

DRAFT Steering Committee Recommendations

The Millennium Bulk Terminal – Longview (MBTL) Health Impact Assessment (HIA) Steering Committee is made up of community members and convened by Cowlitz County's Building and Planning Department, with assistance from the Cowlitz County Health and Human Services Department and the Washington State Department of Health for the purpose of identifying what aspects of health should be addressed in the HIA, reviewing expert analysis and findings, finalizing the HIA to serve as public information and support in planning and permitting, and monitoring outcomes.

Summary of Key Decisions

- During the public scoping process for the MBTL Project's Environmental Impact Statement (EIS), Cowlitz County residents had specific health questions regarding project impacts, some of which were not fully addressed within the scope of the EIS.
- The Co-Leads determined a Health Impact Assessment (HIA) would be a useful tool to better understand the health effects of this project. State Environmental Policy Act (SEPA) Co-Lead Cowlitz County Department of Building and Planning (B&P) took the lead on the HIA, with support from the Cowlitz County Health and Human Services (HHS), and the Washington State Department of Health (DOH). The HIA project began in June of 2015, with the identification of topic areas by focus groups.
- The SEPA EIS is required by law and analyzes potential impacts from the MBTL Project on environmental resources. This HIA is a community-led effort that evaluates effects the MBTL Project would have on human health and quality of life in adjacent communities. The SEPA EIS and HIA act as complementary documents; both look at similar impacts, but through different lenses.
- The HIA process consists of six steps: (1) screening, (2) scoping, (3) assessment, (4) recommendations, (5) reporting, and (6) monitoring and evaluation. A Steering Committee was convened in September of 2016 to formulate questions, guide the analysis and development of recommendations.
- Cowlitz County B&P posted a Draft HIA for public comment on December 20, 2017. B&P, HHS, and DOH experts reviewed and responded to over 3,000 public comments, some of which led to revisions to the HIA.
- The original MBTL EIS was completed and released on April 28, 2017. Since the release of the EIS, multiple state and local permitting processes have been pursued by the applicant. The MBTL project was denied several local and state permits, and is currently being appealed; no additional permits or approvals are pending with Cowlitz County. A summary of key permitting decisions and a regulatory timeline can be found in the Appendix F.
- Monitoring and evaluation of outcomes related to this HIA may be undertaken by the HIA team agencies and other interested parties. Further study by different groups may occur in the future.

Recommendations

These recommendations are provided to decision-makers to leverage the benefits of development while addressing negative health impacts, especially those health impacts that disproportionately affect some Cowlitz County residents.

A. Air Quality

1. Local government should seek opportunities to expand air quality monitoring, to include additional monitoring stations for diesel exhaust and coal dust along rail, road, and river transportation corridors, in addition to the vicinity of the coal export terminal. These opportunities may include mitigation through permitting and public investment.
2. Cowlitz County Health and Human Services Department should partner with applicants and the Southwest Clean Air Agency to identify opportunities to reduce diesel exhaust emissions in Cowlitz County, using the Washington State Department of Ecology's 2006 report: 'Diesel Particulate Emission Reduction Strategy for Washington State' and other more current recommendations to guide decision making. Any diesel exhaust reduction activities should consider the following to maximize public health benefit
 - a. Population Density
 - b. Rate of poor social and economic determinants of health
 - c. Rate of health conditions associated with diesel exhaust
 - d. Level of diesel exhaust
3. The County and industrial applicants should jointly offer to partner with BNSF to support Cowlitz County as a potential site for piloting locomotive diesel emission reduction strategies, such as battery-powered locomotives.
4. The Southwest Clean Air Agency should continue to periodically review and evaluate the locations of air quality monitoring stations to ensure that they are adequately and diversely located.
5. The Southwest Clean Air Agency should continue to review air quality data and provide the public access to results.
6. Applicants should use technology and best practices to mitigate fugitive dust from coal stockpiles as much as possible.

B. Economic Health and Prosperity

1. Local governments, ports and economic development authorities should recruit and support employers in the area to sustain and prepare the workforce for the future. Preparing the local workforce to better meet current and future needs can be accomplished by collaborating with local education centers such as Lower Columbia College, to provide relevant and diverse

workforce training and education programs. Preparing local workers in a diverse range of skills, will help attract and retain employers interested in educated and engaged workers. The success of local workforce training programs can be measured by the diversity of employers present, the number of new employers and employees, and the number of training and education programs offered.

