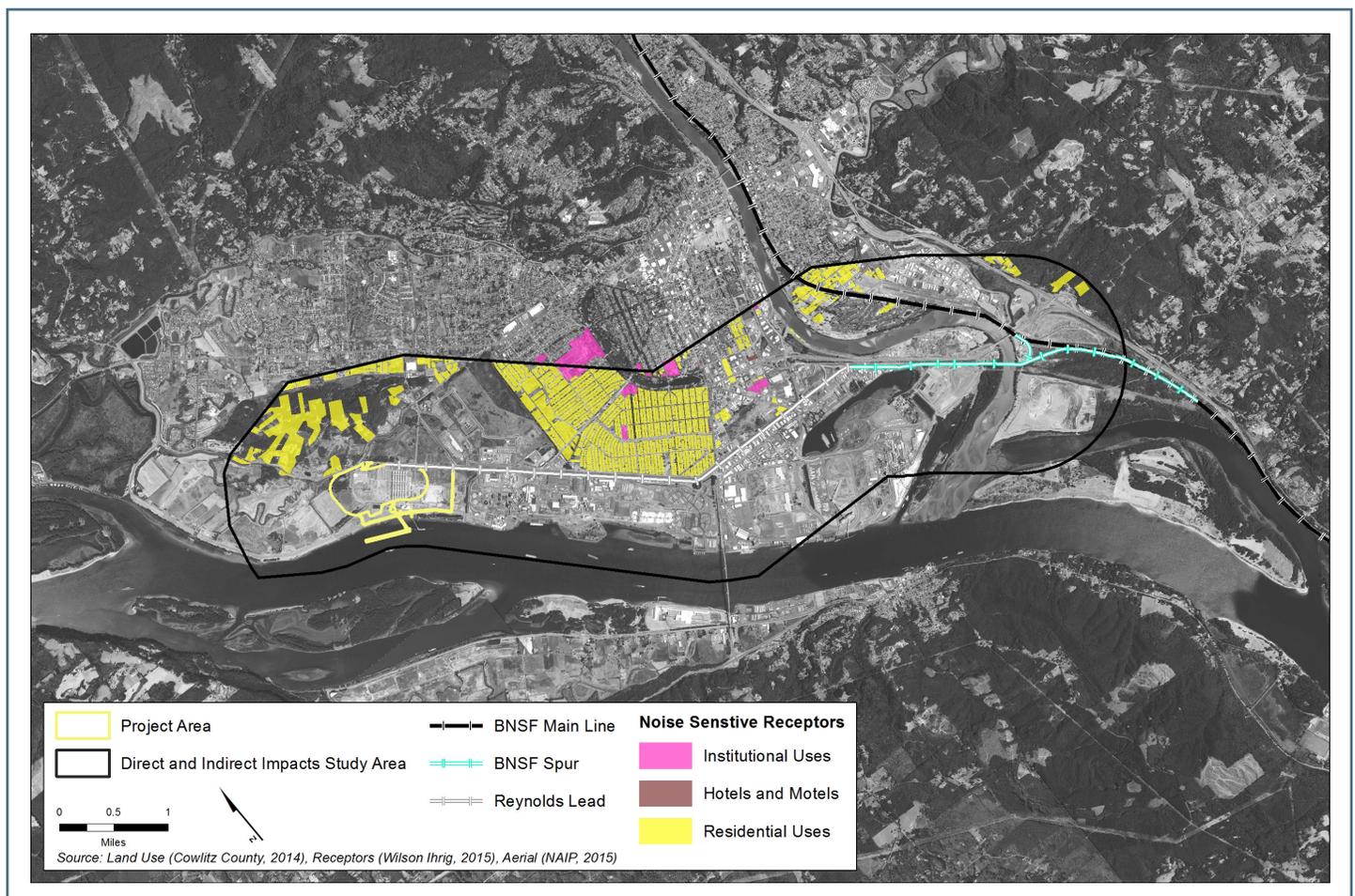


Noise and Vibration Fact Sheet

Noise is sound that is unpleasant, unwanted, or disturbing. Vibration is caused by movement. Both can interfere with activities and affect people and wildlife. Increased noise and vibration would occur during construction and operation of the proposed project. Potential impacts on wildlife are described in the *Fish, Plants, and Animals* Fact Sheet.

What impacts from noise and vibration were studied?

The study looks at how the proposed project's construction and operation could increase noise and vibration in the project area and along the local rail line in Cowlitz County. It includes analyses of noise from rail and vessel traffic for the proposed project.



Noise sensitive land uses in the noise analysis study area

How were impacts from noise and vibration analyzed?

The study describes the project area's current conditions and uses information from databases and reports. The study considers noise and vibration from construction and operation in the project area, and vehicle, rail, and vessel transport related to the proposed project. Next, it identifies potential impacts from noise and vibration. Finally, the study includes actions that can mitigate or offset potential impacts.

