

Emails pertaining to  
Gateway Pacific Project  
For November 2014

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**From:** Jeff Hegedus  
**Sent:** Tuesday, November 18, 2014 9:35 AM  
**To:** GPT\_archive  
**Subject:** FW: How to Stop a Coal Train:

Jeff Hegedus,RS,MS,MBA | Environmental Health Supervisor | (360)676-6724 ext 50895  
Whatcom County Health Department Leading the community in promoting health and  
preventing disease [jhegedus@co.whatcom.wa.us](mailto:jhegedus@co.whatcom.wa.us) | website:  
[www.whatcomcounty.us/health](http://www.whatcomcounty.us/health) Like us on FacebookFollow us on Twitter

Public Health: Always Working for a Safer and Healthier Whatcom County

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-----Original Message-----

From: Larry McCarter [<mailto:rdslarry@mac.com>]  
Sent: Tuesday, November 18, 2014 6:28 AM  
To: Jeff Hegedus  
Subject: How to Stop a Coal Train:

Howdy Jeff,

I have been brainstorming how a local community can stop the planned use of Whatcom County's waterfrontage as the launch point for the Coal destined to pollute in China. It occurs to me that the only way to stop a train is to find the commodity (Coal) to be an unsuitable and dangerous material when burned in old school burners. Interstate Commerce laws prevent any local restraint on trade, unless that trade violates some other rule or law. We can't stop cotton going to China, but we can stop massive amounts of Sulfuric Acid destined to be injected into our Air from leaving our docks! Just like we stopped the Electronics from heading to third world facilities that were polluting.

My theory is, the Coal being shipped to China is being burned in such a way that does not meet our Nation's Handling or Pollution standards and just as we prohibit the shipment of Dangerous Wastes out of the country for known illegal disposal, so can we prevent the disposal/incineration of coal destined to be burned in sub-standard facilities no matter where those facilities are.

And so our community leaders need to establish a "BAN on Coal" that prohibits its entry into Whatcom County so that we are not party to this known illegal Disposal travesty!

Below are some of my notes on this hilarious battle plan:

General Concepts:

Juxtapose "Leaded Electronics" with Coal:

They are disposing, by incineration with heat recovery.

Enforce "Dangerous Waste Disposal Requirements"

Where is all of this Coal Ash Going anyway?

Coal is a toxic chemical compound that gives off a lot of heat when burned, but also pollutes in the worst way: ACid Rain. Amongst other, more terrible things.

Action:

I suggest you consider and view Coal as you might the way you consider the Lead found in our TV's or Computers and acknowledge that you would find it easy to appose the notion of a shipper knowingly using a local facility to ship lead to a facility that is known to, and intends to pollute with the shipment. In fact we have a ban on exporting of these lead rich recyclables.

So here, Ban It: Stop Illegal Dumping!

Whatcom County's Big "No More Dumping On Our World. Initiative!

Whereas it can be shown that the burning of coal is an event that pollutes over and above those local pollution limits required of those of us who live here in Whatcom County,

Whereas Whatcom County declares Coal, if not burned in an EPA approved burner, shall be used in such a way as to generate considerable and significant pollution.

Whereas the primary use of the Coal is to generate heat that simutaneously generates airborne pollution that ultimately is the air we breathe here in Whatcom County.

And Unless the is used in a manner that conforms to our local rules, Coal shall be considered and classified as a "Dangerous Waste" and the shipment and handling of said materials shall conform to the Dangerous Waste Disposal regulations as promulgated in Whatcom County, SState of Washington and United States of A....

Therefore,

To Protect the environmental laws we hold self evident, and so that

Our community need not be complicit in this illegal disposal.

We do therefore, here and now declare the handling and shipment of Coal destined to be burned in sub-standard burners (here and abroad) is hereby banned.

of

Sent from my iPad

Sent from my iPad

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**From:** Jeff Hegedus  
**Sent:** Monday, November 24, 2014 9:04 AM  
**To:** GPT\_archive  
**Subject:** FW: Coal Dock same as a Contaminated Soils facility?

Jeff Hegedus,RS,MS,MBA | Environmental Health Supervisor | (360)676-6724 ext 50895  
Whatcom County Health Department Leading the community in promoting health and  
preventing disease [jhegedus@co.whatcom.wa.us](mailto:jhegedus@co.whatcom.wa.us) | website:  
[www.whatcomcounty.us/health](http://www.whatcomcounty.us/health) Like us on FacebookFollow us on Twitter

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-----Original Message-----

From: Larry McCarter [<mailto:rdslarry@mac.com>]  
Sent: Sunday, November 23, 2014 8:16 AM  
To: Jeff Hegedus  
Subject: Coal Dock same as a Contaminated Soils facility?

Hi there,

I am brainstorming our Health Department's potential role in the handling of Coal in our county.

