

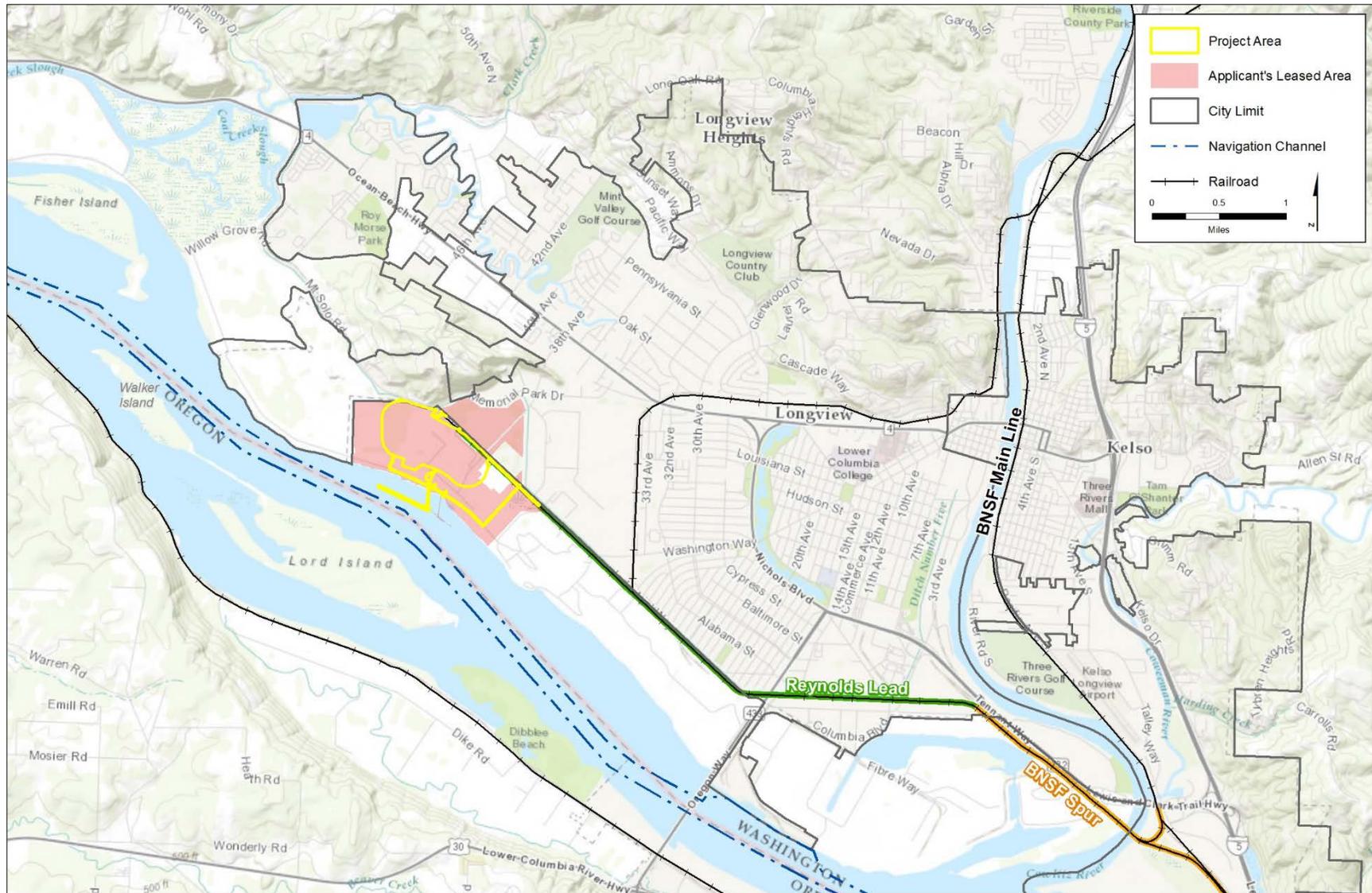
Millennium Bulk Terminals—Longview, LLC (Applicant) is proposing to construct and operate a coal export terminal (Proposed Action) on a 190-acre site (project area) in Cowlitz County, Washington, along the Columbia River (Figure 1-1). The project area is primarily located within a 540-acre site currently leased by the Applicant (referred to as the Applicant’s leased area). The proposed coal export terminal would receive coal from the Powder River Basin in Montana and Wyoming and the Uinta Basin in Utah and Colorado via rail shipment, then load and transport the coal by ocean-going vessels via the Columbia River and Pacific Ocean to overseas markets in Asia. The coal export terminal would receive, stockpile, blend, and load coal by conveyor onto vessels in the Columbia River for export.

