

STAPLES

Copy & Print Center

Self-Serve Fax Cover

To: GPT/BNSF ^{Customer} Spun EIS
Fax#: 425-468-3100 Co-Lead
Date: 1/22/2013

From: Allison Warner
Phone: 425-344-7829
Reply Fax#: _____

Number of Pages(Incl. Cover): _____

Urgent Confidential Confirm Receipt

We'll do it right the first time—Guaranteed.

Black & White Copies * Color Copies * Custom Printing * Binding * Folding * Wide-Format Copying * Custom Stamps * UPS Shipping and more

That Was Easy.

FIRST PAGE IS ALL THE SAME ON THESE
MARYSVILLE BUSINESS LETTERS
THESE WERE COLLECTED OVER
A COUPLE OF MONTHS OF
CANVASSING.

MEMORANDUM

To: Kevin Nielsen
Title: Marysville Public Works Director
From: Edward Koltonowski 
Subject: Cherry Point Coal Export Facility Rail Operations; GTC #11-036
Date: June 15, 2011

This memorandum is to identify some of the possible Rail Impacts associated with transport of coal to the proposed Cherry Point Facility on the City of Marysville WA. We understand a terminal capable of exporting 54 million tons of coal per year is proposed north of Bellingham.

GTC understands that the probable route of the coal delivery trains for Cherry Point would be from Wyoming/Montana, through Spokane, along the Columbia River and then up from the south from Seattle north to Bellingham and then to Cherry Point, along the Burlington Northern Santa Fe mainline. The route follows the rail tracks that run north south directly through the heart of the business district of the City of Marysville Washington. According to the applicant's *Project Information Document* (Feb. 2011), full buildout of the coal export facility would result in 9 full northbound trains along this line a day, which equates to 18 train trips a day, however, nothing in the project materials specifies a maximum. The 18 trains per day round trip could be increased if export capacity of the proposed port were expanded in the future. Each train may be over 1.5 miles long, which at 30 miles per hour would mean approximately 6-7 minutes between train approach warning/gate closure and ultimate gate opening or at 5 miles per hour could take approximately 14-18 minutes to clear a crossing. The 18 trains per day would equate to approximately one additional coal train every 1.3 hours, all day long, in addition to existing train traffic.

The BNSF rail way tracks bisect all of the major arterial roads that connect the City business and residential areas with I-5. Preliminary review indicated that the additional trains from the Cherry Point operations would have a significant impact on the commercial district and quality of life for the City of Marysville. We have the following comments based on preliminary research:

1. The City is finalizing its downtown vision plan. A downtown bisected by 16-18 coal train trips per day rumbling through its "green downtown" for several hours a day is not part of that vision.
2. The City's downtown access plan has identified major east west improvement needs (i.e. additional lanes on SR-528) under the I-5 structure and an extension east of 1st Street alternative corridor south of the mall. Both these future critical links have at-grade crossing that the traffic modeling by HDR shows are significantly impacted by the train movements. This would result in their 1st Street and I-5/SR-528 improvements would be negated when a train crosses in the peak hour.
3. Due to speed restriction approach warning, trains through Marysville downtown means the barriers are down for approximately 6-8 minutes (over 400 seconds) for the larger (over one mile long) freight trains. This is the equivalent of 3-4 continuous red lights cycles in a row for a normal signal on 4th Street. The Institute of Traffic Engineers identifies an average delay of over 80 seconds as level of service F - the city's standard for normal roadway operation is LOS D i.e. allowing only 60 seconds as the worst delay for normal conditions.
4. With the increase in number of long coal trains, the nightmare scenario for the city is having all its I-5 entrances blocked at the same time, i.e. SR-528, 88th and 116th. The recent capacity improvement on 116th Street completed by the city would be negated by the increased coal train activity.