Our Coal shipping terminal should be required to obtain the same Kind of permit needed to handle and ship out the Swift Creek mud or other contaminated soils. If RDS wanted to broaden its service level and begin accepting Contaminated Soils, wouldn't the Health Department require I deliver these soils to an approved, compliant facility? So use these same powers on the Coal Disposal and Energy Capture processes.

Whatever authority your department has to track and trace the ultimate disposal of the Swift Creek mud, should be the same as for the Coal's ultimate disposal. Your authority, to some degree, extends beyond state lines, and if they go beyond state lines, those powers more easily go international.

This is a link to an Article that announces the finalization of Coal-Ash disposal rules. These are the rules our Country has established and should be the standards our local Coal Handler's should be sure they are utilizing reputable facilities that meet our local rules:

<http://m.waste360.com/court-cases/epa-sets-date-implement-coal-ash-waste-disposal-rule-revision>

Coal Handling Facility Permit issued by Whatcom County Health Department:  
A Coal handling facility should have a conditions in its handling permit that require:

Chain of Custody to burial site of the products shipped.

Certification that all Coal Ash disposal sites meet current U.S. RCRA Landfilling Standards

Certification all burners/boilers meet current Northwest Clean/Air standards.

Or they pay HUGE FINES (\$\$\$\$\$!) to the Health Department!

and collect Health Impact Fee of (\$1,000,000 a year!)

-Larry

Sent from my iPad

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**From:** Council  
**Sent:** Wednesday, November 26, 2014 9:05 AM  
**To:** GPT\_archive  
**Subject:** FW: SELA Sign-on letter: FINAL VERSION  
**Attachments:** WA DoE Sign-On Letter 11-25-14 FINAL.pdf

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**From:** Safe Energy Leadership Alliance [<mailto:SELA@kingcounty.gov>]  
**Sent:** Tuesday, November 25, 2014 5:10 PM  
**To:** Safe Energy Leadership Alliance  
**Subject:** SELA Sign-on letter: FINAL VERSION

Good afternoon,

Thank you to everyone who replied to my email yesterday (below) with suggested edits or your electronic signature.

We have taken your suggestions and made minor changes to the sign-on letter. The final sign-on letter is attached.

If you already sent me your electronic signature and do not see any issue with the final letter, **you do not need to respond to this email.** We will keep your signature on the letter.

If you have not had a chance to sign-on to this letter but would like to add your name, **please email me an image of your signature no later than noon on Monday, December 1<sup>st</sup>.** We will need to submit the letter that same day.

I will be out of the office Thursday and Friday, but will be checking email throughout the weekend if you have any questions.

Thank you for the quick turnaround on this!

Best regards,

**Katherine Woods**  
External Relations Specialist  
Office of King County Executive Dow Constantine  
[katherine.woods@kingcounty.gov](mailto:katherine.woods@kingcounty.gov)  
[SELA@kingcounty.gov](mailto:SELA@kingcounty.gov)  
(206) 263-1506

.....

Dear SELA Members,

On behalf of King County Executive Dow Constantine I want to thank all of you who were able to participate in Friday's meeting with Washington State Governor Jay Inslee and national coal market expert Tom Sanzillo. It was great to hear from many of you about the threats coal and oil trains pose in your communities, and I look forward to working together on the follow up actions discussed.

As an immediate follow-up action, we have developed a draft sign-on letter to Governor Inslee calling for stronger requirements to disclose, assess, and prepare for hazards associated with the surging traffic in oil transport by barge and rail. We have tried to capture the suggestions made at Friday's SELA meeting, including:

- Calling for additional resources for training and stockpiled materials, like firefighting foam;
- Action now to increase spill prevention and preparedness, including requirements for oil barge escort tugs;
- Clear mapping of gaps in federal, state, and local regulatory authority; and
- Requirements for liability coverage.

The deadline for comments to Washington State's *Marine and Rail Oil Transportation Study* is Monday, December 1<sup>st</sup>. **If you have a strong concern about content that you would like to try to resolve, please contact me at [SELA@kingcounty.gov](mailto:SELA@kingcounty.gov) or (206) 263-1506 by close of business tomorrow, November 25<sup>th</sup>.** If needed, we'll get a revised version out on Wednesday, November 26<sup>th</sup>.

**If you would like to sign on to the letter, please email me your electronic signature no later than noon on Monday, December 1<sup>st</sup>.**

Once the sign-on letter has been sent, we will send a recap of other actions and resources shared at Friday's meeting.

Sincerely,

**Katherine Woods**

External Relations Specialist

Office of King County Executive Dow Constantine

[katherine.woods@kingcounty.gov](mailto:katherine.woods@kingcounty.gov)

[SELA@kingcounty.gov](mailto:SELA@kingcounty.gov)

(206) 263-1506

# Safe Energy Leadership Alliance

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December 1, 2014

The Honorable Jay Inslee  
Office of the Governor  
PO Box 40002  
Olympia, WA 98504-0002

Dear Governor Inslee:

We are members of the Safe Energy Leadership Alliance (SELA), a coalition of more than 120 local, state, and tribal leaders from across the Pacific Northwest, Montana, and Canada seeking full assessment and disclosure of the economic, cultural, environmental and health impacts, safety risks, and costs from oil transport and coal export.

