler,

I wish to be considered a party of interest for all rail infrastructure projects requiring permits from Whatcom County. Please provide me, on an ongoing basis, with notice of permit applications filed, threshold determinations (if SEPA is triggered), final permit actions, etc.

If BNSF or any other railroad has filed permit applications with the county in the past 12 months, please consider this a Public Records Act request and furnish me with documents related to those applications.

My preference is to receive documents electronically as attachments to emails. If documents are online, a link is sufficient if the documents are in pdf or other format that can be saved.

Thank you very much for your attention.

Terry J. Wechsler
304 Morey Ave.
Bellingham, WA 98225
360-656-6180 (r), 541-913-5976 (c)

From: Kelly, Alice (ECY) <AKEL461@ECY.WA.GOV>
Sent: Friday, September 12, 2014 12:57 PM
To: Jodi.Ketelsen@CH2M.com; Tyler Schroeder
Subject: FW: Lands Commissioner's Response to WEC Coal Terminal Mass Mail

Just fyi

From: Hultman, Shelby (DNR) **On Behalf Of** McGerr, Joenne (DNR)
Sent: Friday, September 12, 2014 12:52 PM
Subject: FW: Response to WEC Coal Terminal Mass Mail

Greetings,

A few weeks ago, the Washington Environmental Council did a mass email to Commissioner Goldmark to inform him that Oregon had turned down a permit for a coal terminal and asking for his office to show similar leadership. You'll find his response below.

Joenne McGerr

Tribal Liaison
360.902.1012 desk
360.701.3482 cell
Department of Natural Resources
1111 Washington St. SE
MS: 47001
Olympia, WA 98504
<http://www.dnr.wa.gov/AboutDNR/TribalRelations/Pages/Home.aspx>

Thank you for your recent message concerning proposed coal terminals in Washington. These proposals must clear several regulatory processes before they would come to the Department of Natural Resources (DNR) for a decision regarding whether we choose to provide the proponents with a lease over state-owned aquatic lands. I am legally prohibited from making a decision regarding whether we choose to grant or deny these leases until the proposals reach my desk along with all of the pertinent information provided by the regulatory processes.

If and when that occurs, I will solicit public input and carefully consider my decision in light of DNR's responsibility to provide scientifically sound stewardship of our state's aquatic lands.

To speak generally of my principles as a public servant, I am committed to directly and seriously confronting the threat presented by climate change. We cannot ignore the scientific community's dire forecasts of continued global warming, catastrophic wildfires, ocean acidification, rising sea levels, extreme weather conditions, and irreplaceable loss of biodiversity. In light of this threat, I take into account the reality of climate change before making any major public policy decision.

Thank you for sharing your concerns about this important issue with my office.

Sincerely,

Peter Goldmark
Commissioner of Public Lands

From: Denise Smith
Sent: Friday, September 12, 2014 2:32 PM
To: Tyler Schroeder
Subject: CH2M Hill

Did you touchbase with Jodi regarding the invoice due today for GPT?

Denise Massey Smith
Administrative Assistant
Whatcom County Planning and Development
5280 Northwest Drive
Bellingham, WA 98226
360-676-6907 Ext. 50201

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From: Tyler Schroeder
Sent: Wednesday, September 17, 2014 10:07 AM
To: Ari Steinberg
Cc: Denise Smith; 'Viola, Tony'
Subject: August Invoice for Billing
Attachments: gpt-august-2014-staff-invoive.pdf

Ari,

Please see attached the invoice for Whatcom County staff time in August that will be sent to Finance for billing.

Thanks,

Tyler R. Schroeder
Whatcom County Executive Office's Project Manager



Whatcom County Executive's Office
311 Grand Avenue, Suite 108
Bellingham, WA 98225
Ph 360 676 6717

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WHATCOM COUNTY
Planning & Development Services
5280 Northwest Drive,
Bellingham, WA 98226-9097
360-676-6907, TTY 800-833-6384
360-738-2525 Fax



J.E. "Sam" Ryan
Director

Request for Invoice

INV: GPT-2014-008

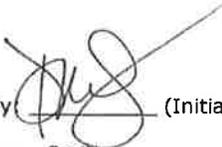
Date: September 17, 2014

Bill To: SSA Marine
Attn: Ari Steinberg
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RE: August 2014 -Monthly Whatcom County Staff Time

Fees:

Description	Revenue Account Number	Amount
Whatcom County Health Department Fees	656261.4345.8140	\$375.00
Whatcom County Parks Department Fees	6011.4345.8140	
Whatcom County Planning & Development Services Department Fees	2526.4345.8140	\$4,400.00
Whatcom County Public Works Department Fees	108010.4345.8140	
TOTAL DUE		\$4,775.00

Prepared by:  (Initials)
Denise Massey Smith

Approved by:  (Initials)
Tyler Schroeder

From: Baldi, Josh (ECY) <JBAL461@ECY.WA.GOV>
Sent: Wednesday, September 17, 2014 3:05 PM
To: Tyler Schroeder
Subject: FW: News; 2014-9-17; Skagit Valley Herald; Guest column - Farm Bureau on oil and coal by rail

[Of interest...](#)

Opportunity as important as costs in rail traffic debate

Posted: Wednesday, September 17, 2014 1:00 am

[0 comments](#)

By JOHN STUHMILLER

CEO, Washington Farm Bureau

Recent media reports have focused heavily on the costs associated with increasing oil and coal traffic – particularly potential delays that increases in rail traffic have created for agriculture shipments in some parts of the country. As the state's second largest industry, contributing nearly \$13 billion to state export revenues, Washington food producers take these concerns seriously.

