



## Environmental Justice Fact Sheet

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The Draft Environmental Impact Statement (EIS) includes an analysis of environmental justice to determine whether the proposed export terminal would affect minority or low-income populations more than the general population.

### How were environmental justice impacts identified and analyzed?

The environmental justice analysis in the Draft EIS identifies minority and low-income populations in the area where the proposed export terminal could cause adverse environmental effects. Minority and low-income populations were identified using data from the U.S. Census Bureau. The analysis then identifies the proposed export terminal's potential adverse impacts based on the analyses contained in the other sections of the Draft EIS and evaluates whether those impacts would affect minority and low-income populations more than the general population.

### Would the proposed export terminal result in disproportionate impacts on minority or low-income populations?

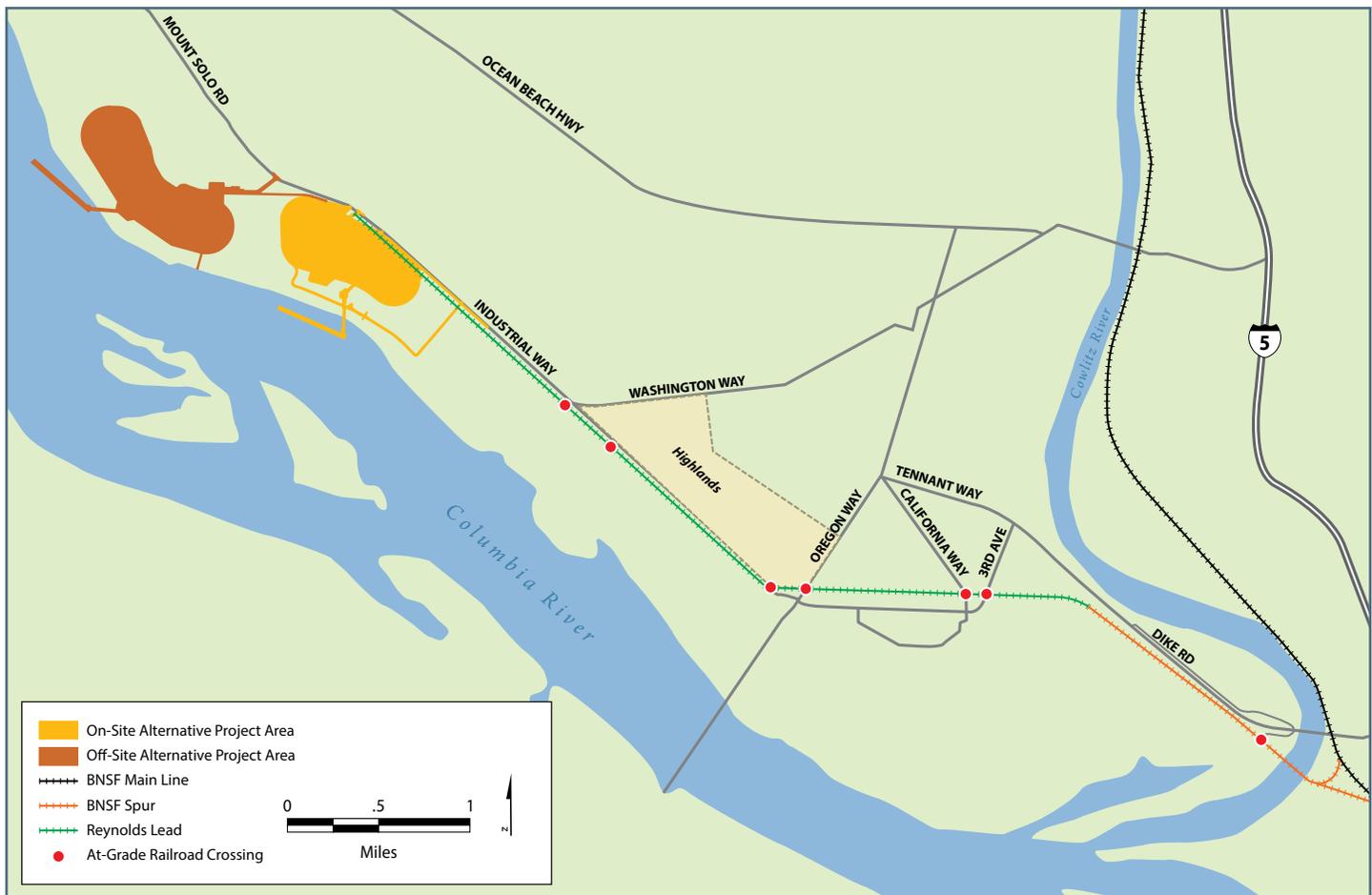
The environmental justice analysis evaluated the construction and operational impacts of the proposed export terminal to determine whether any of the impacts would disproportionately affect minority and low-income populations. The potential disproportionate impacts of the proposed export terminal would be the same under the On-Site Alternative and Off-Site Alternative.

#### Construction

Most construction impacts of the proposed export terminal would be temporary and limited to the project areas and immediate vicinity (for example, construction noise affecting nearby residences). The nearest minority and low-income populations are located approximately 1 mile from the project areas. Because of the distance between the project areas and the minority and low-income populations, the analysis concluded these impacts would not affect minority or low-income populations more than the general population. Construction activities would not adversely affect vehicle delay unless a project-related construction train travels during the peak hour, and these impacts would be temporary. The analysis determined that the construction impacts of the proposed export terminal would not disproportionately impact minority or low-income populations.

#### Operations

One of the proposed export terminal's impacts during operation is train horn noise from project-related trains on the Reynolds Lead. Federal regulations require the sounding of train horns at at-grade rail/road crossings for public safety. The sounding of horns by trains traveling to and from the proposed export terminal would result in noise impacts to residences near Reynolds Lead crossings. This impact would affect areas identified in the Draft EIS as minority and low-income populations, including the Highlands neighborhood in Longview. Therefore, the study concluded that minority and low-income populations would be disproportionately impacted if no mitigation measures are implemented. The Draft EIS identifies mitigation measures that could eliminate this noise impact. Minority and low-income populations would not be disproportionately impacted if this noise impact is eliminated.



*Trains serving the proposed export terminal would travel along the Reynolds Lead, near minority and low-income populations such as the Highlands neighborhood*

No other operational impacts of the proposed export terminal were determined to disproportionately impact minority or low-income populations.

## What measures could reduce the disproportionate impacts on minority and low-income populations?

The Draft EIS identifies the following mitigation measures to reduce disproportionate impacts on minority and low-income populations:

- Support the implementation of a Quiet Zone at the four at-grade crossings on the Reynolds Lead following the Federal Railroad Administration (FRA) Quiet Zone process. This would involve installing safety infrastructure at these crossings so project-related trains would not need to sound horns as they approach these crossings. A Quiet Zone is subject to FRA approval.
- If the Quiet Zone for the Reynolds Lead is not implemented, the Applicant could conduct a noise study to explore the feasibility to reduce noise impacts on environmental justice populations.

A detailed list of mitigation measures can be found in the Draft EIS in Chapter 8, *Minimization and Mitigation Measures*.

## Where can I find more information?

Chapter 4, Section 4.2, *Social and Community Resources*, of the Draft EIS has detailed information on current conditions, analysis and findings related to the potential impacts of the proposed export terminal related to environmental justice. Section 6.5, *Noise and Vibration*, of the EIS also includes detailed information and analyses relevant to environmental justice.

Visit [www.millenniumbulkeiswa.gov](http://www.millenniumbulkeiswa.gov) for more information on the proposed export terminal and the Draft EIS.