Thank you for directing the Washington State Department of Ecology to fast-track the state's *Marine and Rail Oil Transportation Study*, and for sharing your initial thinking on recommendations with SELA last week. We are writing today to ask you to strengthen state requirements for disclosure, reporting, and emergency planning for transport of crude oil by rail and barge to the maximum extent possible under federal and state law.

While we come from communities large and small, urban and rural, across a vast geographic area, we share a common mandate to protect the public health, safety, and welfare of our residents. Oil train derailments, spills, and fires have already resulted in evacuations, devastating pollution, and loss of life across the United States and Canada. We are deeply concerned about the growing traffic of oil trains through the heart of our communities, and the immediate risks of derailment, explosion, and fire. To date, nineteen local governments have passed resolutions expressing grave concerns about the growing threat of oil transport, and in some cases opposing expansion or development of new oil terminals.

Our state has seen a stunning increase in the amount of crude oil transport with an estimated 2.87 billion gallons of crude oil now crossing our state annually. Because of historic development patterns, rail lines carrying these flammable products pass through densely populated areas, commercial, and industrial districts, and transect Puget Sound and rivers, such as the Spokane and the Columbia. A derailment, explosion, or spill would be devastating to our communities and environment. Dedication of limited rail capacity to oil trains already delays shipment of grain, agricultural fertilizer, and locally manufactured goods, while threatening our residents and bringing very little regional economic benefit. Freight mobility and safety issues will only become more acute if proposed oil and coal terminals are built along the Pacific Coast.

The preliminary findings of Washington State's *Marine and Rail Oil Transportation* study shine a light on the risks and costs to our communities and make recommendations to strengthen disclosure of hazards and emergency preparedness.

We support:

- Tightening up the definition of a “high-hazard flammable train” so all shipments get greater scrutiny.
- Requiring comprehensive oil-spill response plans for all oil tankers regardless of capacity.
- Increasing authority and resources of state agencies to conduct safety inspections, review road crossings, and require spill response planning.
- Assessing oil transportation risks from car explosions, toxic exposures, and compromised infrastructure, particularly to our most vulnerable populations.

However, these recommendations need to go further to *prevent* derailments and ensure that local governments and first responders have necessary information and resources to plan, train, and respond quickly to an oil spill or explosion. The costs for additional training, emergency preparedness, and equipment are substantial and the study appears to assume that local governments will bear this added cost. We request that you:

- Apply federal and state requirements for high hazard flammable trains to a broader geographic area. Current proposals leave out significant urban areas.
- Expand notice of high hazard flammable trains to include Local Emergency Planning Committees.
- Provide state funding to back proposed additional requirements for emergency response planning and training, as well as for stockpiled supplies (like firefighting foam) for local emergency responders.
- Call for phase out of unsafe DOT-111 tank cars to begin immediately and be completed within one year; two years is too long to wait.
- Call for immediate speed reductions for high hazard train speeds to 30 mph in urban areas.
- Strengthen oil-spill prevention and clean-up readiness now for Puget Sound, the Columbia, and Grays Harbor through actions like requiring escort tugs for oil barges.
- Seek federal requirements for railroads and shippers to carry adequate liability coverage for explosions, spills, and economic impacts to businesses, residents, and local jurisdictions affected by the spill or explosion.

The Honorable Jay Inslee

December 1, 2014

Page 3

- Clearly map gaps in federal, state, and local regulatory authority to help guide further action by state legislatures, tribal, and local governments.

Added train traffic will also bring economic impacts in the form of traffic and freight delays. Infrastructure investments like grade separation could help to mitigate these impacts, but the cost is astronomical and we do not see a commitment from railroads or shippers to pay a fair share of these investments. For reference, a recent study by the Puget Sound Regional Council (PSRC) of the potential impacts of increased train traffic from the proposed Gateway Pacific Terminal identified 34 crossings in the Puget Sound region that would benefit from grade separation to prevent traffic delays and maintain emergency access. The estimated cost for these improvements is \$50 to \$200 million for *each* crossing. The PSRC estimates only the proposed Gateway Pacific Terminal. Potential impacts and need for infrastructure improvements are even more significant when you factor in the surge in oil-by-rail and risk for explosion.

The costs to assess, prevent, and mitigate risks from increased oil transport should not fall to local governments and the broader public. In the near-term, state and federal funding is needed to cover additional costs to strengthen local training and emergency response capacity and pay for infrastructure improvements to address safety and traffic congestion at rail crossings. Ultimately, oil companies and railroads – those who profit – should be shouldering the full and true costs and risks of oil extraction and transport, including sharing the significant cost of infrastructure improvements.