The Proposed Action would be constructed in two stages with a maximum throughput of 44 million metric tons of coal per year. The coal export terminal would consist of one operating rail track, eight rail tracks for storing rail cars, rail car unloading facilities, a stockyard for coal storage, conveyor and reclaiming facilities, two new docks (Docks 2 and 3) in the Columbia River, and shiploading facilities on the two docks. Dredging would be required to provide access to and from the Columbia River navigation channel and for berthing at the two new docks. A detailed description of these proposed facilities, existing facilities, and operations at the project area is provided in Chapter 2, *Project Objectives, Proposed Action, and Alternatives*.

## 1.1 Purpose of this Document

This Draft Environmental Impact Statement (Draft EIS) was prepared for the Proposed Action as required by the Washington State Environmental Policy Act (SEPA) (Chapter 43.21C of the Revised Code of Washington [RCW]), the SEPA Rules (Chapter 197-11 of the Washington Administrative Code [WAC]), and Cowlitz County Code (Chapter 19.11). The Proposed Action triggers SEPA review because it would require permits from Cowlitz County. Other local, state, and federal agencies responsible for permits for the Proposed Action would also use the SEPA review to inform permitting decisions.

Figure 1-1. Project Vicinity



## 1.1.1 Environmental Review Process

In February 2012, the Applicant submitted a Joint Aquatic Resources Permit Application (JARPA)<sup>1</sup> for the Proposed Action. The JARPA contains permit application information for federal, state, and local agencies. The Applicant's submission of the JARPA triggered an environmental review process under SEPA.<sup>2</sup> As required by SEPA, an EIS must be prepared when a lead agency determines a proposal is likely to have significant adverse environmental impacts. In this case, SEPA environmental review of the Proposed Action involves two lead agencies (co-lead agencies) that made the determination an EIS is required, as further discussed below.

### 1.1.1.1 Co-Lead Agencies

The two co-lead agencies responsible for this Draft EIS under SEPA are Cowlitz County and the Washington State Department of Ecology (Ecology). Cowlitz County is the designated nominal lead agency<sup>3</sup> for SEPA environmental review since the Proposed Action would occur within unincorporated Cowlitz County.

In April 2012, Cowlitz County requested that Ecology participate as a co-lead agency due to the regional and statewide issues that will be assessed during the SEPA process. In May 2012, Ecology accepted the request to be a co-lead agency. As SEPA co-lead agencies, Cowlitz County and Ecology issued a Determination of Significance and Request for Comments on the Scope of the EIS on August 9, 2013, and a revised Determination of Significance on September 9, 2013, which determined that the Proposed Action is likely to result in significant adverse impacts on the environment, pursuant to SEPA (RCW 43.21C.080), and an EIS under SEPA is required.

The Proposed Action is also being reviewed under the National Environmental Policy Act (NEPA), of which the U.S. Army Corps of Engineers is the NEPA lead agency. In October 2012, Cowlitz County, Ecology, and the U.S. Army Corps of Engineers signed a Memorandum of Understanding amended on October 1, 2013, to serve as co-lead agencies to jointly oversee the preparation of an EIS under SEPA and an EIS under NEPA. Pursuant to this Memorandum of Understanding, the agencies agreed to synchronize the separate SEPA and NEPA environmental reviews. The U.S. Army Corps of Engineers is preparing a separate Draft EIS pursuant to NEPA.

### 1.1.1.2 Public Scoping

The co-lead agencies invited local agencies, state agencies, federal agencies, tribes, organizations, and members of the public to comment on the scope of the SEPA and NEPA EISs during a 95-day scoping period. The scoping period began on August 16, 2013, and closed November 18, 2013. The co-lead agencies collected over 217,500 comments at in-person scoping meetings, online, and in writing. The co-lead agencies established the scope of the SEPA and NEPA Draft EISs based, in part,

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<sup>1</sup> An introduction to the Joint Aquatic Resources Permit Application (JARPA) environmental permitting process can be found at: [http://www.epermitting.wa.gov/site/jarpa\\_introduction/10042/introduction.aspx](http://www.epermitting.wa.gov/site/jarpa_introduction/10042/introduction.aspx)

<sup>2</sup> The Applicant withdrew the Clean Water Act Section 401 certification of the JARPA on January 28, 2013 after consulting with the co-lead agencies and determining that the Environmental Impact Statement (EIS) process would take longer than 12 months. The co-lead agencies agreed to continue with the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) environmental review processes.