5. Marysville is one of the largest cities with the highest traffic volume j that does not have at least one grade-separated crossing for its major access. For example look at Everett to the south; it's last major at grade rail crossing (Pacific Avenue) was grade separated over a decade ago and it carries less traffic than SR-528 or 88th Street.
6. A single long train will close the gates from 1st North to 88th Street at the same time the rail crossing between 88th Street and 1st Street carry approximately 7,000 PM peak hour trips or over 80,000 daily trips. The rail crossing to the north at 116th Street also carries approximately 20,000 daily trips. The addition of just 16 train trips will block the Marysville main lifeline to I-5 for an additional 2-3 hours a day.
7. Within the last 5 years there have been approximately 30 accidents at rail crossings in the City of Marysville, nearly half involving the actual rail gates and one with a vehicle struck by a train in December 2008 causing serous injury to two people at the 88th Street crossing. The remainder was mainly rear ends of vehicles stopping for the gate closures (based on the State's accident data base).
8. Already today the presence of a long freight train during the peak hours creates back ups from the I-5 ramps onto the mainline. The Puget Sound Regional Council (PSRC), the City of Marysville and Tulalip Tribes have identified capacity improvement needs at both the 88th Street and 116th Street interchanges due to existing congestion at these ramps. WSDOT over the last few years has already maximized the queuing capacity of the ramps through deviations to standards to restripe shoulders to accommodate the queuing created when trains block access from I-5 to the City. Adding 18 trains per day to existing levels will likely exacerbate this problem by a significant factor. Any environmental review of rail line impacts should study this current condition and likely increased impact, including costs to mitigate the effects.
9. The City of Marysville, John McCoy (State Representative), and Tulalip Tribes have long envisioned a passenger train station on the Marysville line (Policy Point T-9c.1 of the Marysville Adopted Transportation Element). The increased coal train activity hampers that plan.
10. The Cherry Point applicant argues that the coal train activity will only bring train activity back up to the level it was before the economic crash, and therefore there is no impact. This is misleading because as soon as the economic recovery really starts to take hold, those previous train activities will also pick up, as well vehicular traffic on the roads. At that point, even greater impacts will begin.
11. Train delays at crossings are often eliminated by constructing grade separation, which allows traffic to pass over or under railroad tracks. The City's transportation element Policy T-1E.6 identifies a priority in needing to minimize the number of at grade-crossings. While grade separation is desired in the City plan, these improvements are typically multi-million dollar solutions and funding is not yet planned.

This analysis of possible rail line impacts associated with the increase of 18 trains per day serving the Cherry Point Coal export facility is preliminary and is intended to illustrate some of the potential problems and areas deserving detailed study during the SEPA review for the facility. This preliminary analysis suggests potentially severe consequences for the City's transportation plan and improvements, with increases in risk of accidents.

CC: Jon Nehring, Mayor
Gloria Hirashima, City of Marysville

Rail Crossing Inventory

Cross Street RR MP	DOT #	Permit No	Use	Signal W/Ir PreSignal
1st	38.48 084630B		Public at Grade	
4th	38.68 084640G		Public at Grade	YES
8th	38.95 084644J		Public at Grade	
Grove	39.32 084646X		Public at Grade	
80th	39.8 084647E		Public at Grade	YES
Private	40.02 084648L		Residential	
Private	40.11 084649T		Residential	
88th	40.34 084650M		Public at Grade	YES YES
Private (92	40.6 084651U		Residential	
Private	40.8 084652B	CX93-16124	Residential	
104th	41.2 084653H		Public at Grade	
116th	42.04 084654P		Public at Grade	YES YES
122nd	42.45 084657K		Public at Grade	
124th (Priv	42.55 084658S		Industrial	
128th (Priv	42.82 084660T		Industrial	YES YES
Private	43.1 084661A		Industrial	
136th	43.35 084664V		Public at Grade	YES
Private	45.5 084668X		Farm	
172nd	45.9 084669E		Public at Grade	
Smoky Poir	0.16 092077P		Public at Grade	
128th	0.63 092080X		Public at Grade	
136th	1.23 092081L		Public at Grade	
152nd	1.36 092083T		Public at Grade	
51st	1.8 092082L		Public at Grade	