Even with stronger emergency management and preparedness, we cannot mitigate 100 percent of the significant risks from explosion and spills, or the opportunity costs of dedicating limited rail capacity to oil transport. Upcoming federal and state permitting decisions for oil and coal terminals will set the stage for whether we continue to subsidize risks to our communities, or shift our focus to economic development that is sustainable for our economy and environment.

It is imperative that we get ahead of the surge in oil transport by rail and barge. We urge you to make strong recommendations that reflect the risks to our communities and our hopes for future economic development. We call on our state lawmakers to act swiftly in response to these recommendations.

Sincerely,

[Signature blocks]

cc: Maia Bellon, Director, Washington State Department of Ecology  
David Danner, Chairman, Washington State Utilities and Transportation Commission

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**From:** Denise Smith  
**Sent:** Monday, November 03, 2014 8:43 AM  
**To:** Dana Brown-Davis; Ron Ewart; Tyler Schroeder; Darla Smith; Harriet Bouwman; Heidi Forbes; Linda Marley; Beverly Bernal  
**Subject:** GPT Staff Time

Please ensure you staff has entered their October hours for GPT billing by the end of the day Wednesday November 12<sup>th</sup>. I will be processing the totals on Friday November 14<sup>th</sup>.

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:** Howland, Cherie N <Cherie.Howland@amec.com>  
**Sent:** Thursday, November 06, 2014 11:15 AM  
**To:** Tyler Schroeder; Wain Harrison  
**Cc:** Ari Steinberg; Dunkin, Kristie A  
**Subject:** Gateway Pacific Terminal Memorandum: Work Plan for 2014-2015 Salmonid Spawner Surveys  
**Attachments:** 20141030 2014-2015 PI Terminals Spawner surveys workplan.pdf

Hello Tyler and Wain,

I have attached the Memorandum: Work Plan for 2014-2015 Salmonid Spawner Surveys for the proposed Gateway Pacific Terminal. Please contact Ari Steinberg ([ari.steinberg@ssamarine.com](mailto:ari.steinberg@ssamarine.com) or 206-654-3689) or Kristie Dunkin ([Kristie.dunkin@amec.com](mailto:Kristie.dunkin@amec.com) or 425-368-0963) with any questions or comments.

**Cherie Howland**  
**AMEC**

Environment and Infrastructure  
221 S 28th Street, Suite 102  
Tacoma, WA 98402  
Tel 425 368-1000

Direct 425 368-1929, mobile/cell (206) 276-3059

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**Memorandum**

To Ari Steinberg, P.E.  
Pacific International Terminals, Inc.

File no 0-915-15338-C  
cc

From Tad Schwager  
Kristie Dunkin  
AMEC Environment & Infrastructure, Inc.

Date October 30, 2014

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**Subject Work Plan for 2014-2015 Salmonid Spawner Surveys**

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We have received a request from Pacific International Terminals, Inc. to perform a third season of salmonid spawner surveys on Stream 1 and also to include Stream 2 this season. The following provides the Work Plan to be followed for implementation of this effort.

Purpose: To document salmon spawning in Streams 1 and Stream 2, if any. As previously reported, adult coho salmon, and what was tentatively identified as a single Chinook salmon, were observed in Stream 1 during the 2004-2005 spawning season. Surveys performed during the spawning season in 2011-2012 and 2012-2013 did not detect any spawning salmon in Stream 1.

Goal: Document any use of accessible stream habitat by spawning salmonids.

Study Dates: November 2014 through January 2015, or until salmon are no longer present for two consecutive weeks after the end of January 2015.

Methods: Bi-weekly spawner surveys will be conducted on Stream 1 and Stream 2 between November 1, 2014 and January 30, 2015. If at any time during this survey spawning salmonids are observed, the frequency of surveys will be increased to twice a week until no salmonids are observed for two consecutive weeks.

To complete the field effort, biologists will walk along the banks of Streams 1 and 2 to visually observe salmonids. No form of catch and release is proposed. Stream 1 will be surveyed from the mouth of the stream (at current tide level) to the culvert at Henry Road. If spawning salmonids are observed in Stream 1, then the surveys will be extended upstream approximately 500 feet north of Henry Road to verify that the culvert is a barrier to fish passage. Stream 2 will be surveyed from the coastal wetland to the earthen dam structure on Parcel 15, which is a complete barrier to fish passage.

If recent overbank flows are evident, then the stream's floodplain area will be surveyed for carcasses or other evidence that fish were recently present in the floodplains. Field notes will be taken recording time of survey, weather, tide, and observations of stream flow including turbidity and estimated bankfull channel size. Observations of adult salmonids will be documented with photographs, their behavior noted, and their locations recorded with a handheld GPS. Any salmon carcasses located will be marked (to identify them as observed) and examined for species, sex, condition, fork length, and the presence of fin clips.