<sup>3</sup> The nominal lead agency is responsible for complying with the procedural requirements of SEPA (WAC 197-11-944).

on comments received during the scoping period and identified elements of the environment that should be addressed in the SEPA and NEPA Draft EISs.

## 1.2 Document Organization

This Draft EIS includes three volumes: Volume I includes the Draft EIS chapters, Volume II includes appendices, and Volume III includes technical reports from which information presented in the Draft EIS was extracted.

### 1.2.1 Volume I

Volume I is organized as follows.

**Chapter 1, *Introduction*.** Chapter 1 provides an introduction to this Draft EIS.

**Chapter 2, *Project Objectives, Proposed Action, and Alternatives*.** This chapter describes the Applicant's project objectives, the Proposed Action, and No-Action Alternative.

**Chapter 3, *Built Environment: Existing Conditions, Project Impacts, and Potential Mitigation Measures*.** This chapter presents the existing conditions and project impacts related to the Proposed Action and the No-Action Alternative for the built environment. This chapter also identifies potential mitigation measures related to the Proposed Action. It is subdivided into subsections, with each section addressing one element of the built environment. The built environment chapter includes land and shoreline use; social and community resources; aesthetics, light, and glare; cultural resources; tribal resources; and hazardous materials.

**Chapter 4, *Natural Environment: Existing Conditions, Project Impacts, and Potential Mitigation Measures*.** This chapter presents the existing conditions and project impacts related to the Proposed Action and the No-Action Alternative for the natural environment. This chapter also identifies potential mitigation measures related to the Proposed Action. It is subdivided into subsections, with each section addressing one element of the natural environment. The natural environment chapter includes geology and soils; surface water and floodplains; wetlands; groundwater; water quality; vegetation; fish; wildlife; and energy and natural resources.

**Chapter 5, *Operations: Existing Conditions, Project Impacts, and Potential Mitigation Measures*.** This chapter presents the existing conditions and project impacts related to the Proposed Action and the No-Action Alternative for the operational environment. This chapter also identifies potential mitigation measures related to the Proposed Action. It is subdivided into subsections, with each section addressing one element of the operational environment. The operations chapter includes rail transportation; rail safety; vehicle transportation; vessel transportation; noise and vibration; air quality; coal dust; and greenhouse gas emissions and climate change.

**Chapter 6. *Cumulative Impacts*.** This chapter addresses the potential impacts of the Proposed Action when considered in combination with all other past, present, and reasonably foreseeable future actions.

**Chapter 7. *Public Involvement and Agency Coordination*.** This chapter addresses how Cowlitz County and Ecology involved the public and coordinated with agencies and tribes throughout the SEPA process.

**Chapter 8. *Required Permits and Approvals.*** This chapter lists the required permits and approvals to construct and operate the Proposed Action.

## **1.2.2 Volume II**

Appendices A through J provide materials and data to support the information presented in Chapters 2 through 7 of this Draft EIS. The table of contents in this Draft EIS provides the title of each appendix.

## **1.2.3 Volume III**

Information contained in this Draft EIS was extracted from technical reports located in Volume III and incorporated by reference. The technical reports were prepared specifically for this Draft EIS and the Proposed Action. The technical reports include the determination of study areas, methods used for analysis, potential impacts, and potential mitigation measures.

## **1.3 Next Steps in the EIS Process**

The co-lead agencies published this Draft EIS on April 29, 2016, for review and comment. The co-lead agencies will accept comments on this Draft EIS through June 13, 2016. The Fact Sheet of this Draft EIS provides information on how to provide written and oral comments.

Comments on this Draft EIS will be received and compiled, and the co-lead agencies will then prepare and release a Final EIS that includes responses to comments on the Draft EIS. The NEPA Draft EIS developed by the U.S. Army Corps of Engineers for the Proposed Action will also be considered for the Final EIS. The co-lead agencies anticipate the Final EIS will be published in 2017. The Final EIS will be used by Cowlitz County, Ecology, and other agencies for decision-making regarding permits for the Proposed Action. Seven days following publication of the Final EIS, permits for construction and operation of the Proposed Action may be issued. All local, state, and federal permits must be issued before construction of the Proposed Action may begin.