Washington farmers rely heavily on rail to move our products. Even those farms that don't use rail benefit from the healthy competition between barges, rails and trucks to move goods. As a result, the Washington Farm Bureau has studied the potential impacts of rail growth carefully.

The key facts everyone should know:

– First, even if we could eliminate oil and coal traffic entirely, it wouldn't solve our long-term rail investment needs. BNSF statistics show that only 4 percent of its network traffic is for oil, with most traffic growth coming from consumer products. And the state Department of Transportation has predicted rail traffic in the state will double by 2035, without oil and coal.

– Second, our rail system is not broken, nor are the currently predicted changes in traffic and volumes unprecedented. As recently as 2006, the Northwest saw rail volumes higher than those we see today. The stronger U.S. economy and demand for Canadian timber serving the U.S. housing boom contributed to those past high volumes, without serious disruption to our communities.

– Third, more traffic — regardless of the commodity — means a more active and profitable railway with continued improvements that benefit all users. A healthy demand for rail guarantees continued private investment by railroads in our region, ensuring rail access for agriculture, manufacturers and other Washington businesses.

Changes in traffic patterns are certainly difficult and/or challenging; the loss of rail access is devastating.

For proof, we need only look at the Port of Coos Bay's defunct rail line that is now the burden of taxpayers, and at the shipping costs for Oregon farmers that must often rely on Washington ports to export their goods.

We welcome an engaged public discussion about rail needs. It's important to Washington farmers that our network's timeliness and reliability receive the attention they deserve. But there should be no confusion — Washington farmers support equal access to rail for all products.

A sound understanding of costs shouldn't drown out an appreciation for the opportunity that rail growth means for Washington businesses. New investments that make Washington a more reliable, efficient and competitive gateway for global trade are good for all businesses, not just those seeing increases in traffic today.

The proposed commodity terminals for coal, for instance, will directly benefit some of our members, with the largest facilities handling wheat, grain and timber products. These terminals — the Gateway Pacific terminal in Bellingham in particular — will provide us with access to larger, more efficient ships, which will allow Washington products to be shipped at prices low enough to open new markets that aren't financially feasible today.

The Farm Bureau commissioned an independent research study in 2013 to look at potential costs and benefits of rail changes to our members. "Coal Exports From the Pacific Northwest and the Economic Growth of the Northwest Economy" concluded that existing economic studies likely underestimate the economic benefits from proposed export terminals by focusing too heavily on immediate employment and understating the broader economic benefits a more competitive trade network provides.

Subsequent research by the Portland Business Alliance and Washington Research Council has validated our research, demonstrating that increasing commodity exports provides economic growth for all trade-related industries, particularly agriculture.

As we debate near-term rail challenges, we must not lose sight of long-term interests. If we do not support and encourage private investment to improve our trade infrastructure, Washington's farmers, manufacturers and other trade-dependent businesses will suffer.

From: jack delay <jackcdelay@gmail.com> on behalf of Jack Delay
<jackdelay@communitywisebellingham.org>
Sent: Thursday, September 18, 2014 1:42 PM
To: Tyler Schroeder
Cc: Patricia Decker
Subject: GPT EIS - Vetting General Status

We are preparing to brief our Board on the many, mainly positive, developments over the summer including the welcome County clarification of process, and the unexpected BNSF decision to take the optimal location for Whatcom County capacity improvements, Bellingham, “off the hook” (at least for now).

CWB is pursuing no specific agenda with these questions, we always strive to provide current vetted information for our members.

In reporting the status of the GPT EIS process we have what has been widely reported: (1) the Agencies hope that the process will take about 13 months once fully underway to produce a DEIS; and (2) the process is still not underway because of unidentified additional data or questions that remain outstanding for DOE/County.

If that is not accurate, and especially if that very “bare bones” generic understanding can be populated with a modicum of detail, we would be very grateful for the additional information.

A question that has come up, given the beginning of the EIS studies in Longview, is why the process for GPT appears to be lagging. We are not asking for specifics of internal discussions which may be considered confidential. At present, however, it is impossible to do anything but speculate concerning why a process that launched almost a year earlier than Longview now appears to be lagging far behind it (EIS comments closed for GPT 1/22/13, for Longview 11/18/13).

As has been the case with everything about this project, such speculation has started. Our belief remains that all parties are best served by the maximum transparency and fullest information that good practices allow.

The answer could be very obvious and simple, for example the fact that SSA took additional time to rewrite their building schedules and redesign their footprint using additional land acquisition. On the other hand DOE or the County may feel the need for additional information that does not have to do with the applicants changing plans. The public simply does not know.

It is undoubtedly possible there will be claims at some future time about who or what is holding up progress on this important public process today. We believe there is a clear public interest in understanding the general nature of problems that may need resolution and to what extent any delays are at the hands of the Agencies or the developers.

Thank you for any light you may be able to shed on this matter.

Jack Delay, President
Communitywise Bellingham
Informing the conversation.

CommunitywiseBellingham.org

Denise Smith

From: Tyler Schroeder
Sent: Thursday, September 25, 2014 3:13 PM
To: Rud Browne
Subject: Major Development Permit and Gateway letter

Rud,

Here is a link to the letter you were asking about.

<http://www.whatcomcounty.us/pds/plan/current/gpt-ssa/pdf/whatcom-county-response-to-cob-letter-20140827.pdf>

Thanks,

Tyler R. Schroeder
Whatcom County Executive Office's Project Manager



Whatcom County Executive's Office
311 Grand Avenue, Suite 108
Bellingham, WA 98225
Ph 360 676 6717

Disclaimer: Public documents and records are available to the public as required under the Washington State Public Records Act (RCW 42.56). The information contained in all correspondence with a government entity may be disclosable to third party requesters under the Public Records Act.