Safety: A health and safety plan will be developed prior to the field efforts. The plan will be implemented for all field visits. If severe weather conditions are present, such as high winds or extreme flood flows, field work may be curtailed until conditions improve. Travel along stream banks can be dangerous when large flood flows are present and turbidity generated by the flows limits visibility. The mouth of Stream 1 has a large woody debris pile which is unstable and presents a hazard to be avoided in high flood tide and/or stream flow conditions. Other potential hazards along the stream banks such as unstable large woody debris will be avoided during the surveys to ensure personnel safety.

Documentation: Following completion of the field surveys, AMEC will produce the information collected during the survey as an addendum to the 2014 Stream Habitat and Fish Baseline Report (AMEC, 2014).

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**From:** Craig, Kelly (GOV) <kelly.craig@gov.wa.gov>  
**Sent:** Thursday, November 06, 2014 2:20 PM  
**To:** Baldi, Josh (ECY); Tyler Schroeder  
**Subject:** FW: Draft GPT Quarterly Meeting Notes - 10-23-14 for Review/Input  
**Attachments:** Draft GPT Quarterly Meeting Notes - 10-23-14.docx

Hi Josh and Tyler,

I'm just sending this reminder to get your review and feedback on the notes from the October 23<sup>rd</sup> meeting. Please respond by November 14<sup>th</sup>.

Thank you,  
Kelly

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**From:** Craig, Kelly (GOV)  
**Sent:** Thursday, October 30, 2014 2:05 PM  
**To:** Baldi, Josh (ECY); Bob Watters; Ari Steinberg; Zehnder, Cindy; [Pablo.chico@ssamarine.com](mailto:Pablo.chico@ssamarine.com); Greg Hueckel ([ghueckel@gmail.com](mailto:ghueckel@gmail.com)); 'Tyler Schroeder'  
**Cc:** Sanchez, Jesus (GOV)  
**Subject:** Draft GPT Quarterly Meeting Notes - 10-23-14 for Review/Input

Good Afternoon,

Hope you are all well. Attached for your review are the summarized meeting notes from the October 23<sup>rd</sup> meeting. Additionally, I have highlighted key specifics agreed to and actions items. Please take a moment to review and provide any feedback you may have regarding changes/clarifications by November 14<sup>th</sup>.

Once we have all worked together to finalize, the meeting notes will be posted to the ORIA EZview GPT Project Site. Here is where we intend on publishing the notes: [https://www.ezview.wa.gov/site/alias\\_1357/map\\_team/22878/map\\_team.aspx](https://www.ezview.wa.gov/site/alias_1357/map_team/22878/map_team.aspx), and we will notify you when we are ready to publish.

With Best Regards,  
Kelly

Kelly Craig  
*Regulatory Improvement Consultant*  
**Governor's Office for Regulatory Innovation and Assistance**  
**O:** 360.725.2664  
**C:** 360.742.9764  
**www:** <http://oria.wa.gov>

---

**From:** Shannon Wright <shannonwright@communitywisebellingham.org>  
**Sent:** Monday, November 10, 2014 9:48 AM  
**To:** Tyler Schroeder  
**Subject:** GPT HIA--a quick question and an update

Hi Tyler,

Has there been any change with the Health Impact Assessment component of the GPT EIS in terms of commissioning new studies to fill in possible data gaps?

When Frank James and I met with you and members of the Health Department earlier this year, you all let us know that the HIA component would not carrying out new health studies. Our assumption is that is still the case?

The three independent field studies on train traffic health impacts --air quality, noise and traffic hazards--we discussed at the meeting are moving forward, as you may know. There is a final \$25K to be raised of the ~\$100K budget, and an effort is underway to raise the remaining balance from the community through small donations, crowd sourced. I will forward you our appeal that is going out this week for your information.

Thanks for any updates you can provide.

Shannon

---

Shannon Wright  
Executive Director

**Communitywise Bellingham**

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**From:** Denise Smith  
**Sent:** Monday, November 10, 2014 10:51 AM  
**To:** Tyler Schroeder  
**Subject:** GPT Invoice request - October 2014 Staff time  
**Attachments:** GPT Invoice request Oct 2014 staff time.pdf

Tyler—

Attached is the invoice request for Finance for the October 2014 staff time.

By the way, when I spoke to Marianne in finance about changing the billing for GPT. She said we did not need to bill differently or transfer funds since all the money is going into the "GPT" cost center 2526. She just wanted to be sure your time was being billed and the money received. So Tawni does not have to do any adjustments according to Marianne.

Please review, initial and return to me!