Fieldwork measured current baseline outdoor sound levels near the project area. The noise mainly comes from train and vehicle traffic, industrial facilities, residential activities, and port activities. A computer model used the information and other data to predict noise levels with the proposed project. The predicted noise levels were compared to existing noise levels to determine whether noise-sensitive receptors, such as homes, would experience noise impacts from the proposed project.

What are the proposed project's noise and vibration impacts?

Construction

Construction equipment, pile-driving, and rail and road traffic would cause temporary increases in noise and vibration near the project area. The study found that noise levels during pile-driving would exceed noise standards at one residence near the project area. Construction would not likely cause vibration impacts to residences.

Operations

Noise from equipment and activities for the proposed project would cause increased noise and vibration near the project area. The study found that noise would exceed accepted standards at one residence near the project area. Operations would not likely cause vibrations impacts to residences.

Rail, Vehicle and Vessel Traffic

The proposed project would add 16 trains per day (each about 1.3 miles in length) along the local rail lines (the Reynolds Lead and BNSF Spur) to the project area. Increased train traffic would increase average noise levels. The noise would mainly be from train horns for public safety.

The study found that 60 homes could have severe noise impacts and 229 homes could have moderate noise impacts.

Project-related trains on the BNSF main line in Cowlitz County and Washington state would have the same types and levels of noise as current trains. The study found that increasing the number of trains for the proposed project would not result in perceptible increases in noise levels along the BNSF main line.

Operation of the proposed project would also result in noise from vehicle and vessel traffic, but the study did not predict it would result in a noise impact. The study found impacts from vibration would not be significant.

What can Millennium do to reduce impacts from noise and vibration?

Millennium proposes the following measures to reduce impacts from noise and vibration:

- For the Oregon Way and Industrial Way rail crossings on the Reynolds Lead, work with Longview Switching Company to convert these to "quiet crossings" using the Federal Railroad Administration (FRA)



Under current conditions, proposed project-related trains are required to sound horns at grade crossings for public safety

Quiet Zone process. Train horns would not be required, which would reduce noise impacts. FRA must approve the Quiet Zone. If FRA approves the Quiet Zone, Millennium will fund improvements, including barricades and crossing gates, for the conversion to a quiet crossing.

The study recommends the following potential mitigation measures to reduce impacts from noise:

- Monitor noise from construction and operations at the two homes nearest the project area. If impacts are identified, actions would be taken to reduce noise.



The study predicts residences within these areas will experience noise impacts from proposed project-related rail traffic

- For the 3rd Avenue and California Way rail crossings on the Reynolds Lead, work with Longview Switching Company, Cowlitz County, the City of Longview, and the affected community to convert these to quiet crossings using the FRA's Quiet Zone process. Train horns would not be required, which would reduce noise impacts. If FRA approves the Quiet Zone, Millennium will fund all improvements for the conversion to a quiet crossing.
- Explore the feasibility of reducing rail-related noise by other means if a Quiet Zone on the Reynolds Lead is not approved and implemented. Millennium would fund a sound-reduction study to identify ways to mitigate noise impacts along the Reynolds Lead.

Are there significant and adverse impacts identified that cannot be mitigated?

If quiet crossings along the Reynolds Lead are not approved and built, the noise from train horns for public safety would continue. This would result in significant adverse noise impacts at homes near the Oregon Way, Industrial Way, 3rd Avenue and California Way crossings on the Reynolds Lead.

How can the public comment on the Draft Environmental Impact Statement?

There are multiple ways for the public to provide comments. Comments will be accepted during the comment period from April 29 to June 13, 2016.

By Mail

Millennium Bulk Terminals—Longview SEPA EIS
c/o ICF International
710 Second Avenue, Suite 550, Seattle, WA 98104

Online

At www.millenniumbulkeiswa.gov

In Person

At a public hearing, orally or in writing

- **May 24, 2016**
1:00 p.m. to 4:00 p.m. and 5:00 pm to 9:00 pm
Cowlitz County Regional Conference Center
1900 7th Avenue
Longview, WA 98632
- **May 26, 2016**
1:00 p.m. to 4:00 p.m. and 5:00 pm to 9:00 pm
Spokane Convention Center
334 W Spokane Falls Boulevard
Spokane, WA 99201
- **June 2, 2016**
1:00 p.m. to 4:00 p.m. and 5:00 pm to 9:00 pm
TRAC Center
6600 Burden Boulevard
Pasco, WA 99301

Where can I find more information?

Chapter 5, Section 5.5, *Noise and Vibration*, of the Draft Environmental Impact Statement (EIS) has detailed information on current conditions, analysis and findings related to the potential impacts of the proposed project on noise and vibration. The following sections of the Draft EIS also include detailed information and analyses relevant to noise and vibration: Chapter 4, Section 4.7, *Fish*; and Section 4.8, *Wildlife*; and Chapter 5, Section 5.1, *Rail Transportation*.

Additional fact sheets that discuss fish, plants, and animals and rail transportation are also available.

Visit www.millenniumbulkeiswa.gov for more information on the proposed project and the Draft EIS.