

Westway and Imperium Expansion Projects



Draft Environmental Impact Statements

Proposals

Westway Terminal Expansion Project
Imperium Terminal Services Expansion Project

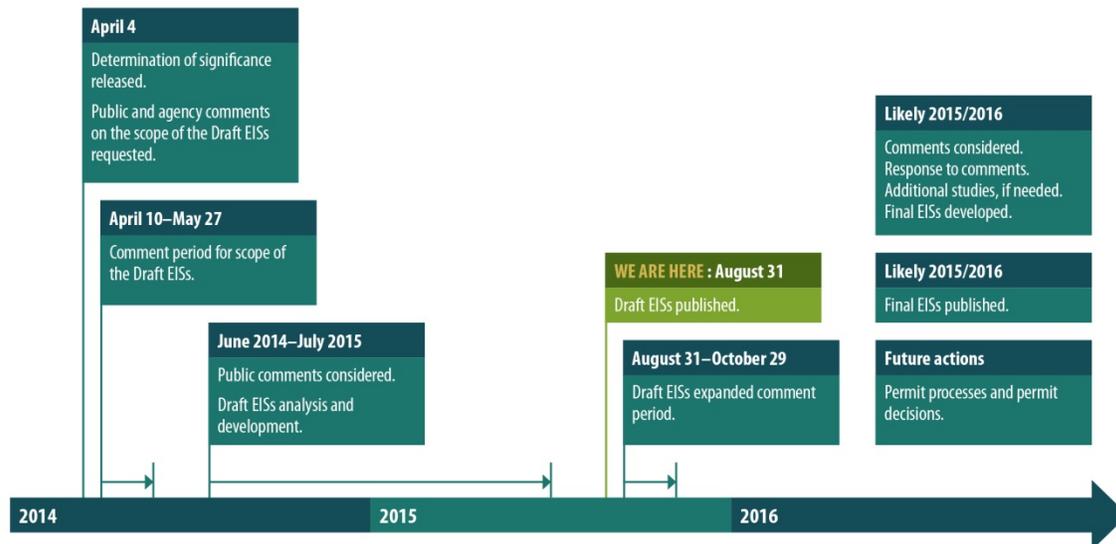
Required by

State Environmental Policy Act (SEPA)

Co-Lead Agencies

Washington Department of Ecology (Ecology) and City of Hoquiam (Hoquiam)

Environmental Review Process Timeline



Resources Areas Analyzed in Each Draft EIS

- | | |
|------------------------------------|---|
| Earth (geology and soils) | Tribal resources |
| Air | Public services and utilities |
| Water | Hazardous materials |
| Plants | Rail traffic |
| Animals | Vehicle traffic and safety |
| Energy and natural resources | Vessel traffic |
| Noise and vibration | Environmental health and safety (spills, fires, and explosions) |
| Land and shoreline use | Social Policy |
| Aesthetics, light and glare | Economic Analysis for City of Hoquiam |
| Recreation | |
| Historic and cultural preservation | |

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Sections for these resource areas are outlined the same way. First, the existing conditions for the area of study are described. Then the potential impacts from the proposals (including construction, operations, rail transportation, and vessel transportation) are analyzed. Next, the analysis looks at direct and indirect impacts, cumulative impacts, and also the impacts if the proposals are not built. Additionally, measures required to mitigate or offset impacts of the proposed actions are discussed.

Area of Study

Ecology and Hoquiam determined the area of study for the Draft EISs would be the Puget Sound and Pacific (PS&P) rail line from Centralia to Grays Harbor, the facility sites, and vessel traffic through Grays Harbor to three nautical miles off the harbor entrance.

Additional evaluation of rail traffic and vessel traffic beyond the detailed area of study is described in Chapter 5, *Extended Rail and Vessel Transport*, of the Draft EISs.

Cumulative Impacts

Cumulative impacts are the additive impacts that would result from the proposed projects, plus the impacts from past, present, and reasonably foreseeable future projects. Each Draft EIS has a chapter that looks at cumulative impacts in the study area, which includes potential impacts if reasonably foreseeable future proposals are built. Chapter 6, *Cumulative Impacts*, of the Draft EISs considered the Westway Terminal Expansion proposal, the Imperium Terminal Expansion proposal, the Grays Harbor Rail Terminal proposal, and the dredging of the Grays Harbor Navigation Channel.