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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**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-2014-010

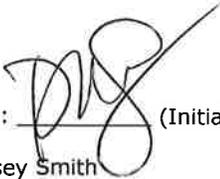
Date: November 17, 2014

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

RE: October 2014 -Monthly Whatcom County Staff Time

Fees:

| Description  | Revenue Account Number | Amount     |
|--|------------------------|------------|
| Whatcom County Health Department Fees                          | 656261.4345.8140       | \$         |
| Whatcom County Parks Department Fees                           | 6011.4345.8140         |            |
| Whatcom County Planning & Development Services Department Fees | 2526.4345.8140         | \$2,500.00 |
| Whatcom County Public Works Department Fees                    | 108010.4345.8140       |            |
| TOTAL DUE  |                        | \$2,500.00 |

Prepared by:  (Initials)  
Denise Massey Smith

Approved by: \_\_\_\_\_ (Initials)  
Tyler Schroeder

---

**From:** Kate Blystone <kateb@re-sources.org>  
**Sent:** Wednesday, November 12, 2014 1:43 PM  
**To:** Tyler Schroeder  
**Subject:** GPT Questions.

Tyler,

I have a couple questions about the status of the DEIS for GPT.

1. Has the clock started for the DEIS yet?
2. If no, how will we, the general public, know when the clock starts?

Thank you,

Kate

--

Kate Blystone  
Program Director  
RE Sources for Sustainable Communities  
2309 Meridian St., Bellingham, WA 98225

[website](#) | [facebook](#) | [blog](#) | [e newsletter](#) | [linkedin](#) | office: 360.733.8307 | cell: 360.223.4514

*RE Sources promotes sustainable communities through recycling, education, advocacy and the conservation of natural resources.*

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**From:** Shannon Wright <shannonwright@communitywisebellingham.org>  
**Sent:** Monday, November 17, 2014 9:58 AM  
**To:** Tyler Schroeder  
**Subject:** GPT HIA

Tyler,

I am following up on this email and your comments in the Bellingham Herald article that ran over the weekend. Can you provide any additional information on the studies the HIA will include to fill in data gaps?

I will try you on your office line as well.

Thanks for the help,

Shannon

On Nov 10, 2014, at 9:48 AM, Shannon Wright wrote:

Hi Tyler,

Has there been any change with the Health Impact Assessment component of the GPT EIS in terms of commissioning new studies to fill in possible data gaps?

When Frank James and I met with you and members of the Health Department earlier this year, you all let us know that the HIA component would not carrying out new health studies. Our assumption is that is still the case?

The three independent field studies on train traffic health impacts --air quality, noise and traffic hazards--we discussed at the meeting are moving forward, as you may know. There is a final \$25K to be raised of the ~\$100K budget, and an effort is underway to raise the remaining balance from the community through small donations, crowd sourced. I will forward you our appeal that is going out this week for your information.

Thanks for any updates you can provide.

Shannon

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Shannon Wright  
Executive Director

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Shannon Wright  
Executive Director

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**From:** Craig, Kelly (GOV) <kelly.craig@gov.wa.gov>  
**Sent:** Monday, November 17, 2014 10:58 AM  
**To:** bob.watters@carrix.com; Ari Steinberg; Zehnder, Cindy; Pablo.chico@ssamarine.com; Baldi, Josh (ECY); Tyler Schroeder; Greg Hueckel (ghueckel@gmail.com)  
**Cc:** Sanchez, Jesus (GOV); Craig, Kelly (GOV)  
**Subject:** GPT Quarterly Meeting Notes - 10-23-14  
**Attachments:** GPT Quarterly Meeting Notes - 10-23-14.pdf

Good Morning!

Hope you are all well. Thanks for each of your contributions to a very productive meeting that occurred on October 23<sup>rd</sup>.

Attached you will find the summarized notes from the meeting, which includes key specifics that were agreed to and action items.

The meeting notes will be posted to the ORIA EZview GPT Project Site. Here is where we intend on publishing the notes:  
[https://www.ezview.wa.gov/site/alias\\_1357/map\\_team/22878/map\\_team.aspx](https://www.ezview.wa.gov/site/alias_1357/map_team/22878/map_team.aspx).

With Best Regards,  
Kelly

Kelly Craig  
*Regulatory Improvement Consultant*  
**Governor's Office for Regulatory Innovation and Assistance**  
**O:** 360.725.2664  
**C:** 360.742.9764  
**www:** <http://oria.wa.gov>

Please send corrections, edits, or additions to [kelly.craig@gov.wa.gov](mailto:kelly.craig@gov.wa.gov)

**Location** SSA Marine-Conference Room Orcas-San Juan Island  
1131 SW Klickitat Way  
Seattle, WA 98134

**Purpose** Affirm cooperation, collaboration and process timeliness

**Attendees** Bob Watters, Ari Steinberg, Cindy Zehnder, Pablo Chico – SSA Marine  
Jesus Sanchez, Kelly Craig, Greg Hueckel – Governor's Office for Regulatory  
Innovation and Assistance  
Josh Baldi – Washington State Department of Ecology  
Tyler Schroeder (by phone) – Whatcom County

### Introduction

This meeting was organized by the Governor's Office of Regulatory Innovation and Assistance (ORIA) to discuss schedule and brief applicant executives on the progress of the Gateway Pacific Terminal (GPT) project.

### Goals:

- To re-introduce the key Project co-leads to the Project proponents.
- To strengthen communication and collaboration at the policy level, to improve responsiveness by both parties.
- Reaffirm by both project proponents and regulating agencies, the value of continued communication, through quarterly meetings and looking for process improvements as well as timely responses by both parties when required.

**General Discussion:** Jesus Sanchez, Director for Regulatory Innovation and Assistance, chaired the quarterly meeting, discussing the importance of having frank discussions, and asking everyone to engage in sharing views/perspectives both from the project proponents and regulating parties, what were the key issues affecting timely project reviews or project delays, that required attention or change in direction from either party.

### Key specifics that were agreed to:

- Real-time discussions, as issues arise - move to address them by engaging the parties.
- Ensure quality and timely conversations between parties are taking place.
- Track the schedule for each milestone (deliverables), and if there is a non-response from responsible party, establish a process by which a conversation takes place between the decisions-makers, and move the project forward, avoiding further delays.
- Quarterly meetings will be continued - ORIA will establish quarterly meeting schedule for next year.

**Action Items - The following action items were identified and discussed during the meeting:**

- Bimonthly (every two weeks) Meetings –The co-leads, consultants and SSA will participate in this meeting, where the development of the SEPA EIS and the analysis process are discussed.
- Engineer-to-Engineer/Analyst-to-Analyst/Tech-to-Tech Meeting (s) – Direct dialogue - when necessary.
- Quarterly Meetings – ORIA will develop a tentative schedule for 2015
- Real-time Discussion/Special Meeting - To determine whether the Vessel Traffic Study satisfies the Settlement Agreement.
- Project Schedule – Ecology will track the schedule for each milestone (deliverables), and if there is a non-response from a responsible party, establish a process by which a conversation takes place between the decisions-makers, and move the project forward, avoiding further delay.
- Project Schedule – Ecology will work with the consultant to develop a key milestone project schedule for higher policy executives. SSA Marine, regulatory agencies and ORIA to review.

---

**From:** Tyler Schroeder  
**Sent:** Tuesday, November 18, 2014 9:21 AM  
**To:** Wayne Fitch; Erin Page  
**Cc:** Denise Smith  
**Subject:** RE: GPT 2.9 Acre Temporal Loss Mitigation & Restoration

Wayne,

I left you a message on this this morning. Please call tomorrow on this topic.

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:** Tyler Schroeder  
**Sent:** Tuesday, October 14, 2014 8:31 AM  
**To:** Wayne Fitch; Erin Page  
**Cc:** Denise Smith  
**Subject:** FW: GPT 2.9 Acre Temporal Loss Mitigation & Restoration

Wayne and Erin,

FYI, this came in yesterday in regards to the GPT mitigation for the unpermitted clearing.

Denise,

Could you include this onto the website when you get back into the office.

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:** Ari Steinberg [<mailto:Ari.Steinberg@SSAMarine.com>]

**Sent:** Monday, October 13, 2014 1:46 PM

**To:** Randel Perry ([Randel.J.Perry@usace.army.mil](mailto:Randel.J.Perry@usace.army.mil)); Meyer, Susan (ECY) ([sume461@ECY.WA.GOV](mailto:sume461@ECY.WA.GOV)); Tyler Schroeder

**Cc:** alice kelly ([alice.kelly@ecy.wa.gov](mailto:alice.kelly@ecy.wa.gov)) ([alice.kelly@ecy.wa.gov](mailto:alice.kelly@ecy.wa.gov)); Kristie Dunkin; Bill Lynn

**Subject:** GPT 2.9 Acre Temporal Loss Mitigation & Restoration

Randel, Susan and Tyler,

Attached are two documents regarding Pacific International Terminal's 2.9 acre Temporal Loss Mitigation and Wetland Restoration work at the Gateway Pacific Terminal:

1. Memo requesting a NWP permit addendum to allow a change in the 2.9 acre temporal loss mitigation site planting plan to allow bare root plants
2. Letter summarizing progress to date on the temporal loss habitat site preparation and restoration site

Let me know if you have questions or comments.

Thank you,

Ari

## Denise Smith

---

**From:** Alan Friedlob <afcitizenscience@gmail.com>  
**Sent:** Wednesday, November 19, 2014 3:18 PM  
**To:** Tyler Schroeder  
**Subject:** Status of GPT Health Impact Assessment Task

Dear Mr. Schroeder: I am writing to request an update of this task. I have reviewed the document entitled "Preliminary Draft Human Health Technical Analysis Methodology" drafted in November 2013.

1. Has an HIA Steering Committee been formed? If so, who sits on this Committee? How were these persons selected?
2. Has a work plan been finalized? If so, please send me a copy.
3. If a finalized work plan exists, what is its implementation status? More specifically, what has been done to since November 2013 to determine how the health of the population could be affected, using quantitative and qualitative methods?.

For your information, I am a 12 year resident of the Point Whitehorn neighborhood of Birch Bay. I hold a PhD in Public Health, and served 20 years in the United States Public Health Service, including the Centers for Disease Control and Prevention. I have also consulted with the National Center for Environmental Health regarding community engagement in childhood asthma prevention.

I would very much appreciate a timely response to this inquiry. More importantly, how can I as a citizen living in the geographic area affected by the GPT siting participate actively in the HIA.

Please advise as soon as possible.

Sincerely,

Alan Friedlob PhD  
6934 Holeman Avenue  
Blaine, WA 98230

## Denise Smith

---

**From:** Denise Smith  
**Sent:** Wednesday, November 19, 2014 3:47 PM  
**To:** Tyler Schroeder  
**Subject:** GPT

Attached is the invoice request for the October hours  
This will go to finance tomorrow for processing, please forward to SSA Marine for their information.

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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## Denise Smith

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**From:** Denise Smith  
**Sent:** Wednesday, November 19, 2014 3:50 PM  
**To:** Tyler Schroeder  
**Attachments:** invoice-gpt-2014-010-20141119.pdf

*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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## Denise Smith

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**From:** Tyler Schroeder  
**Sent:** Wednesday, November 19, 2014 3:52 PM  
**To:** Ari Steinberg  
**Cc:** Denise Smith; 'Viola, Tony'  
**Subject:** FW: GPT  
**Attachments:** invoice-gpt-2014-010-20141119.pdf

Ari,

Please see the attached invoice that will be sent to our Finance Dept. tomorrow for processing. This invoice is for County staff time worked in October of 2014.

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-2014-010

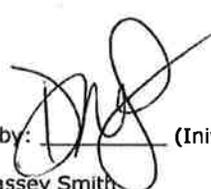
Date: November 17, 2014

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

RE: October 2014 -Monthly Whatcom County Staff Time

Fees:

| Description  | Revenue Account Number | Amount     |
|--|------------------------|------------|
| Whatcom County Health Department Fees                          | 656261.4345.8140       | \$         |
| Whatcom County Parks Department Fees                           | 6011.4345.8140         |            |
| Whatcom County Planning & Development Services Department Fees | 2526.4345.8140         | \$3,400.00 |
| Whatcom County Public Works Department Fees                    | 108010.4345.8140       |            |
| TOTAL DUE  |                        | \$3,400.00 |

Prepared by:  (Initials)  
Denise Massey Smith

Approved by:  (Initials)  
Tyler Schroeder

## Denise Smith

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**From:** Denise Smith  
**Sent:** Thursday, November 20, 2014 8:37 AM  
**To:** Tyler Schroeder  
**Subject:** gpt  
**Attachments:** gpt oct 2014 hours 20141120.pdf

Here is the revised Invoice request. Please sign, scan and email back to me!

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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## Denise Smith

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**From:** Tyler Schroeder  
**Sent:** Wednesday, November 26, 2014 10:46 AM  
**To:** Ari Steinberg  
**Cc:** 'Kristie Dunkin' (Kristie.Dunkin@amec.com); Wayne Fitch  
**Subject:** RE: GPT 2.9 Acre Temporal Loss Mitigation & Restoration

Ari and Kristie,

The County has reviewed the temporal loss mitigation and restoration addendum and concur with the changes. We will add this information to County's mitigation file for record keeping purposes. Further, according to the schedule provided, the only work required to finish the mitigation is the planting. This planting does not meet the definition of land disturbing activities and does not require an extension to the Land Disturbance Permit. Whatcom County will monitor the completion of the planting under the Mitigation file.

Please let me know if you need additional clarification and thanks for your patience on this response.

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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---

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**Sent:** Monday, October 13, 2014 1:46 PM  
**To:** Randel Perry ([Randel.J.Perry@usace.army.mil](mailto:Randel.J.Perry@usace.army.mil)); Meyer, Susan (ECY) ([sume461@ECY.WA.GOV](mailto:sume461@ECY.WA.GOV)); Tyler Schroeder  
**Cc:** alice kelly ([alice.kelly@ecy.wa.gov](mailto:alice.kelly@ecy.wa.gov)) ([alice.kelly@ecy.wa.gov](mailto:alice.kelly@ecy.wa.gov)); Kristie Dunkin; Bill Lynn  
**Subject:** GPT 2.9 Acre Temporal Loss Mitigation & Restoration

Randel, Susan and Tyler,

Attached are two documents regarding Pacific International Terminal's 2.9 acre Temporal Loss Mitigation and Wetland Restoration work at the Gateway Pacific Terminal:

1. Memo requesting a NWP permit addendum to allow a change in the 2.9 acre temporal loss mitigation site planting plan to allow bare root plants
2. Letter summarizing progress to date on the temporal loss habitat site preparation and restoration site

Let me know if you have questions or comments.

Thank you,