



Combined NEPA/SEPA

# Environmental Impact Statement Proposed Gateway Pacific Terminal/Custer Spur

## Comment form

Please submit your comments on the Gateway Pacific Terminal/Custer Spur Environmental Impact Statement by January 21, 2013 to be included in the scoping summary report. Comments can also be submitted online at [www.eisgatewaypacificwa.gov](http://www.eisgatewaypacificwa.gov).

### What part of the proposal does your comment relate to?

- Vessel
- Rail
- Industrial site
- Multiple/not listed

### Does your comment relate to any of the following topic areas? (check all that apply)

#### Human environment

- Noise
- Air quality
- Human health
- Traffic or safety
- Other human environment topic

#### Natural environment

- Wildlife or vegetation
- Marine species, fish or fisheries
- Wetlands or streams
- Water quality
- Other natural environment topic

#### EIS Process

- Alternatives
- Areas of potential effect
- EIS regulatory process
- Other EIS process topic

### Please share your comments below: (comments can also be attached to this form)

PLEASE SEE ATTACHE 3 PAGES

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First name: MARK HEROT

Last name: HEROT

Email: \_\_\_\_\_

Address: PO BOX 3217

City, State, Zip: FERNDALE, WA 98248

Phone: \_\_\_\_\_

Would you like to be added to the mailing list?  Yes  No

**Note:** Any information provided to the agencies will be posted on the website and may be released to a third party as part of the agencies' record for this action. This includes the release of identifiable personal information such as personal name, address, phone number, etc., that is provided in the response.



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**Environmental Impact Statement**  
Proposed Gateway Pacific Terminal/Custer Spur

Place  
Stamp  
Here

GPT/BNSF Custer Spur EIS Co-Lead Agencies  
c/o CH2MHILL  
1100 112th Avenue NE, Suite 400  
Bellevue, WA 98004

Hello,

My name is Mark Hersh, I live in Ferndale and I am here today because the massive increase in rail traffic to move 48 million tons of coal through Whatcom County is going to change EVERYTHING.

The reality is that consumers make choices, in part, based upon availability and will seek to minimize wasted time, as in waiting on these additional coal trains to clear the roadway. And while some businesses will have nearby substitutes, many will not such as any professional service with established customer relationships like doctors, dentists, pharmacies, optical and eyewear offices, banks, tax, insurance and financial service companies basically any business that solicits and maintains a customer account. Additionally, hotels, motels, restaurants and any other business with any kind of brand name or supplier of unique goods and services can reasonably expect their business to be impacted.

For this reason and to make sure this project conforms to RCW 36.70A.020, which is the Planning Goals of the Washington Growth Management Act, which states in paragraph (5) and I quote “ promote the retention and expansion of existing businesses” ; the EIS must study the economic impact of this project in terms of lost revenues, lost employment, lost businesses and for city, county and state finance officers the lost tax revenue resulting from the lost business activity within several miles on either side of All rail lines related to this project in any way where surface roads are intersected.

Rational business owners realize that their business will be affected simply by the increased rail traffic, in short everything is going to be delayed somewhat and some amount of business and therefore cash flow will be lost simply due to the inconvenience customers will seek to avoid. Business owners, managers and their accountants will need reliable projections of business activity to facilitate decision making such as: future expansion or major capital expenditures, cash flows, whether to open early or close later

to try and recapture the otherwise lost revenue, which leads to hiring to provide faster customer service or firing to control expenses among many other decisions.

They will also need to know with reasonable accuracy what will happen to property values because real property is frequently pledged as collateral to financial institutions and if their real property values decline a borrower may find themselves in default of loan covenants or loan to value restrictions which may require the borrower to inject capital or provide additional collateral just to maintain the status quo. Or perhaps to re-negotiate the terms of existing loans but now based upon projections of reduced cash flow, lower debt service coverage and reduced collateral values.

If this project is approved it will create temporary construction jobs and a smaller number of permanent jobs, which may or may not be available for local persons to apply for. But those jobs and the economic activity produced must be compared against the economic activity disrupted and/or completely lost due to consumers avoiding train induced traffic backups and bottle necks, such as Main Street here in Ferndale. Ultimately business owners and managers will have to decide whether they intend to stay in business or close before property values decline even more.

And city, county and state officials will need this information to determine how much to raise our taxes to make up for the shortfall in tax revenues from lost employment and lost businesses.

Thank you.

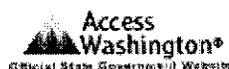


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[RCWs](#) > [Title 36](#) > [Chapter 36.70A](#) > [Section 36.70A.020](#)

[36.70A.011](#) << [36.70A.020](#) >> [36.70A.030](#)

## RCW 36.70A.020

### Planning goals.

The following goals are adopted to guide the development and adoption of comprehensive plans and development regulations of those counties and cities that are required or choose to plan under RCW [36.70A.040](#). The following goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans and development regulations:

- (1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- (2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- (3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- (4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- (5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- (6) Property rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- (7) Permits. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- (8) Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- (9) Open space and recreation. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- (10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- (11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- (12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time

the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

(13) Historic preservation. Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.

[2002 c 154 § 1; 1990 1st ex.s. c 17 § 2.]