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GPT/BNSF Custer Spur EIS Co-Lead Agencies c/o CH2M Hill  
1100 112th Avenue NE, Suite 400  
Bellevue. WA 98004

Sirs:

As a former Medical Examiner in Whatcom and Skagit Counties and a provider of emergency medical services in Bellingham, I write in opposition to the proposed multimodal terminal at Cherry Point. My concern is about the delay caused by the increasingly long and the increased number of trains at several vital crossings delaying access and egress for emergency medical, fire and police vehicles and personnel at these crossings.

The crossings at Harris Avenue, Boulevard Park and F Street in Bellingham isolate industrial and recreational sites west of the tracks when trains block the streets. Several sites in north Whatcom County, including Grandview (State Highway 548), Bay Road, Mountain View and the Custer Spur are similarly blocked by the lengthy trains. The large industries, Intalco and ConocoPhillips Company employ many who in the advent of an accident are threatened by delay for emergent services.

In south Whatcom County along Chuckanut Drive there are multiple residential crossings, including Yacht Club Road, Cove Road, Whitecap Road and Chuckanut Point Road. Many of the residents suffer from chronic illness that on occasion require emergent care. A portion of Larrabee State Park is similarly isolated.

In Skagit County, Skagit Valley and United General Hospitals are both located east of the railroad tracks. Large segments of the population situated west of the tracks are delayed emergency medical care by the current lengthy trains in Mt Vernon at Kincaid Street, College Way, Riverside Drive, Blackburn Road and Hoag Street, in Burlington at Fairhaven Avenue and at the Cook Road, at the I-5 exit

The proposed terminal and increased train traffic will worsen an already bad situation. Mitigation for the delays in access to emergency services by overpass at each of these crossings must be addressed in the Environmental Impact Statement. Funding for the overpasses must be borne by the Gateway Pacific Terminal proponents and/or the BNSF Railroad Corporation and not by the Cities or the Counties and must be completed prior to permitting of the proposed terminal.

Sincerely,

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