2. Local governments should establish and implement an organized and coordinated planning process to identify a long-term vision for community prosperity, economic development and workforce preparedness. Considerations may include:
 - a. Establish processes for meaningful engagement of people in Cowlitz County in creating a vision and plan for the industrial waterfront area and adjacent residential communities.
 - b. Actively recruit and support participation by people from historically underserved or under-represented communities, as well as people who may be disproportionately impacted by any negative effects of industrial development.
 - c. In creating the vision, use facilitation methods that foster healthy civic engagement and community empowerment and increase social cohesion.
3. Local governments and economic development authorities should recruit and support employers that use environmentally-friendly technology, energy efficient practices, and sustainable use of resources.
4. Permitting agencies should encourage community development agreements between applicants and affected parties that include community-driven investment in infrastructure and vital services, workforce development, and community education. Community development agreements can include an array of formal and informal agreements that reflect the community's needs and established trust level, and result in the community issuing a social "License to Operate"¹ to the applicant. Considerations may include:
 - a. Applicant funded workforce training and education programs in affected areas
 - b. "Hire Local" commitments
 - c. Applicant funded or sponsored recreation facilities, or health programs, including active transportation investments
 - d. Benefits sharing commitments

¹ "License to Operate"- The community bestows upon the applicant the privilege of having a "license to operate" with the understanding that the applicant holds up "their end of the bargain." This is assured through an agreement, in which the applicant lessens the burden, or offers positive perks that the community identifies as valuable. In return, the applicant has community buy-in, lower litigation costs (and costs overall), a stronger labor pool, local government commitment and support, and is given the social "license to operate."

C. Built Environment and Land Use

1. Local governments and service providers should review and coordinate land use policies related to housing, infrastructure, and school development in relation to industrial development zones.
2. Local governments should initiate and support programs that drive the development and long-term support of quality, affordable housing for people of all socio-economic conditions, including seniors, the homeless, low-income earners, the workforce population, and individuals and families in “the missing middle.”
3. Local government should develop, adopt, and implement programs and ordinances that promote and enable physical activity, a robust and complete transportation network for non-motorized methods of travel, and safe streets for all users that contribute to the elimination of all traffic-related fatalities and severe injuries (also known as Vision Zero). Local governments should prioritize program development that is tied to potential funding sources and technical support.

D. Taxes and Municipal Budgets

1. Local governments should prioritize health funding and program support and development. Considerations may include:
 - a. Educating the public on how local governments implement their budget processes, and how municipal budgets influence health program funding.
 - b. Advocating for local and state health spending increases across a range of programs that impact community health and social determinants of health, and investing in local preventive health.
 - c. Committing to depoliticizing conversations about health funding, particularly at the local level.
 - d. Working with local hospitals and healthcare providers to better meet the current and changing community health needs by investing in programs, facilities, and staff growth and retention.
 - e. Supporting program maintenance or growth to address important health behaviors such as tobacco use, nutrition, and physical activity.
 - i. Local governments should explore partnerships with non-profits and businesses to accomplish this strategy.
2. Local governments should consider alternative taxing mechanisms, such as a “public health tax district,” or “1/10th of 1%” program, that provide dedicated funding for community health programming.

3. The State of Washington should consider legislation to tax certain industry-specific agents, while allowing tax revenue to stay under local control, where community health programs provide the highest and most direct benefit. The increased funding for local community health programming should result in the continued improvement of health indicators in the local community.
 - a. Health indicators should be analyzed and reported annually to the Board of Health; Cowlitz County Health and Human Services staff and the Health Officer may recommend strategies for improving the health of Cowlitz County residents based off of this analysis.
4. Local governments should implement creative fiscal approaches that better leverage the economic ability of new local industry to more fully support the true cost to the community of development, similar to jurisdictions planning fully under the Growth Management Act. These mechanisms should seek to provide funding for increased demands on fire and emergency services, transportation infrastructure, educational programming and other impacts to the community. These programs should devote resources to long-term health infrastructure growth to keep pace with economic development and population growth that is induced by major new employers such as MBTL and others.

E. Community Health

1. Update the 2014 Community Health Assessment (CHA) and 2015 Community Health Improvement Plan (CHIP) in collaboration with stakeholders.
2. Incentivize expansion of health programs that address community wide needs and help meet local and State requirements. Considerations may include:
 - a. Dedicate funding to specific programs that broadly support health.
 - b. Dedicate targeted solutions to burdened population, such as a community health clinic in the Highlands neighborhood.
3. Local health providers should educate the public on available resources where concerned residents can get information related to nuisance coal-dust, surfactant, air and water quality concerns, Columbia River fish and shellfish safety, and local vegetable and uninspected food product concerns.
4. MBTL should advise the public of their complaint line, regularly review the complaints received and issue a public communication about the complaints and MBTL's response.