What is the purpose of the SEPA environmental review process?

SEPA provides a way for state and local agencies in Washington to identify possible environmental impacts for proposals that require permits. SEPA applies to the proposed Westway Terminal Expansion Project and the Imperium Terminal Services Expansion Project.

When a proposed project is likely to result in significant adverse environmental impacts, an Environmental Impact Statement (EIS) is issued. An EIS provides the public and agencies with information about the potential effects of a proposed project, and is used to inform local and state agency permit decisions.

Will the EIS say if a proposal is approved or denied?

No. The purpose of an EIS is to provide factual information and thorough evaluations. That information helps agency decision-makers, project applicants, and the public understand how a proposal may affect the environment. An EIS does not determine if a proposal will be approved or denied.

An EIS provides detailed facts on the possible environmental impacts of a proposal and how those impacts can be offset or mitigated. It can also be used to modify a proposal to reduce likely impacts.

When does the permit process start?

After the EIS is completed, the processes for local and state permits begin. Applicants submit additional information specific to each permit needed for their operation. Permits are approved or denied by the agency with legal authority to issue the permit. Multiple permits are required for the Westway proposal and Imperium proposal, which are identified in Chapter 1, *Introduction*, of each Draft EIS.

The EIS provides information to agencies that receive permit applications for the proposal. Agency decision-makers will consider the environmental information, along with other information about the proposals. Using that

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information, decisions are made to approve a permit, approve with conditional requirements, deny a permit if the proposal cannot demonstrate compliance with the permit criteria.

Who decided what would be studied in the Draft EISs?

Based on comments from the public, tribes, and agencies received during the scoping period, and SEPA rules, the co-lead agencies agreed on what would be studied in the Draft EISs

Is this one project or two projects?

These are two separate projects. Ecology and Hoquiam agreed to combine some parts of the two EIS processes, such as the joint scoping meetings and, now, the open house sessions and public hearings. Additionally, the co-lead agencies will consider public comments on either Draft EIS to apply to both, so people do not need to submit similar comments twice.

Due to the similarities in the proposals and the areas of study, the two draft EISs have comparable types of analysis. The projects both propose to expand their existing facilities to handle crude oil. Imperium is also proposing to handle other bulk liquids. Both propose to build new storage tanks and expand existing rail infrastructure on their sites, and the companies both propose continued use of Terminal 1 for their proposed vessel operations.

Neither project is dependent on the other, so they are separate proposals and their Draft EISs are separate documents. However, cumulative impacts from both proposals and the Grays Harbor Rail Terminal proposal are evaluated in Chapter 6, *Cumulative Impacts*, of both Draft EISs.

What is “mitigation?”

Measures to reduce and compensate for the environmental impacts of a project are referred to as “mitigation.” The Draft EISs identify mitigation that would reduce or offset potential significant impacts identified in the studies.

These mitigation measures could be placed as conditions on permits issued by the City of Hoquiam, City of Aberdeen, or state agencies. For certain environmental impacts, Westway and Imperium have proposed voluntary mitigation measures.

What are the next steps?

All comments received during the review period on the Draft EISs will be reviewed by Ecology and Hoquiam to determine if an additional analysis is needed. Comments will be used in the preparation of the Final EISs, and a response to comments will be included in the final documents. Once complete, the Final EISs will be issued, and available to the public and interested parties. The Final EISs will be used by the local and state agencies receiving requests for local and state permits.

How can the public comment on the Draft EIS?

Comments on the Draft EISs will be accepted during the expanded 60-day comment period (August 31, 2015 through October 29, 2015).

By mail:

Westway and Imperium Expansion Projects EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

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Online:

At <https://public.commentworks.com/cwx/westwayimperiumcommentform>

In person:

At a public hearing, orally or in writing

- **October 1, 2015, 1-9 p.m.**
Satsop Business Park, Flextech Building, 150 Technology Way, Elma WA
- **October 8, 2015, 1-9 p.m.**
D&R Theater, 205 South I St., Aberdeen, WA