**Draft Scoping Questions –**

*The Scoping Process is to ask questions that need to be included and studied through the EIS (Environmental Impact Statement) process. These are ideas to get you thinking, please use these as a stimulus to make sure YOUR questions and concerns are covered.*

**Rail Issues**

1. What is the effect of unit trains on a rail bed and bridge/culvert infrastructure that is nearly a century old? What would be the cost to update and upgrade?

2. How much will the general public pay for the costs affiliated with upgrades and necessary infrastructure changes?

3. Recent studies have shown that 3% of the original product is lost on the route from origin to destination, what would be the volume of oil lost and what environmental impacts would this present along the Chehalis to Hoquiam rail corridor?

4. Unit trains will be from 105 – 120 railcars long and will block access from the moment they enter Washington State to their destination in Hoquiam. Some of the transits will be along the Columbia River and along the Chehalis River and its Surge Plain. What will be the impact to fire and medical personnel if access to residences and points of interest for tourist activities would be cut off from emergency response? What is the risk now, based on current traffic and what would it be in the future with the increased traffic rolling through each of the Districts?

5. The amount of crude oil coming into Washington by rail is expected to increase from 2 to 12 fully loaded trains per day. That’s more that the proposed Keystone XL pipeline is expected to move in a day.  How will the added rail traffic impact communities on the rail line in Grays Harbor?

6. How will the vibrations of unusually long, heavy and frequent trains impact property values and the structural integrity of homes and other buildings close to the tracks?

7. What is the noise level and times of day/evening that they will occur?

8. Our rail system was not built to handle mile-long oil and coal trains. The combined number of trains proposed will further stress already dated infrastructure and increase the risk of potentially catastrophic derailments.  What actions will be done to insure the rails are safe?

9. Wetlands along the rail route would be destroyed by an oil spill. What are the plans to prevent this from happening?

10. Rural counties and small towns along this route do not have adequate emergency response and firefighting resources to accommodate this project.  Scoping must consider these issues as part of the EIS - and specifically outline how these resource gaps will be mitigated.  It is inappropriate to defer this issue.

11. **The proposed rail line route would cross over 100 waterbodies, including major rivers such as the Chehalis, Hoquiam, Wishkah, and sensitive streams and wetlands. Pipeline construction would threaten to deliver sediment and cause erosion in delicate aquatic ecosystems, often in salmon-bearing streams. How can US Development ensure that this project does not further degrade water quality? How can US Development ensure that this project will not further harm species that are listed on the Endangered Species Act, including our iconic Pacific Coho salmon?**

12. How will the crude oil trains affect motor vehicle traffic, transportation, emergency vehicle response times and the flow of commerce in communities along the rail corridor?

13. The increased traffic of crude oil trains, along with the existing commodities (grain, auto, heavy equipment) will undoubtedly create new stresses to an older rail system, culverts and bridges. Please study the logistics of rail repair and the ability to have uninterrupted service to the customers.

14. The weight and movement of the railcars along the corridor will affect buildings and landforms along the way. How will historic assets be protected?

**Vessel Issues**

1. Crude oil and other petroleum products are increasingly being transported via articulated barges that don’t have similar safety requirements than oil tankers. How will this serious threat to our marine waterways be corrected?

2. An oil spill during the annual shorebird migration could have a devastating impact on those visitors. For example, the total population of Western Red Knots is 22,000, 75% of which feed at the GHNW Refuge. What would be the cost to the public and the Grays Harbor area if this species were ESA listed?

3. The vessels crossing over the bar at Westport would increase from approximately 120 to 738 crossing if all terminals are built. How will the vessel traffic be impacted and accommodate these large-sized vessels?

4. Please expand the EIS scope to include the increased probability of fossil fuel or other hazardous spills occurring from allision, collision, or grounding of vessels in the marine waters of the Grays Harbor Estuary and Central Washington Coast. If these vessels are heading North to refineries in areas of the Straights of Juan de Fuca or South towards California, what are the increased likelihood of impacts to Willapa Bay, the Columbia River Estuary, and Oregon and California

5. What are the impacts of foreign-flagged tanker hull and ballast water invasive species?

6. What is the statistical evaluation of risk associated with each proposal’s traffic increase relative to existing conditions (including the number and size of ships)?

7. Analyze the logistics of product movement for all exports and imports to the Port. Statistical evaluation of risk associated with combined Imperium, Westway and US Development Terminals traffic increase relative to existing conditions.

8. What is the impact of potential increased commercial traffic on navigation safety throughout the navigation channel?

9. Include information on any plans from the Port of Grays Harbor and WA Board of Pilotage Commissioners for additional pilots within the port.

10. How will pilots and the Port of Grays Harbor manage commercial vessel traffic in the harbor, including oil barges?  How many pilots should be trained and available for all proposed and expected vessel traffic?

11. Describe how pilots will communicate with barges to manage traffic inside Grays Harbor.

12. Evaluate the adequacy of anchorages and procedures for use.  What will happen if there are delays of departure?

13. Evaluate adequacy of escort tug capability.

* Capability of current tugs to control disabled vessel movements under the most adverse prevailing weather conditions in the area and respond to incidents in the harbor and outside the harbor entrance.
* Emergency tug availability from Neah Bay and Columbia River, include availability during severe weather or bar closures.

14. How will vessels be managed offshore if the bar closes?

15. Identify risks of incidents and measures to mitigate the risk for potential groundings, collision, loss of propulsion, or oil spill while underway.

16. What will be the recommended mitigation measures to minimize risks identified above and possible solutions to vessel traffic impacts?

17. What is the impact to navigation safety from the increase of future ships called to Terminal #1 and Terminal #3?

18. Tribes and coastal counties are concerned about the impact of an oil spill in our marine waters and the threat to fishing, recreation, tourism and property values.  How will these economic threats be analyzed and weighed against any gains from oil storage and transfer?

19. Assess impacts on capabilities of vessel traffic management system to accommodate the additional growth in commercial traffic.

**Community Issues**

1. How will the noise exposure affect the health and quality of life of people living, working and schooling nearby?

2. How much will the general public pay in subsidies to support the terminals to locate in Grays Harbor and Hoquiam?

3. The Grays Harbor National Wildlife Refuge is immediately adjacent to the site for the US Development terminal. What would be the effect of an onsite oil spill and the drainage patterns of both sites? What would be the impact during a rain event? During a dry event?

4. Since there are no crude oil terminals present in Grays Harbor at this moment what would be the increased carbon imprint and increase of greenhouse gases, if these products are burned?

5. What are the impacts of increased crude oil transport on ocean acidification?

6. What would be the health impacts of oil off-gassing in the transfer process to the students at Hoquiam High School and the nearby track and field participants?

8. What will be the economic impact on communities along the rail corridor to the increased train traffic?

9. How will property values be impacted by bringing crude oil and tar sands into Grays Harbor? How will landowners be compensated for lost value?

10. How will prevention of emergency access to communities impact the health and safety of these communities?

11. The Department of Homeland Security has listed terminals as a top potential terrorist target. The proposed terminal site is located directly adjacent from an airport. This is an inappropriate security risk to the populated region. How can the safety of the region from the threats associated with a crude terminal and the railcars that bring it?

12. Towns around oil terminals are experiencing noxious odors, described as "horrendous", "pungent rotten eggs", etc. What will be done to prevent odors from emitting from the proposed terminal?

13. The SEPA checklist states the proposed facility will create 30-40 jobs. What are the job titles and descriptions of those jobs?

**Health and Safety Issues**

1. What are the effects of diesel pollution on children within a 5-mile radius of the terminal?

2. These mile-long trains will emit cancer-causing diesel fumes and put our communities at risk and will snarl traffic for hours every day, blocking emergency vehicles like fire engines and ambulances.  How will predicted increases in asthma, cancer, and other health issues related to the toxicity of crude oil be mitigated?

3. We are seeing an increase in severe accidents involving oil trains. Recent derailments have caused explosions and multiple deaths. Forty-seven people died in an oil train derailment in Canada last year that also destroyed the downtown of Lac Magentic and left an ecological nightmare along the lake and river’s shoreline.  What are the plans for preventing these types of incidents? Who will be held liable should an incident occur?

4. The fires from crude oil train derailments are so hot, first responders are forced to let them burn out. How will training first responders to use foam help with this type of incident? How adequate are local communities in dealing with these types of incidents?

5. The [Washington State Council of Fire Fighters](https://www.dropbox.com/sh/n92iu731luubp3b/AAB-uZ09g8LAWVZlBfCHEijua/Washington%20State%20Council%20of%20Fire%20Fighters%20%20Resolution.docx) passed a strongly worded resolution on the need to take action to address this threat.  How will this be addressed?

6. Studies are showing significantly increased cancer risk to neighborhoods surrounding oil rail yards and terminals because of chronic exposure to toxic pollutants associated with crude oil operations. How is this risk being addressed?

7. What populations are the most vulnerable to health effects along the rail route? Vulnerable populations include: tribal members; children; elderly; children on playfields/sports centers; children with mental health issues and learning disabilities; students and staff in the Hoquiam School district and elsewhere along the corridor; low-income and minority populations; patients in hospitals along the route; people with already-compromised immune systems (e.g., multiple sclerosis); people who live or work near the tracks, including terminal employees.

8. What would be the impact of spill to recreational waters and groundwater?

9**.** The US Development terminals would be built atop dredge spoils in and near a Tsunami subduction zone. Please study how that and the other proposed related terminals would be impacted by an earthquake or tsunami and what protections will be in place?

10. Study health issues surrounding similar terminals.

11. Evaluate the impacts of noise on academic achievement, specifically in reading, problem solving, concentration, emotional development, especially in children and children at risk. Consider the emotional concerns of crude oil accidents. Address concerns about disruption of schools and recreation. Consider noise pollution and fear of railcars as related to an increased risk of heart disease and stroke, elevated blood pressure, restricted blood vessels, irregular heartbeats, obesity, diabetes, cardiac disease, digestive problems, headaches, respiratory ailments.

11. Quantify the impacts of delay due to train traffic, especially in life or death emergency response situations. Evaluate effects of separation by train tracks of homes from police station, hospital and high ground from flood plain, e.g., Elma.

12. Evaluate overall mental health impacts on children, including issues on trust of their parents and elected officials if the terminal(s) go forward.

13. Evaluate the effects of electromagnetic sensitivity disorder from electromagnetic fields emitted by trains during staging.