F. Noise

1. Project operators should complete acoustical studies to identify noise impacts and appropriate mitigation at sensitive receptors near the project area, including residences, schools, and healthcare facilities, within one mile of the proposed project site, and one mile of the Reynolds extension line and the BNSF spur.
2. MBTL should, with the assistance of local agencies, engage with the community to see if there is support for establishing quiet zones at Cowlitz County crossings not specified in the FEIS. If there is support, the MBTL should pursue quiet zone status for those crossings in addition to the quiet zones prescribed as mitigation in the FEIS.
3. MBTL should provide quarterly updates to Cowlitz County Department of Building and Planning on their progress towards establishing quiet zones.
4. If the Federal Railroad Administration does not approve the quiet zones, MBTL work with the community to offer to installation of sound-proofing/noise-reducing windows for homes, daycares, and schools along the routes servicing the facility that fall within highly impacted areas.
5. Local governments should identify and establish “Industrial Protection Overlays.” In this overlay, development will be required to acknowledge adjacent industrial impacts and proactively address impacts associated with the proposed use of the receptor (schools and nursing homes may qualify as “sensitive receptors” for example). Accommodations should be made for redevelopment or additions to pre-existing development or uses. Development standards should provide guidance regarding noise-dampening building materials and methods, landscape noise screening, and noise-oriented site development standards that promote compatibility.

G. Emergency and Contingency Planning

1. Local governments should work with major commercial and industrial projects to establish a process to conduct collaborative approaches to retrenchment, post-closure site management, and cleanup planning to ensure resiliency after a major industrial project vacates. Considerations may include:
 - a. Maintenance of stormwater and other infrastructure
 - b. Funding resource available to assist local governments in resilience actions

2. Local governments and state agencies should review Emergency Management Plans and local emergency response capacity to ensure maintenance and improvement of area emergency services is identified and implemented as demand on resources is increased with the development of large projects.
3. Populations in heavily industrial areas, as reflected in census data, may not provide the most accurate demand on emergency services; employers and local governments should encourage development of emergency services (such as a fire station) on the industrial waterfront side of the railroad tracks. Local planning efforts should account for the “Daytime Population” or “Working Population” of the industrial area when siting new services and assessing needs.
4. Local and state government should ensure emergency responders have additional contingency resources (including funding, equipment, and labor) to adequately navigate additional access and service challenges in the event of a train blockage, industrial accident, or catastrophic event (such as river or tidal flooding, wildfire, drought, or landslide). Elected officials are encouraged to work with experts to identify what resources are needed and how to acquire them.

H. Water Quality and Fisheries

1. Local governments should work with partner agencies (including the Southwest Division of the Office of Drinking Water at Washington Department of Health) and stakeholders to expand and sustain an aquatic health monitoring effort. This health monitoring effort should include distinct evaluation for drinking water quality, surface/environmental water quality, and water level/water supply monitoring.
2. Local governments should work with drinking water regulators and drinking water utilities to assess potential for future drinking water reliability impacts during dry periods, drought, given the possibility of reduced snowpack and changes in summer rainfall patterns.
3. Industrial applicants should maintain compliance with the Longview City Council’s Water Supply Protection Ordinance, passed in 2012 and available online here: <http://ci.longview.wa.us/modules/showdocument.aspx?documentid=1040>.
4. MBTL should maintain the well structure including well casing, surface seal and housing of wells in the project area to prevent the wells from being a source of contamination of the deep aquifer, and keep potential sources of contamination at least 100 feet from the well openings. MBTL should have wells inspected by a licensed well driller on an annual basis and report the results to the public.

5. Industrial users should decommission any wells that that are unusable, abandoned, or whose use has been permanently discontinued, or which is in such repair that its continued use is impractical or is an environmental, safety or public health hazard per WAC 173-160.
6. Local governments should establish plans to evaluate, repair, and/or decommission wells located in the project area as needed in case of an earthquake.
7. Local governments should expand water quality monitoring to include additional water quality monitoring wells around the Mint Farm RWTP.

Adoption

*The Millennium Bulk Terminal – Longview Health Impact Assessment Steering Committee adopts this summary of key decisions and recommendations for inclusion in Millennium Bulk Terminal – Longview (“MBTL Project”) Health Impact Assessment, on **October XX, 2018**.*

This Health Impact Assessment and the recommendations herein, are hereby approved and recommended to the partner agencies initiating this project including: Cowlitz County Building and Planning, Cowlitz County Health and Human Services, ICF International, and Washington State Department of Health.

DATED this ____ day of _____ 2018

ATTEST: