Wasco County Planning Department
"Service, Sustainability & Solutions"

2705 East Second St. • The Dalles, OR 97058
(541) 506-2560 • wcplanning@co.wasco.or.us
www.co.wasco.or.us/planning

WASCO COUNTY PLANNING COMMISSION AGENDA PACKET

FOR

Hearing Date: September 6, 2016

Hearing Time: 3:00 pm
Hearing Location: Columbia Gorge Discovery Center,
Theater/Auditorium
5000 Discovery Drive
The Dalles, Oregon 97058

Action Item(s):

QUASI JUDICIAL HEARING:

PLASAR-15-01-0004

Request by Union Pacific Railroad and their land use consultants, CH2M Hill, to expand an existing railroad siding on either side of Mosier, Oregon for 4.02 miles of new second mainline track and realigned existing track; place five new equipment shelters; install drainage structures, a retaining wall, new lighting and signage, and wireless communication poles; modify existing utilities, temporary landing zones for construction; construct temporary and permanent access roads; and a property line adjustment. The request also includes off-site wetland mitigation east of the primary project site.

VOLUME #5

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MEMORANDUM TABLE OF CONTENTS Volume 5

Date: August 30, 2016

To: Wasco County Planning Commission

From: Wasco County Planning Office

Subject: Submittal for Hearing dated September 6, 2016

QUASI JUDICIAL HEARING:

PLASAR-15-01-0004

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Volume 5 of 8

Item Page
Public Comments

PLASAR-15-01-0004 UPRR

Public Comments

Public comment on Union pacific track in Mosier

1 message(s)

Date: Tue Aug 02 2016 14:41:23 GMT-0600 (MDT)
From: Suzi Conklin
To: angieb@co.wasco.or.us, Angieb@co.wasco.or.us
CC:
ID: 1564cfd676277a94

The track on which Union Pacific Rail will be used to transport oil through the town of Mosier runs very close to residents and perhaps more importantly close to and directly across from Mosier's elementary and Middle schools. It is because of this I have grave concerns about the safety of having the proposed 4 miles of track in Mosier for idling trains and allowing more trains through our town.

My safety concerns are not limited to the extra number of trains that will be running through town, thus increasing the odds of a repeated derailment. I am more concerned with the air pollution created by idling trains. Winds blow from north to south, i.e. into town. We have houses on hills above town and two developments that will result in several new homes sitting above town where winds are likely to carry diesel exhaust directly into those homes, not to mention into homes existing in town currently. The elementary and middle school students play on school grounds that are close enough to the tracks the school had to be evacuated in the recent train derailment. While running on the field and playing, students can't be inhaling exhaust from diesel trains idling so close by.

Not being an expert at such exhaust , nor possessing statistics on the potential for diesel pollution from idling trains, I strongly encourage the Commission to first have a study done that will address the pollution question, before deciding on this issue.

To the concern of increased rail traffic through Mosier and the gorge, it makes no sense to me to increase traffic through a Nationally Protected area, to increase the odds of train derailments (remember, these trains carry dangerous materials besides oil), and/or to allow this 4 mile length of track to sit in the town of Mosier. It is my understanding that to lay the track where Rock Creek and the windsurfing park now stand, is quite problematic. I would question what it will take with regard to the now established overpass, in Mosier and over Rock Creek, to put in the second track.

Thank you for your thoughtful and thorough consideration on this matter. Every inch of the proposed track should be taken into consideration with regard to disturbances of existing overpasses, public trails, protected creeks, salmon habitat, and cost. Not to mention the addition access roads and utility buildings. The scale seems all wrong for a town the size of Mosier.

Susan Conklin

1890 Paradise Ridge Road,

Mosier, OR

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

2 message(s)

Date: Thu Jul 28 2016 22:41:46 GMT-0600 (MDT)
From: Lois Bancroft
To: angieb@co.wasco.or.us
CC:
ID: 15634f54e56e1100

Lois Bancroft

50 Moore Rd

White Salmon, WA 98672-8213

July 29, 2016

Dear Angie Brewer,

Dear Recipients:

At a time when we need to be divesting, even slowly but surely, away from fossil fuels, I wonder why Tesoro-Savage would be building the largest terminal in the United States. And does that Oil stay here in the states? I know a % will be shipped over seas. There is no vessel that is not at risk of a spill in the ocean. How could that be cleaned up? The Answer is, it couldn't. And then we get down to it being shipped by rail when it is still in a volatile state. How many people will have to die, how many towns will endure the disaster of derailments before WE will stand up & say enough! Tesoro-Savage surely won't. They'll pay for the clean up as best as can be done, the President of the railway will come to the towns affected & make assurances...and keep rolling this fuel through the Columbia Gorge Scenic Area, an area known for its high winds. Those winds would whip up to homes on the hills or to homes & businesses near the tracks. Those winds would make clean up impossible. It was Mosier's lucky day that the winds were calm.

. I ask that you consider ALL the ramifications of shipping oil through the Columbia Gorge, ask yourselves why we would build a larger port. Is it for the jobs. If that's the case, please put your thought & energies in employing those people in jobs that will save our planet, not in jobs that will enhance the downward spiral we have be taking our earth.

I could go on, but I will stop here. Please take a forward looking stance.

Sincerely,

Lois Bancroft

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

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• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

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• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

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RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

2 message(s)

Date: Thu Jul 28 2016 22:41:46 GMT-0600 (MDT)
From: Lois Bancroft
To: angieb@co.wasco.or.us
CC:
ID: 15634f5508ef03eb

Lois Bancroft

50 Moore Rd

White Salmon, WA 98672-8213

July 29, 2016

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RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue Jul 05 2016 15:06:19 GMT-0600 (MDT)
From: Gretchen Olsen
To: angieb@co.wasco.or.us
CC:
ID: 155bce212c198d4c

Gretchen Olsen

45 Buck Lane

Goldendale, WA 98620

July 5, 2016

Dear Angie Brewer,

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Gretchen Olsen

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue Jul 05 2016 13:26:05 GMT-0600 (MDT)
From: Maxine Schwartz
To: angieb@co.wasco.or.us
CC:
ID: 155bc864a80db2e1

Maxine Schwartz

8325 SE 11th Ave

Portland, OR 97202-6916

July 5, 2016

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Sincerely,

Maxine Schwartz ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jul 04 2016 20:54:50 GMT-0600 (MDT)
From: d goldsmith
To: angieb@co.wasco.or.us
CC:
ID: 155b8fac98e79273

d goldsmith

7150 sw newton pl

portland, OR 97225

July 4, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

d goldsmith √

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jul 04 2016 19:23:57 GMT-0600 (MDT)
From: James Nielson
To: angieb@co.wasco.or.us
CC:
ID: 155b8a796a429048

James Nielson

8125 NE Wygant St

Portland, OR 97218

July 4, 2016

Dear Angie Brewer,

As trained HazMat response technician, I would have been on-site responding to the derailment in Mosier, except for the fact that I recently quit to find better work in the tech industry. Although environmental destruction can be a major cash-cow for CEO's and shareholders of the "environmental response" businesses built around industrial negligence and/or accidents, the bulk of the jobs are not good ones (unless you like being on-call with no promise of earning your low hourly wage).

As for the environmental destruction, it will continue to happen, and will rise with the amount of material transported. We got lucky this time. The crude didn't hit the river, nobody died, and irreversible damage was minimal other than what it added to global warming. Should we keep rolling the dice when electric cars are already taking off, and when we Columbians get so little out of the deal? If we're going to be greedy, we should at least be smart and double the fee we're charging, because when a bigger screw-up happens, it'll be us that's left to clean up the mess. We need only look at the Deep Horizon impact zone to know how much clean-ups really accomplish.

That's my 2 bits. Good luck with your planning.

Sincerely,

James Nielson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jul 04 2016 12:52:12 GMT-0600 (MDT)
From: Ann Bronson
To: angieb@co.wasco.or.us
CC:
ID: 155b740ef381ec92

Ann Bronson

678 Larch Ct

Hood River, OR 97031-7802

July 4, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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Sincerely,

Ann Bronson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jul 04 2016 11:01:23 GMT-0600 (MDT)
From: Linda Whealin
To: angieb@co.wasco.or.us
CC:
ID: 155b6db78c44bdc2

Linda Whealin

648 NE 25th St

Gresham, OR 97030

July 4, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil by rail through the

Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

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Sincerely,

Linda Whealin

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun Jul 03 2016 14:09:30 GMT-0600 (MDT)
From: Nadine LaVonne
To: angieb@co.wasco.or.us
CC:

ID: 155b26154eb8e4b0

Nadine LaVonne

2031 NW 59th St. #303

Seattle, WA 98107

July 3, 2016

Dear Angie Brewer,

REMEMBER: IF YOU DO NOTHING OR IF YOU CHOOSE TO MINIMIZE THIS WHOLE SITUATION SO YOU CAN SIT COMFORTABLY ON YOUR HANDS - YOU ARE COMPLICIT!

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use

or that the sale would further the public interest.

I'm doing my job - now do yours,

Nadine LaVonne

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun Jul 03 2016 13:59:30 GMT-0600 (MDT)
From: Sandra Smith <7schipperkes@gmail.com>
To: angieb@co.wasco.or.us
CC:
ID: 155b2582f9e23e1a

Sandra Smith

329 17th Avenue

Seattle, WA 98122

July 3, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Sincerely,

Sandra Smith

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun Jul 03 2016 09:49:12 GMT-0600 (MDT)
From: Jeffrey White
To: angieb@co.wasco.or.us
CC:
ID: 155b17306a1682c5

Jeffrey White

42852 SW Dudney Avenue

Forest Grove, OR 97116-8523

July 3, 2016

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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Sincerely,

Jeffrey and Betsy White √

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

PC 1 5-1504

Dear Angie Brewer,

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• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse

1 message(s)

Date: Sun Jul 03 2016 08:09:06 GMT-0600 (MDT)
From: Teresa Allen
To: angieb@co.wasco.or.us
CC:
ID: 155b11760fbb6862

Teresa Allen

6184 North Fork Rd.

Deming, WA 98244

July 3, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Teresa Allen

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

2 message(s)

Date: Fri Jul 01 2016 09:49:58 GMT-0600 (MDT)
From: Annie McCuen
To: angieb@co.wasco.or.us
CC:
ID: 155a72703c003851

Annie McCuen

1825 Fairmunt Ave S

Salem, OR 97302

July 1, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

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Sincerely,

Annie McCuen

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

2 message(s)

Date: Sat Jul 02 2016 21:26:28 GMT-0600 (MDT)
From: Francoise McCuen
To: angieb@co.wasco.or.us
CC:
ID: 155aecb08ca829c3

Francoise McCuen

1825 Fairmount Ave S

Salem, OR 97302

July 2, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Sincerely,

Francoise McCuen ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jul 02 2016 15:03:15 GMT-0600 (MDT)
From: Sherry Wolfson
To: angieb@co.wasco.or.us
CC:
ID: 155ad6c31691f0f7

Sherry Wolfson

1215 SE 49th Ave

Portland, OR 97215

July 2, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Sincerely,

Sherry Wolfson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jul 02 2016 14:02:55 GMT-0600 (MDT)
From: Janiece Staton
To: angieb@co.wasco.or.us
CC:
ID: 155ad34f0fc08a90

Janiece Staton

817 SW 171st Avenue

Beaverton, OR 97006

July 2, 2016

Dear Angie Brewer,

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Sincerely,

Janiece Staton Retired RN, BSN, MSW, MAT

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jul 02 2016 12:42:49 GMT-0600 (MDT)
From: julie blenn
To: angieb@co.wasco.or.us
CC:
ID: 155aceba18e88f07

julie blenn

444 el camino

ws, WA 98672

July 2, 2016

Dear Angie Brewer,

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julie blenn

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jul 02 2016 09:22:36 GMT-0600 (MDT)
From: Samuel Taylor
To: angieb@co.wasco.or.us
CC:
ID: 155ac344e4f63cbb

Samuel Taylor

2330 Old Dalles Dr.

Hood River, OR 97031

July 2, 2016

Dear Angie Brewer,

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Samuel Taylor

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jul 02 2016 08:02:32 GMT-0600 (MDT)
From: Robert Connor
To: angieb@co.wasco.or.us
CC:
ID: 155abeb0155615b6

Robert Connor

50 Moore Rd

White Salmon, WA 98672-8213

July 2, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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Sincerely,

Robert Connor

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 21:00:52 GMT-0600 (MDT)
From: Gina Fuller
To: angieb@co.wasco.or.us
CC:
ID: 155a98d3d0881e73

Gina Fuller

41 Kelly-Henke rd

Stevenson, WA 98648

July 1, 2016

Dear Angie Brewer,

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

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Sincerely,

Gina Fuller

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 20:00:47 GMT-0600 (MDT)

From: Nick Engelfried
To: angieb@co.wasco.or.us
CC:
ID: 155a9563ddb4c109

Nick Engelfried

985 NE 47th Ave

Hillsboro, OR 97124

July 1, 2016

Dear Angie Brewer,

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Sincerely,

Nick Engelfried

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jun 04 2016 09:36:12 GMT-0600 (MDT)
From: Judith Nappe
To: angieb@co.wasco.or.us
CC:
ID: 1551c0eb2d6d694f

Judith Nappe

PO Box 531

North Bonneville, WA 98649

June 4, 2016

Dear Angie Brewer,

Ms. Brower: There is no need to build another rail line for shale oil sludge trains. We residents of Columbia River Gorge do not want any oil sludge trains roaring through our homes. You have seen what we have been saying to you and all planning commissions and government departments: these oil trains are dangerous and fatal to the hazards of train cargo at the speeds they are allowed to travel, the constant possibility of accidents such as the one taking place at Mosier right now. Thank goodness no one was hurt or killed. Smoke from the burning sludge has driven residents into their homes for safe breathing, fossil fuels are killing people with pollution, CLIMATE CHANGE and related weather conditions, and environmental issues. DO NOT GIVE UNION PACIFIC PERMISSION FOR THIS DOUBLE TRACK RAIL AT MOSIER. TAKE THE MESSAGE OF THE CURRENT OIL TRAIN DERAILMENT ACCIDENT AT MOSIER. THE WARNINGS ARE CORRECT, LISTEN TO WE THE PEOPLE. I concur with the entire message below listing reasons this plan is foolhardy. JNappe

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Judith Nappe

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jun 04 2016 08:26:04 GMT-0600 (MDT)
From: Gretchen Olsen
To: angieb@co.wasco.or.us
CC:
ID: 1551bce7c5500a57

Gretchen Olsen

45 Buck Lane

Goldendale, WA 98620

June 4, 2016

Dear Angie Brewer,

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Gretchen Olsen

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jun 04 2016 06:35:55 GMT-0600 (MDT)
From: teresa mcgrath
To: angieb@co.wasco.or.us
CC:
ID: 1551b69a22a1c3d9

teresa mcgrath

3344 ne 15th

portland, OR 97212

June 4, 2016

Dear Angie Brewer,

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teresa mcgrath

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 03 2016 23:55:25 GMT-0600 (MDT)
From: Maureen Lauran
To: angieb@co.wasco.or.us
CC:
ID: 15519faf9b585b0a

Maureen Lauran

509 Montello Ave.

Hood River, OR 97031

June 4, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Maureen Lauran

1 message(s)

Date: Fri Jun 03 2016 22:15:19 GMT-0600 (MDT)
From: Katharine Salzmann
To: angieb@co.wasco.or.us
CC:
ID: 155199f55be839fc

Katharine Salzmann

SE Woodward St

Portland, OR 97202

June 4, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Katharine Salzmann

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 03 2016 22:15:19 GMT-0600 (MDT)
From: "Richard Chase Jr."
To: angieb@co.wasco.or.us
CC:
ID: 155199f53f0a3a65

Richard Chase Jr.

PO Box 675

Mosier, OR 97040

June 4, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Richard Chase Jr. ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 03 2016 21:45:17 GMT-0600 (MDT)
From: Erin Bradshaw
To: angieb@co.wasco.or.us
CC:
ID: 1551983d43f5b6aa

Erin Bradshaw

435 NE 103rd Ave.

Portland, OR 97220

June 3, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Erin Bradshaw

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 03 2016 21:05:12 GMT-0600 (MDT)
From: Susan Gabay
To: angieb@co.wasco.or.us
CC:
ID: 155195f2052e5ff5

Susan Gabay

2050 Mosier Creek Rd

Mosier, OR 97040

June 3, 2016

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely, and most passionately given today's experience!

Susan Gabay

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 03 2016 18:24:56 GMT-0600 (MDT)
From: James Marquard
To: angieb@co.wasco.or.us
CC:
ID: 15518cc6b600037c

James Marquard

9329 NW Old Skyline Blvd.

Portland, OR 97231

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Sincerely,

James Marquard ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 03 2016 08:13:18 GMT-0600 (MDT)
From: Jenny Holmes

June 3, 2016

Dear Angie Brewer,

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To: angieb@co.wasco.or.us
CC:
ID: 155169c70183b959

Jenny Holmes

2325 NE 44th Ave

Portland, OR 97213

June 3, 2016

Dear Angie Brewer,

The Gorge is a place that several of generations of my family deeply treasure for recreation, fishing and more. I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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As a person of faith I believe that the Earth as a gift that demands out utmost stewardship. Granting the application would be

blow to the health and well being of human and natural communities in the Columbia River Gorge. Please deny the application. It is the right thing to do.

In Stewardship,

Jenny Holmes

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 03 2016 04:43:04 GMT-0600 (MDT)
From: Sigrid Asmus
To: angieb@co.wasco.or.us
CC:
ID: 15515dbf4fcc0c28

Sigrid Asmus

4009 24th Ave W

Seattle, WA 98199

June 3, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural,

cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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Sincerely,

Sigrid Asmus

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 03 2016 01:22:49 GMT-0600 (MDT)
From: Peter Christ
To: angieb@co.wasco.or.us
CC:
ID: 1551524a245e588e

Peter Christ

28818 NE Hancock Rd

Camas, WA 98607-7146

June 3, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Peter Christ

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 23:12:40 GMT-0600 (MDT)
From: Peter von Christierson
To: angieb@co.wasco.or.us
CC:
ID: 15514ad76f1d29ab

Peter von Christierson

1229 - 29th St.

Port Townsend, WA 98368

June 3, 2016

Dear Angie Brewer,

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Sincerely,

Peter von Christierson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 22:02:35 GMT-0600 (MDT)
From: sally newell
To: angieb@co.wasco.or.us
CC:
ID: 155146d501c5c9f3

sally newell

po box 186

Underwood, WA 98651

June 3, 2016

Dear Angie Brewer,

I was born and raised in The Dalles, and have lived in the Gorge all my life. My mom still lives in The Dalles, as well as my son and his wife and their children. My own history with your planning commission began around the time of the Bhagwan Shree Rajneesh.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The railroad's attitude toward the county's role with respect to its plans is extremely concerning to me - the idea that it can do as it likes with or without permits in the National Scenic Area is dead wrong, in my opinion. I remember some years back when they were pursuing this policy and stumbled onto ancient human remains out by the Discovery Center.

This river has been inhabited by humans for thousands of years. Its banks are littered with evidence of that habitation, and cultural resource protection is among the stated purposes of the Columbia River Gorge National Scenic Area Act. The railroad is not above this law, as it learned to its chagrin when it dug up the above mentioned graves!

Natural resource protection is also mentioned in the first purpose of the Act. Some of the Gorge's most visible, accessible and important wetland resources are located near the beautiful community of Mosier. I often enjoy watching wildlife there. The railroad should not be allowed to do any work that negatively impacts those areas.

The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

sally newell

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 20:32:15 GMT-0600 (MDT)
From: "M. Lee Zucker"
To: angieb@co.wasco.or.us
CC:
ID: 155141a9affaedc8

M. Lee Zucker

1966 Orchard St

Eugene, OR 97403-2040

June 2, 2016

Dear Angie Brewer,

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Sincerely,

M. Lee Zucker ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 20:12:14 GMT-0600 (MDT)
From: Rich Ddeline
To: angieb@co.wasco.or.us
CC:
ID: 15514084b0c816df

Rich Ddeline

Box 10026

Bainbridge, WA 98110

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

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Sincerely,

Rich Ddeline

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 19:42:10 GMT-0600 (MDT)
From: Gisela Ray
To: angieb@co.wasco.or.us
CC:
ID: 15513ecc1cfa6c2f

Gisela Ray

85 SE 16th Court

grsham, OR 97080

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Dear Angie Brewer,

I do agree with arguments below but have yet another concern: Tourism and recreation in the Gorge. My husband and I are avid hikers and we are noticing a tremendous increase in people on the trails to the point where parking lots are often insufficient. People are hungry to experience the outdoors. We need more trails not more trains, which would negatively impact the hiking experience. Besides, we know we have to face out fossil fuels. What folly to spend more resources on new infrastructure for them!

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• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

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• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Gisela Ray

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 19:42:10 GMT-0600 (MDT)
From: MIchael Meacham
To: angieb@co.wasco.or.us
CC:
ID: 15513ecc01b1d49c

MIchael Meacham

15313 N.E. 12th. St.

Vancouver, WA 98684

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

MIchael Meacham ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 19:32:10 GMT-0600 (MDT)
From: Patricia Ward
To: angieb@co.wasco.or.us
CC:
ID: 15513e397a262826

Patricia Ward

3463 SE Roswell St

Milwaukie, OR 97222

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Patricia Ward

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 19:22:09 GMT-0600 (MDT)
From: Astrid Diek
To: angieb@co.wasco.or.us
CC:
ID: 15513da6d434aba3

Astrid Diek

50561 State Hwy 14

Stevenson, WA 98648

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Astrid Diek √

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 19:02:07 GMT-0600 (MDT)
From: John Christensen
To: angieb@co.wasco.or.us
CC:
ID: 15513c81514cd754

John Christensen

39825 SE Gordon Creek Rd

Corbett, OR 97019-8752

June 2, 2016

Dear Angie Brewer,

As a resident in the Columbia River Gorge, I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

John Christensen

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 18:02:02 GMT-0600 (MDT)
From: Craig Heverly
To: angieb@co.wasco.or.us
CC:
ID: 155139115129d87c

Craig Heverly

4814 SE 30th Ave Apt 131

Portland, OR 97202-4419

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Craig Heverly

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 18:02:01 GMT-0600 (MDT)
From: Robert Connor
To: angieb@co.wasco.or.us
CC:
ID: 15513911327bae9c

Robert Connor

50 Moore Road

White Salmon, WA 98672

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Robert Connor

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 18:02:02 GMT-0600 (MDT)
From: Bruce Barnum
To: angieb@co.wasco.or.us
CC:
ID: 155139112c8592ca

Bruce Barnum

3220 NW Esplanade

Seattle, WA 98117

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Bruce Barnum

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 17:21:58 GMT-0600 (MDT)
From: Sandra Joos
To: angieb@co.wasco.or.us
CC:
ID: 155136c6753f22e1

Sandra Joos

4259 SW Patrick Pl

Portland, OR 97239-7202

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Sandra Joos

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 17:11:57 GMT-0600 (MDT)
From: dick harmon
To: angieb@co.wasco.or.us
CC:
ID: 15513633c9af19b5

dick harmon

1023 se bidwell street

portland, OR 97202

June 2, 2016

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Sincerely,

dick harmon ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 16:21:53 GMT-0600 (MDT)
From: Chris Bekemeier
To: angieb@co.wasco.or.us
CC:
ID: 155133561018dd0c

Chris Bekemeier

3045 NE Flanders

Portland, OR 97232

June 2, 2016

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Sincerely,

Chris Bekemeier

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 16:01:51 GMT-0600 (MDT)
From: Peggy Lalor
To: angieb@co.wasco.or.us
CC:
ID: 15513230c84ad41e

Peggy Lalor

1009 Columbia St

Hood River, OR 97031

June 2, 2016

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Sincerely,

Peggy Lalor

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 15:41:49 GMT-0600 (MDT)
From: Martin Velez
To: angieb@co.wasco.or.us
CC:
ID: 1551310b5b6c1c00

Martin Velez

6118 NE 32nd Ave

Portland, OR 07211

June 2, 2016

Dear Angie Brewer,

safety rule and the FAST Act passed by Congress in 2015.

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Martin Velez ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 15:31:48 GMT-0600 (MDT)
From: William Fowlie
To: angieb@co.wasco.or.us
CC:
ID: 15513078cf087474

William Fowlie

261 Wess Rd

Underwood, WA 98651-9205

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* seems unusual to delay twice and then schedule on the day after a holiday weekend

Sincerely, Billl Fowlie

William Fowlie

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 15:11:45 GMT-0600 (MDT)
From: Tom Hopkins
To: angieb@co.wasco.or.us
CC:
ID: 15512f531b81a7fd

Tom Hopkins

19698 SE Cottonwood St.

Milwaukie, OR 97267

June 2, 2016

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• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Tom Hopkins

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 15:11:45 GMT-0600 (MDT)
From: Irene Zimmerman
To: angieb@co.wasco.or.us
CC:
ID: 15512f53059946e8

Irene Zimmerman

1021 Cascade

Hood River, OR 97031

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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Sincerely,

Irene Zimmerman

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 14:41:42 GMT-0600 (MDT)
From: Lisa Hull
To: angieb@co.wasco.or.us
CC:
ID: 15512d9ae1c6edfe

Lisa Hull

3217 NE 158th Ct

Vancouver, WA 98682

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

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Sincerely,

Lisa Hull √

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 14:41:42 GMT-0600 (MDT)
From: Judy Todd
To: angieb@co.wasco.or.us
CC:
ID: 15512d9ad15f81e6

Judy Todd

1631 NE Broadway St # 723

Portland, OR 97232-1425

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Judy Todd

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 14:31:40 GMT-0600 (MDT)
From: Lisa Grant
To: angieb@co.wasco.or.us
CC:
ID: 15512d07d8496b05

Lisa Grant

2178 Prospect Ave

Hood River, OR 97031

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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PC 1-5-1606

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Lisa Grant

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 14:21:40 GMT-0600 (MDT)
From: Kelly McConnell
To: angieb@co.wasco.or.us
CC:
ID: 15512c7520ac04f6

Kelly McConnell

11375 SW Erste Pl

Tigard, OR 97223-3950

June 2, 2016

Dear Angie Brewer,

I want CLEAN air and water. Continuing and/or increasing the shipment, for export, of coal, oil, or LNG is antithetical to that goal.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge and it is NOT in the interest of, or of any benefit to the people who will bear the greatest burden of living with the increase of pollution, congestion, noise, and potentially catastrophic explosions or spills.

I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Kelly McConnell

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

2 message(s)

Date: Thu May 26 2016 19:31:38 GMT-0600 (MDT)
From: Lewis Sternberg
To: angieb@co.wasco.or.us
CC:
ID: 154efd69983f123c

Lewis Sternberg

7635 SW 32nd Ave

Portland, OR 97219-1818

May 26, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Lewis Sternberg

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

2 message(s)

Date: Thu Jun 02 2016 14:11:39 GMT-0600 (MDT)
From: Lewis Sternberg
To: angieb@co.wasco.or.us
CC:
ID: 15512be28436d647

Lewis Sternberg

7635 SW 32nd Ave

Portland, OR 97219-1818

June 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and

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• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Lewis Sternberg

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 14:11:38 GMT-0600 (MDT)
From: Nora Polk
To: angieb@co.wasco.or.us
CC:
ID: 15512be26f3bafa6

Nora Polk

6405 SE 62nd Ave

Portland, OR 97206-6605

June 2, 2016

dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Nora Polk

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 02 2016 10:21:18 GMT-0600 (MDT)
From: "Dan and Janet W. Blair"
To: angieb@co.wasco.or.us
CC:

ID: 15511eb426437669

Dan and Janet W. Blair

PO Box 330

Joseph, OR 97846-0330

June 2, 2016

Dear Angie Brewer,

My wife and I are very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest (a proposal we have protested whenever comments have been solicited). These terminals, if constructed, would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. We ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. There have been enough examples to cite in recent months that such a catastrophe happening in our beloved and beautiful Gorge is not a matter of "if," but "when."

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is deemed necessary, alternatives exist that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affects wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

We ask that you give our concerns your most serious and thoughtful consideration. Thank you.

Sincerely,

Dan and Janet W. Blair

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Wed Jun 01 2016 16:29:38 GMT-0600 (MDT)
From: Kalama Reuter
To: angieb@co.wasco.or.us
CC:
ID: 1550e161e3d82808

Kalama Reuter

920 NE Fields Ave

White Salmon, WA 98672-0440

June 1, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

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Sincerely,

Kalama Reuter

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Wed Jun 01 2016 13:49:15 GMT-0600 (MDT)
From: Cecile Gernez
To: angieb@co.wasco.or.us
CC:
ID: 1550d834b4851c17

Cecile Gernez

4040 7th ave NE

Seattle, WA 98105

June 1, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

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• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act. **PC 1 5-1623**

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Cecile Gernez

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 22:13:38 GMT-0600 (MDT)
From: Angie Brewer
To: thornking@live.com
CC:
ID: 1550a2ab22a16633

Hello and thank you for contacting me.

I will be unavailable for most of the day today, checking email occassionally. I will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

--

Angie Brewer, AICP
Planning Director
Wasco County Planning Department
(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 22:13:35 GMT-0600 (MDT)
From: James Fuller
To: angieb@co.wasco.or.us
CC:
ID: 1550a2aadd52a99a

James Fuller

3670 W Bellewood Pl

Tucson, AZ 85741

June 1, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

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• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest. Shareholders' hegemony be damned

Sincerely,

James Fuller

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 18:41:44 GMT-0600 (MDT)
From: Angie Brewer
To: terefarlan@gmail.com
CC:
ID: 1550968b24a8a48e

Hello and thank you for contacting me.

I will be unavailable for most of the day today, checking email occassionally. I will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

--

Angie Brewer, AICP
Planning Director
Wasco County Planning Department
(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 18:41:42 GMT-0600 (MDT)
From: Teresa McFarland
To: angieb@co.wasco.or.us
CC:
ID: 1550968af4cc0d41

Teresa McFarland

10740 SW 11th Dr.

Portland, OR 97219

May 31, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Teresa McFarland

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 18:21:40 GMT-0600 (MDT)
From: Angie Brewer
To: jangell@earthlink.net
CC:
ID: 155095655dc01433

Hello and thank you for contacting me.

I will be unavailable for most of the day today, checking email occassionally. I will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

--

Angie Brewer, AICP

Planning Director
Wasco County Planning Department
(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 18:21:39 GMT-0600 (MDT)
From: j angell
To: angieb@co.wasco.or.us
CC:
ID: 155095651e21f8f9

j angell

ponderosa rd

rescue, CA 95672

May 31, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area,

negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

j angell

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 17:51:36 GMT-0600 (MDT)
From: Angie Brewer
To: cjags91@optonline.net
CC:
ID: 155093acd528675a

Hello and thank you for contacting me.

I will be unavailable for most of the day today, checking email occassionally. I will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

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Angie Brewer, AICP
Planning Director
Wasco County Planning Department
(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 17:51:34 GMT-0600 (MDT)
From: Angie Brewer
To: somdevlee4@earthlink.net
CC:
ID: 155093ac7e98b784

Hello and thank you for contacting me.

I will be unavailable for most of the day today, checking email occassionally. I will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

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Angie Brewer, AICP
Planning Director
Wasco County Planning Department
(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 17:51:33 GMT-0600 (MDT)
From: carol jagiello
To: angieb@co.wasco.or.us
CC:
ID: 155093ac4aec0c0e

carol jagiello

91 wood pl

bloomingdale, NJ 07403

May 31, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

carol jagiello

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 17:51:32 GMT-0600 (MDT)
From: Lee Bhattacharji
To: angieb@co.wasco.or.us
CC:
ID: 155093ac31b96954

Lee Bhattacharji

685 Kelly Road

Arkville, NY 12406

May 31, 2016

Dear Angie Brewer,

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Sincerely,

Lee Bhattacharji

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 16:41:16 GMT-0600 (MDT)
From: Angie Brewer
To: liz@columbiariverkeeper.org
CC:
ID: 15508fa69e09fef8

Hello and thank you for contacting me.

I will be unavailable for most of the day today, checking email occassionally. I will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

--

Angie Brewer, AICP
Planning Director
Wasco County Planning Department
(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 16:41:14 GMT-0600 (MDT)
From: Liz Terhaar
To: angieb@co.wasco.or.us
CC:
ID: 15508fa6190ed7ed

Liz Terhaar

710 13th Street

Hood River, OR 97031

May 31, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Liz Terhaar

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 13:30:57 GMT-0600 (MDT)
From: Angie Brewer
To: bdh@gorge.net
CC:
ID: 155084c2b884e581

Hello and thank you for contacting me.

I will be unavailable for most of the day today, checking email occassionally. I will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

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Planning Director
Wasco County Planning Department
(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 13:30:54 GMT-0600 (MDT)
From: beth Hartwell
To: angieb@co.wasco.or.us
CC:

ID: 155084c243449e40

beth Hartwell

PO Box 1536

Hood River, OR 97031-0536

May 31, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Beth Hartwell ✓

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 10:10:36 GMT-0600 (MDT)
From: Angie Brewer
To: jwiederhold47@gmail.com
CC:
ID: 1550794beafb71d8

Hello and thank you for contacting me.

I will be unavailable for most of the day today, checking email occassionally. I will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

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Angie Brewer, AICP
Planning Director
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RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 31 2016 10:10:35 GMT-0600 (MDT)
From: Joe Wiederhold
To: angieb@co.wasco.or.us
CC:
ID: 1550794b94cd8392

Joe Wiederhold

1405 Edwards St

Bellingham, WA 98229-5714

May 31, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Joe Wiederhold

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon May 30 2016 11:09:54 GMT-0600 (MDT)
From: Judy Jordan
To: angieb@co.wasco.or.us
CC:
ID: 15502a4ae10717ec

Judy Jordan

7067 SE Clinton St

Portland, OR 97206

May 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Judy Jordan

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat May 28 2016 21:16:52 GMT-0600 (MDT)
From: Christine Yun
To: angieb@co.wasco.or.us
CC:
ID: 154fa83ab8a3c1ca

Christine Yun

1915 SE Alder St.

Portland, OR 97214

May 28, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Christine Yun

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat May 28 2016 08:25:08 GMT-0600 (MDT)
From: Delores Porch
To: angieb@co.wasco.or.us
CC:
ID: 154f7c11f2122eaa

Delores Porch

2677 NW Ginseng Pl

Corvallis, OR 97330-3312

May 28, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Delores Porch

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat May 28 2016 08:15:06 GMT-0600 (MDT)
From: Linda Browning
To: angieb@co.wasco.or.us
CC:
ID: 154f7b7f10675138

Linda Browning

12000 SW 49th Ave

Portland, OR 97219

May 28, 2016

Dear Angie Brewer,

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Sincerely,

Linda Browning

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri May 27 2016 10:02:53 GMT-0600 (MDT)
From: Karen Broderick
To: angieb@co.wasco.or.us
CC:
ID: 154f2f43e09481ef

Karen Broderick

P.O. Box 461

Mosier, OR 97040

May 27, 2016

Dear Angie Brewer,

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Karen Broderick

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri May 27 2016 09:32:51 GMT-0600 (MDT)
From: Steven Thomson
To: angieb@co.wasco.or.us
CC:
ID: 154f2d8bf19ddcd5

Steven Thomson

1120 State Rd.

Mosier, OR 97040

May 27, 2016

Dear Angie Brewer,

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Steven Thomson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri May 27 2016 02:32:16 GMT-0600 (MDT)
From: Kitty Church
To: angieb@co.wasco.or.us
CC:
ID: 154f157b0cd7254c

Kitty Church

3610 NE 67th Ave

Portland, OR 97213-5104

May 27, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

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• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

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• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Kitty Church

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu May 26 2016 15:41:10 GMT-0600 (MDT)
From: Christine Underwood
To: angieb@co.wasco.or.us
CC:
ID: 154ef0399c53cd7a

Christine Underwood

210 SW Dogwood LN

White Salmon, WA 98672

May 26, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Christine Underwood

1 message(s)

Date: Wed May 18 2016 09:12:28 GMT-0600 (MDT)
From: Kareen Messerschmidt
To: angieb@co.wasco.or.us
CC:
ID: 154c46cdbf28f203

Kareen Messerschmidt

1218 SE 121st Ave

Vancouver, WA 98683-6239

May 18, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Kareen Messerschmidt

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri May 13 2016 21:41:41 GMT-0600 (MDT)
From: Robert Lee Underwood
To: angieb@co.wasco.or.us
CC:
ID: 154ad5afe728827a

Robert Lee Underwood

210 SW Dogwood Lane

White Salmon, WA 98672

May 13, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Robert Lee Underwood

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu May 05 2016 12:00:57 GMT-0600 (MDT)
From: Peggie Schwarz
To: angieb@co.wasco.or.us
CC:
ID: 15482147380f028e

Peggie Schwarz

4115 SW Cullen Blvd

Portland, OR 97221

May 5, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Peggie Schwarz

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Wed May 04 2016 21:43:56 GMT-0600 (MDT)
From: Don Stephens
To: angieb@co.wasco.or.us
CC:
ID: 1547f03d1cb096e6

Don Stephens

908 SE Cora

Portland, OR 97202

May 4, 2016

Dear Angie Brewer,

I own property in and pay taxes in Wasco County. I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant

risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Don Stephens

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 03 2016 22:11:37 GMT-0600 (MDT)
From: Bernhard Masterson
To: angieb@co.wasco.or.us
CC:
ID: 15479f6cab7fa1eb

Bernhard Masterson

3100 SE Westview Ave.

Oak Grove, OR 97267

May 4, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Bernhard Masterson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Tue May 03 2016 14:00:58 GMT-0600 (MDT)

From: Susan Dornfeld
To: angieb@co.wasco.or.us
CC:
ID: 15478359ddf9938e

Susan Dornfeld

P.O. Box 8305

Portland, OR 97207

May 3, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Susan Dornfeld

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon May 02 2016 21:43:03 GMT-0600 (MDT)
From: Gisela Ray
To: angieb@co.wasco.or.us
CC:
ID: 15474b6499b616a8

Gisela Ray

85 SE 16th Court

Gresham, OR 97080

May 2, 2016

Dear Angie Brewer,

Please deny this application! It is utter folly for us to allow new fossil fuel infrastructure to be built when we know that we have to phase out fossil fuels or our planet is going to be baked. Let's work on downsizing fossil fuels not building them up!

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. There are so many reasons for denying this application but none as important as climate change!

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area..

• The project would harm the community of Mosier:

• The project would harm air quality:

• The project should be reviewed as a new use:

• The project is not necessary to providing a public service.

• Adverse impacts to scenic resources:

• Harm to parks and recreation resources:

• Harm to wetlands:

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Gisela Ray

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon May 02 2016 15:32:28 GMT-0600 (MDT)
From: Carolyn Boatsman
To: angieb@co.wasco.or.us
CC:
ID: 1547363001f1f00c

Carolyn Boatsman

3210 74th AVE SE

Mercer Island, WA 98040

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural

May 2, 2016

Dear Angie Brewer,

I am opposed to the Union Pacific proposal to construct new track near Mosier. It makes it easier to increase rail shipment of oil at high speeds. I am opposed first because I don't think it acceptable to introduce additional noise, air pollution, water pollution into this beautiful area. The views are degraded as well. I gain nothing and somebody else gets rich. Providing jobs is not a reason to destroy our natural heritage.

Then there is the risk of explosion of the Bakken oil. OK, this is not a good idea and is the opposite of a public service so lets call it what it is.

Oh, and more trains through Memaloose State Park. Really, is there anything of a public good at all in this proposal? I haven't heard of any. Please deny.

Sincerely,

Carolyn Boatsman

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon May 02 2016 13:32:15 GMT-0600 (MDT)
From: julie blenn
To: angieb@co.wasco.or.us
CC:
ID: 15472f4f30a50f91

julie blenn

444 el camino real

white salmon, WA 98672

May 2, 2016

Dear Angie Brewer,

resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

julie blenn

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon May 02 2016 12:52:11 GMT-0600 (MDT)
From: Sissy Aron
To: angieb@co.wasco.or.us
CC:
ID: 15472d047431fed3

Sissy Aron

10 Brookview Ln

New Milford, CT 06776-2532

May 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is absolutely inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

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• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

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Sincerely,

Sissy Aron

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

PC 1 5-1683

Date: Mon May 02 2016 12:12:04 GMT-0600 (MDT)
From: Ryan Rittenhouse
To: angieb@co.wasco.or.us
CC:
ID: 15472ab88476fcc8

Ryan Rittenhouse

8706 N Curtis Ave

Portland, OR 97217-7116

May 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Ryan Rittenhouse

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon May 02 2016 11:52:01 GMT-0600 (MDT)
From: David Milholland
To: angieb@co.wasco.or.us
CC:
ID: 15472992f2744172

David Milholland

2000 NE 42nd #1

Portland, OR 97213

May 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

David Milholland

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon May 02 2016 11:01:56 GMT-0600 (MDT)
From: Nora Polk
To: angieb@co.wasco.or.us
CC:
ID: 154726b8f1a1be9f

Nora Polk

6405 SE 62nd Ave

Portland, OR 97206

May 2, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Nora Polk

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon May 02 2016 09:31:46 GMT-0600 (MDT)
From: Judy Todd
To: angieb@co.wasco.or.us
CC:
ID: 1547218cad5c1377

Judy Todd

1631 NE Broadway St.

Portland, OR 97232

May 2, 2016

Dear Angie Brewer,

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Sincerely,

Judy Todd

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun May 01 2016 22:31:03 GMT-0600 (MDT)
From: carol douglass
To: angieb@co.wasco.or.us
CC:
ID: 1546fbbe12e131eb

carol douglass

821 columbia st

hood river, OR 97031

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

carol douglass

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun May 01 2016 18:20:43 GMT-0600 (MDT)
From: Luan Pinson
To: angieb@co.wasco.or.us
CC:
ID: 1546ed6bb6681c34

Luan Pinson

826 SE Morgan Road

Vancouver, WA 98664

May 1, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Luan Pinson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun May 01 2016 14:00:27 GMT-0600 (MDT)
From: Jonnel Covault
To: angieb@co.wasco.or.us
CC:
ID: 1546de869914ff09

Jonnel Covault

14114 SE Redwood Ave

Portland, OR 97267-1436

May 1, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Jonnel Covault

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun May 01 2016 12:50:22 GMT-0600 (MDT)
From: Mike Ryan
To: angieb@co.wasco.or.us
CC:
ID: 1546da841189a595

Mike Ryan

2891 SW Fairview

Portland, OR 97205

May 1, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Mike Ryan

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun May 01 2016 11:20:17 GMT-0600 (MDT)
From: Saundra Kice
To: angieb@co.wasco.or.us
CC:
ID: 1546d55c41eefbf6

Saundra Kice

6618 Mill Creek Rd

The Dalles, OR 97058-8508

May 1, 2016

PC 1 5-1701

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Saundra Kice (Sandy and Edward, Ned) also ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun May 01 2016 09:10:05 GMT-0600 (MDT)
From: Thomas Nelson
To: angieb@co.wasco.or.us
CC:
ID: 1546cde95ab8baca

Thomas Nelson

4115 SW Cullen Blvd.

Portland, OR 97221

May 1, 2016

Dear Angie Brewer,

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Sincerely,

Thomas Nelson

1 message(s)

Date: Sun May 01 2016 02:29:38 GMT-0600 (MDT)
From: Robert Sullivan
To: angieb@co.wasco.or.us
CC:
ID: 1546b6ff15b97276

Robert Sullivan

2022 N Willamette Blvd

Portland, OR 97217-4405

May 1, 2016

Dear Angie Brewer,

The Columbia River Gorge is constantly under attack from various commercial interests who have very little concern for the condition of the Gorge and Columbia River. I urge the Wasco County Planning Commission to join with the Oregon Parks Dept. and deny Union Pacific's petition to lay new track through the Gorge. I subscribe completely with the concerns listed below.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Robert Sullivan

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 21:49:22 GMT-0600 (MDT)
From: Emily Meyer
To: angieb@co.wasco.or.us
CC:
ID: 1546a6f5d8d9161e

Emily Meyer

8608 NW Old Orchard Dr

Vancouver, WA 98665-7758

April 30, 2016

Dear Angie Brewer,

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Sincerely,

Emily Meyer

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 18:48:57 GMT-0600 (MDT)
From: Annie Francoise and Gary McCuen
To: angieb@co.wasco.or.us
CC:
ID: 15469ca2d9ff6ec9

Annie Francoise and Gary McCuen

1825 Fairmount Ave S

Salem, OR 97302

April 30, 2016

Dear Angie Brewer,

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Sincerely,

Annie Francoise and Gary McCuen

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 16:48:49 GMT-0600 (MDT)
From: "p. sydney herbert"
To: angieb@co.wasco.or.us
CC:
ID: 154695c2ef0c85ed

p. sydney herbert

5125 SW Dosch Rd

Portland, OR 97239-1252

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

p. sydney herbert

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 15:38:44 GMT-0600 (MDT)
From: John Russ
To: angieb@co.wasco.or.us
CC:
ID: 154691c05b3a2e9d

John Russ

536 NE Floral Place

Portland, OR 97232

April 30, 2016

Dear Angie Brewer,

To Whom It May Concern:

I would urge you to grant permission for the rail expansion in Wasco County. Although the rail lines may be used to transport materials that ultimately degrade the environment, I believe that rail to transport goods has a greater benefit to the environment than the use of trucks. I believe your decision should be based on these considerations rather than presupposed scenarios.

Very truly yours

John Russ

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 14:38:39 GMT-0600 (MDT)
From: Heather Chapin
To: angieb@co.wasco.or.us
CC:
ID: 15468e50795669d2

Heather Chapin

7126 N Interstate Ave

Portland, OR 97217

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic

Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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In Gratitude,

Heather Chapin

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 13:58:37 GMT-0600 (MDT)
From: Benjamin Ward
To: angieb@co.wasco.or.us
CC:
ID: 15468c06314665db

Benjamin Ward

4014 SE Ash St

Portland, OR 97214-2018

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Benjamin Ward

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 13:48:36 GMT-0600 (MDT)
From: Jerry Zaret

PC 1 5-1719

To: angieb@co.wasco.or.us
CC:
ID: 15468b73591b6891

Jerry Zaret

1600 SE Division St

Portland, OR 97202-1143

April 30, 2016

Dear Angie Brewer,

When will protecting our natural resources and iconic landscape take precedence over some perceived economic benefit for the companies that profit from it. These harms cannot be undone. Please take note of the following which I am sure you have seen before. Thank you.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 13:38:35 GMT-0600 (MDT)
From: Stephanie Sigmon
To: angieb@co.wasco.or.us
CC:
ID: 15468ae06344d4fe

Stephanie Sigmon

10226 SE Ellis

Portland, OR 97266

April 30, 2016

Dear Angie Brewer,

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• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

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• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

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Sincerely,

Stephanie E. Sigmon

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 12:48:32 GMT-0600 (MDT)
From: Barbara Nelson
To: angieb@co.wasco.or.us
CC:
ID: 154688034f550939

Barbara Nelson

#3008 1955 Dallas Hwy. NW

Salem, OR 97304

April 30, 2016

Dear Angie Brewer,

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• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

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Sincerely,

Barbara Nelson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 11:28:26 GMT-0600 (MDT)
From: Leo Pillifant
To: angieb@co.wasco.or.us
CC:
ID: 1546836dddbf28a9

Leo Pillifant

5835 N Wilbur Ave

Portland, OR 97217-4226

April 30, 2016

Dear Angie Brewer,

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

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Sincerely,

Leo Pillifant

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 11:08:24 GMT-0600 (MDT)
From: Martha Stevenson
To: angieb@co.wasco.or.us
CC:
ID: 15468248971e3ac7

Martha Stevenson

PO Box 1878

White Salmon, WA 98672

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Martha Stevenson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

2 message(s)

PC 1 5-1729

April 30, 2016

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Date: Sat Apr 30 2016 09:38:17 GMT-0600 (MDT)
From: Christine Orlet
To: angieb@co.wasco.or.us
CC:
ID: 15467d2045f2a292

Christine Orlet

3821 SE Main Street

Portland, OR 97214

April 30, 2016

Dear Angie Brewer,

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Sincerely,

Christine Orlet ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

2 message(s)

Date: Sat Apr 30 2016 09:48:17 GMT-0600 (MDT)
From: Christine Orlet
To: angieb@co.wasco.or.us
CC:
ID: 15467db2ebbc75e9

Christine Orlet

3821 SE Main Street

Portland, OR 97214

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1 message(s)

Date: Sat Apr 30 2016 09:28:16 GMT-0600 (MDT)
From: George Cummings
To: angieb@co.wasco.or.us
CC:
ID: 15467c8d9ce598e9

George Cummings

3816 NE 17th Ave

Portland, OR 97212-1335

April 30, 2016

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

George Cummings

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 09:18:15 GMT-0600 (MDT)
From: Constance McConnell
To: angieb@co.wasco.or.us
CC:
ID: 15467bfae5f8ac06

Constance McConnell

170 Mt Adams Hwy

Glenwood, WA 98619

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains and

dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

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Sincerely,

Constance McConnell

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 09:18:15 GMT-0600 (MDT)
From: Mana-Jean Wagnon
To: angieb@co.wasco.or.us
CC:
ID: 15467bfac1b6615e

Mana-Jean Wagnon

2834 Johnson Ave

Alameda, CA 94501

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR.

I simply do not understand expanding the infrastructure of an industry that is diminishing. Especially, when one takes into account the accidents resulting in disaster in other communities that have happened.

Please protect the air, water, and land.

Sincerely,

Mana-Jean Wagnon ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 09:08:14 GMT-0600 (MDT)
From: Robert Connor
To: angieb@co.wasco.or.us
CC:
ID: 15467b6841c7a3ac

Robert Connor

50 Moore Rd

White Salmon, WA 98672-8213

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Robert Connor

1 message(s)

Date: Sat Apr 30 2016 08:28:12 GMT-0600 (MDT)
From: Benita Legarza
To: angieb@co.wasco.or.us
CC:
ID: 1546791da11afb19

Benita Legarza

221 NW 5th Ave #428

Portland, OR 97209

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Benita Legarza

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 08:18:11 GMT-0600 (MDT)
From: Margaret Welling
To: angieb@co.wasco.or.us
CC:
ID: 1546788b133e5e3e

Margaret Welling

549 N Hayden Bay Drive

Portland, OR 97217

April 30, 2016

Dear Angie Brewer,

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Sincerely,

Margaret Welling

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 07:58:09 GMT-0600 (MDT)
From: Carol Edwards
To: angieb@co.wasco.or.us
CC:
ID: 15467765b43d72e0

Carol Edwards

13700 Knaus Road

Lake Oswego, OR 97034

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Carol Edwards

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 06:58:07 GMT-0600 (MDT)
From: Maija Wells
To: angieb@co.wasco.or.us
CC:
ID: 154673f657ea9801

Maija Wells

7315 NE Everett St

Portland, OR 97213-5657

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

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Sincerely,

Maija Wells √

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Apr 30 2016 01:37:48 GMT-0600 (MDT)
From: Ann Cookman
To: angieb@co.wasco.or.us
CC:
ID: 154661a215edb2cf

Ann Cookman

2055 NE Holman St

Portland, OR 97211-5478

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• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Ann Cookman

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 23:57:41 GMT-0600 (MDT)
From: "Martin J. Velez"

To: angieb@co.wasco.or.us
CC:
ID: 15465be76e1fff92

Martin J. Velez

6118 NE 32nd Ave.

Portland, OR 97211

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Martin J. Velez

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 23:47:41 GMT-0600 (MDT)
From: Grant Fujii
To: angieb@co.wasco.or.us
CC:
ID: 15465b550d77473d

Grant Fujii

5906 N Depauw

Portland, OR 97203

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Grant Fujii

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 23:27:39 GMT-0600 (MDT)
From: Walter Mintkeski
To: angieb@co.wasco.or.us
CC:
ID: 15465a2f874e6065

Walter Mintkeski

6815 SE 31st Ave

Portland, OR 97202-8633

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment.

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Sincerely,

Walter Mintkeski

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 23:07:38 GMT-0600 (MDT)
From: "Lothar F. Warneke"
To: angieb@co.wasco.or.us
CC:
ID: 1546590a622fd93b

Lothar F. Warneke

716 Dennis Street SE

Tumwater, WA 98501

April 30, 2016

Dear Angie Brewer,

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We have been enjoying the beauty and recreational activities of the Columbia River Gorge all of our lives. Please step up and protect the Gorge from coal trains now and in the long term future.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Lothar F. Warneke ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 22:27:35 GMT-0600 (MDT)
From: Karen Edwards <4tarn2swim@methownet.com>
To: angieb@co.wasco.or.us
CC:
ID: 154656bfcf96ce2b

Karen Edwards

PO Box 754

Winthrop, WA 98862-0754

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Karen Edwards

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 22:27:35 GMT-0600 (MDT)
From: Michael Wilson
To: angieb@co.wasco.or.us
CC:
ID: 154656bfbe3e8109

Michael Wilson

1405 SE Taylor St

Portland, OR 97214

April 30, 2016

Dear Angie Brewer,

I am very concerned about the Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Michael Wilson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 22:07:33 GMT-0600 (MDT)
From: Stephen Bachhuber
To: angieb@co.wasco.or.us
CC:
ID: 1546559a56e61717

Stephen Bachhuber

3428 SE 9th Ave

Portland, OR 97202-2717

April 30, 2016

Dear Angie Brewer,

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RG-1-5-1767

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Stephen Bachhuber √

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 22:07:33 GMT-0600 (MDT)
From: Susan Hartford
To: angieb@co.wasco.or.us
CC:
ID: 1546559a5326c86b

Susan Hartford

3580 Thomsen Rd

Hood River, OR 97031-8404

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Susan Hartford

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 21:47:31 GMT-0600 (MDT)
From: Luisa Zini
To: angieb@co.wasco.or.us
CC:
ID: 15465474d0a3aaf0

Luisa Zini

13400 NW Germantown rd

Portland, OR 97231

April 29, 2016

Dear Angie Brewer,

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Sincerely,

Luisa Zini

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 21:07:24 GMT-0600 (MDT)
From: Judi Chilton
To: angieb@co.wasco.or.us
CC:
ID: 1546522959e7be5c

Judi Chilton

4 Knoll Ridge Road

Lyle, WA 98635

April 29, 2016

Dear Angie Brewer,

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Sincerely,

Judi Chilton

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 20:56:47 GMT-0600 (MDT)
From: jennifer nielsen
To: angieb@co.wasco.or.us
CC:
ID: 1546518db7eebae5

jennifer nielsen

2806 se 47th ave

portland, OR 97206

April 29, 2016

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Sincerely,

Jennifer Nielsen

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 20:56:47 GMT-0600 (MDT)
From: Laurie & Dave King
To: angieb@co.wasco.or.us
CC:
ID: 1546518db5c66917

Laurie & Dave King

8728 N Edison

Portland, OR 97203

April 29, 2016

Dear Angie Brewer,

safety rule and the FAST Act passed by Congress in 2015.

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Laurie & Dave King

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 20:26:44 GMT-0600 (MDT)
From: Craig Heverly
To: angieb@co.wasco.or.us
CC:
ID: 15464fd558203023

Craig Heverly

4814 SE 30th Ave Apt 131

Portland, OR 97202-4419

April 29, 2016

Dear Angie Brewer,

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Craig Heverly

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 20:16:43 GMT-0600 (MDT)
From: Walter Vitatoe
To: angieb@co.wasco.or.us
CC:
ID: 15464f42a30b2342

Walter Vitatoe

PO Box 2104

Battle Ground, WA 98604

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act. **PC 1 5-1783**

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Walter Vitatoe

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 20:06:42 GMT-0600 (MDT)
From: Don Steinke
To: angieb@co.wasco.or.us
CC:
ID: 15464eb01cb3c036

Don Steinke

4833 ne 238 ave

Vancouver, WA 98682

April 29, 2016

Dear Angie Brewer,

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Sincerely,

Don Steinke

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 20:06:41 GMT-0600 (MDT)
From: Rebecca Clark
To: angieb@co.wasco.or.us
CC:
ID: 15464eaffca7d3fb

Rebecca Clark

5035 N Depauw St

Portland, OR 97203-4418

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Rebecca Clark

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 20:06:41 GMT-0600 (MDT)
From: Barb Richarson
To: angieb@co.wasco.or.us
CC:
ID: 15464eafc55979ab

Barb Richarson

po box 268

Kamas, UT 84036

April 29, 2016

PC 1 5-1788

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Barb Richarson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 19:56:41 GMT-0600 (MDT)
From: Serena Vigg
To: angieb@co.wasco.or.us
CC:
ID: 15464e1d44d46655

Serena Vigg

42418 E. Larch Mt. Rd.

Corbett, OR 97019

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Serena Vigg ✓

1 message(s)

Date: Fri Apr 29 2016 19:56:40 GMT-0600 (MDT)
From: Lindsy Wright
To: angieb@co.wasco.or.us
CC:
ID: 15464e1d27092b0e

Lindsy Wright

2311 Capitol Way S

Olympia, WA 98501

April 29, 2016

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Sincerely,

Lindsy Wright

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 19:36:38 GMT-0600 (MDT)
From: Marianne Larkins-Strawn
To: angieb@co.wasco.or.us
CC:
ID: 15464cf7aba34255

Marianne Larkins-Strawn

16415 NE 11th St

Vancouver, WA 98684-9414

April 29, 2016

Dear Angie Brewer,

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Sincerely,

Marianne Larkins-Strawn

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 19:16:36 GMT-0600 (MDT)
From: Maryli Sisson
To: angieb@co.wasco.or.us
CC:
ID: 15464bd205a98959

Maryli Sisson

1`687 NW Division # 103

Corvallis, OR 97330

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

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• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

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• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Maryli Sisson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 19:06:35 GMT-0600 (MDT)
From: Robert Bachman
To: angieb@co.wasco.or.us
CC:
ID: 15464b3f7f596854

Robert Bachman

102 Panorama Pl

Friday Harbor, WA 98250-8432

April 29, 2016

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* Last, but certainly not least -- Because of Climate Change the use of coal needs to end completely.ASAP. Anything aiding the use of coal for energy production must be ended.

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Sincerely,

Robert Bachman

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 19:06:35 GMT-0600 (MDT)
From: Patricia Garoutte
To: angieb@co.wasco.or.us
CC:
ID: 15464b3f5cde4e93

PC 1 5-1800

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Patricia Garoutte

4349 Midway Ave

Grants Pass, OR 97527

April 29, 2016

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RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:56:35 GMT-0600 (MDT)
From: Tascha Babitch
To: angieb@co.wasco.or.us
CC:
ID: 15464aacc28876df

Tascha Babitch

2011 SE 12th Ave

Portland, OR 97214

April 29, 2016

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Tascha Babitch

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:56:35 GMT-0600 (MDT)
From: Fredrick Seil
To: angieb@co.wasco.or.us
CC:
ID: 15464aacb8a230fa

Fredrick Seil

1 Twain Ave

Berkeley, CA 94708-1734

April 29, 2016

Dear Angie Brewer,

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Fredrick Seil

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:56:34 GMT-0600 (MDT)
From: john mooney
To: angieb@co.wasco.or.us
CC:
ID: 15464aac811dfb38

john mooney

264 el camino real

white salmon, WA 98672

April 29, 2016

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john mooney

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:46:34 GMT-0600 (MDT)
From: "m. lee zucker"
To: angieb@co.wasco.or.us
CC:
ID: 15464a1a1031c6f0

m. lee zucker

1966 Orchard St

Eugene, OR 97403-2040

April 29, 2016

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

m. lee zucker

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:36:33 GMT-0600 (MDT)
From: Jane Williams-Grube
To: angieb@co.wasco.or.us
CC:
ID: 154649878a0a338e

Jane Williams-Grube

3717 SE Cooper Street

Portland, OR 97202

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

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Sincerely,

Jane Williams-Grube

1 message(s)

Date: Fri Apr 29 2016 18:36:33 GMT-0600 (MDT)
From: Sammy Low
To: angieb@co.wasco.or.us
CC:
ID: 154649877fe35494

Sammy Low

20420 Marine Dr, Apt P2

Stanwood, WA 98292

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Sammy Low

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:26:32 GMT-0600 (MDT)
From: Delores Porch
To: angieb@co.wasco.or.us
CC:
ID: 154648f4b243f928

Delores Porch

2677 NW Ginseng Pl

Corvallis, OR 97330-3312

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Delores Porch

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:26:32 GMT-0600 (MDT)
From: john goeckermann
To: angieb@co.wasco.or.us
CC:
ID: 154648f4a884a138

john goeckermann

hugo road

grants pass, OR 97528

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR

FILTH SPEWED AND IMPOSSIBLE TO CLEAN;DEATH TO FISH, DEATH TO CLEAN WATER!

YOU KNOW THIS!!!

The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

john goeckermann

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:16:32 GMT-0600 (MDT)
From: Bonnie New
To: angieb@co.wasco.or.us
CC:
ID: 154648629466a77c

Bonnie New

4045 Stonegate Dr

Hood River, OR 97031-7752

April 29, 2016

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

Dear Angie Brewer,

I am writing to urge you in the strongest possible way to deny Union Pacific Railroad's application for expansion of tracks in Oregon's Columbia River Gorge. We already have too many trains, and they collectively have a negative impact on our recreation sites, wetlands, Native American cultural resources, and quality of life in communities of the Gorge. The proposed new track would pass through some of the most ecologically sensitive lands in the Gorge. And this is a designated National Scenic Area for a reason – it is a unique and pristine treasure, a scenic resource for the entire country. As such, it should not be subjected to more trains, longer trains, faster trains, and/or trains full of combustible, even explosive, materials such as oil. Communities, cities, and counties along the Gorge have made their voices heard, too, that we do not want to be a transit system for fuels causing climate change.

Sincerely,

Bonnie New

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:16:32 GMT-0600 (MDT)
From: sherry meier
To: angieb@co.wasco.or.us
CC:
ID: 1546486288601cb2

sherry meier

4161 Post Canyon Dr

Hood River, OR 97031

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Please do not allow this expansion and further the environmental and scenic damage to the Columbia Gorge Scenic Area.

Sincerely,

sherry meier

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:16:32 GMT-0600 (MDT)
From: Susan Hebert
To: angieb@co.wasco.or.us
CC:
ID: 154648626f989be6

Susan Hebert

2018 NW Irving St

Portland, OR 97209-1233

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Susan Hebert

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 18:16:32 GMT-0600 (MDT)
From: Robert Ely
To: angieb@co.wasco.or.us
CC:
ID: 1546486265b07373

Robert Ely

12705 SE River Rd

Milwaukie, OR 97222

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. Aside from the fact the fossil fuel trains are dangerous the expansion is the wrong way to go. In the recent climate change accord the signing nations have all agreed to reduce fossil fuel consumption and I believe that by the end of the century fossil fuel will be relegated to emergency backup status. That is already happening faster than predicted. The expansion is unnecessary. Please deny the project.

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Robert Ely

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 17:56:31 GMT-0600 (MDT)
From: Megan Pingree
To: angieb@co.wasco.or.us
CC:
ID: 1546473d0c01f9ef

Megan Pingree

2804 SW Hillsboro St

Portland, OR 97239

April 29, 2016

Dear Angie Brewer,

To Whom It may Concern

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal and oil trains, through the Gorge. I strongly urge you to deny this application for the following reasons:

PC 1 5-1829

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015. Approval of this project would increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains, the length of trains and the speed of trains passing through the Gorge. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. Open coal cars discharge plumes of black dust into the air - visible for miles and noxious to breathe.

• Coal transported in open coal cars results in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This un-permitted discharge of a pollutant is a violation of the federal Clean Water Act.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project would not provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project were necessary, there are better alternatives, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. Furthermore, Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affects wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion.

Sincerely,

Megan Pingree

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 17:46:30 GMT-0600 (MDT)
From: Joe Wiederhold
To: angieb@co.wasco.or.us
CC:
ID: 154646aa3df6bbf9

Joe Wiederhold

1405 Edwards St

BELLINGHAM, WA 98229

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and

resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Joe Wiederhold

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 17:36:28 GMT-0600 (MDT)
From: Judy Romano
To: angieb@co.wasco.or.us
CC:
ID: 1546461749d94a95

Judy Romano

2058 SE Elliott

Portland, OR 97214

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Judy Romano

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 17:26:28 GMT-0600 (MDT)

From: David Booth
To: angieb@co.wasco.or.us
CC:
ID: 15464584ca0d76c8

David Booth

3005 N. Pacific Hwy W.

Rickreall, OR 97371

April 29, 2016

Dear Angie Brewer,

David interrupts this message to say DUH! This is obvious. We need to stop burning fossil fuels. We need to stop ruining critical natural areas. We need to stop creating dangerous situations for both humans and the environment!!!

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without

first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

David Booth

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 17:26:28 GMT-0600 (MDT)
From: Kathleen Barta
To: angieb@co.wasco.or.us
CC:
ID: 15464584c6fd77f3

Kathleen Barta

1538 Pine St.

Lake Oswego, OR 97034

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

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• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered

commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Kathleen Barta ✓

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 17:16:27 GMT-0600 (MDT)
From: Helen Chadsey
To: angieb@co.wasco.or.us
CC:
ID: 154644f224c3bd81

Helen Chadsey

2705 SW Summit Drive

Portland, OR 97201

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Helen Chadsey

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 17:06:26 GMT-0600 (MDT)
From: John Eskridge
To: angieb@co.wasco.or.us
CC:
ID: 1546445f7590981c

John Eskridge

PO Box 771

Sandy, OR 97055-0771

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

John Eskridge

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 17:06:26 GMT-0600 (MDT)
From: Alice Shapiro
To: angieb@co.wasco.or.us
CC:
ID: 1546445f7226a3a4

Alice Shapiro

7426 SE 21st Ave

Portland, OR 97202

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

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The Columbia Gorge and the river are treasures. Please do not allow them to be further damaged.

Sincerely,

Alice Shapiro

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 17:06:26 GMT-0600 (MDT)
From: "Wm. Fowlie"
To: angieb@co.wasco.or.us
CC:
ID: 1546445f4407c538

Wm. Fowlie

261 Wess Rd.

Underwood, WA 98651

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely, Billl Fowlie

Wm. Fowlie

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

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1 message(s)

Date: Fri Apr 29 2016 16:56:26 GMT-0600 (MDT)
From: Lisa Hull
To: angieb@co.wasco.or.us
CC:
ID: 154643ccfa591436

Lisa Hull

PO Box 771

Sandy, OR 97055

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Lisa Hull

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:56:26 GMT-0600 (MDT)
From: Alex Prentiss
To: angieb@co.wasco.or.us
CC:
ID: 154643ccd4c49b2d

Alex Prentiss

15685 sw 116th ave

king city, OR 97224

April 29, 2016

Dear Angie Brewer,

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Sincerely,

Alex Prentiss

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:46:24 GMT-0600 (MDT)
From: Rick Ray
To: angieb@co.wasco.or.us
CC:
ID: 15464339ed3946af

Rick Ray

30649 NE Hurt Rd

Troutdale, OR 97060-9380

April 29, 2016

Dear Angie Brewer,

I live in the Gorge, near Corbett.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Rick Ray

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:46:24 GMT-0600 (MDT)
From: Adina Parsley
To: angieb@co.wasco.or.us
CC:
ID: 15464339c2751efb

Adina Parsley

20420 Marine Dr, Apt P2

Stanwood, WA 98292

April 29, 2016

Dear Angie Brewer,

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Adina Parsley

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:36:22 GMT-0600 (MDT)
From: Matthew Barmann
To: angieb@co.wasco.or.us
CC:
ID: 154642a7193673d6

Matthew Barmann

417 17th Street

Hood River, OR 97031

April 29, 2016

Dear Angie Brewer,

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Sincerely,

Matthew Barmann

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:36:22 GMT-0600 (MDT)
From: Gary Bushman
To: angieb@co.wasco.or.us
CC:
ID: 154642a6e5ffcc86

Gary Bushman

Methodist Rd

Hood River, OR 97031

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:36:22 GMT-0600 (MDT)
From: Charles&Betty Brasher&Lavis
To: angieb@co.wasco.or.us
CC:
ID: 154642a6c6e1e610

Charles&Betty Brasher&Lavis

7709 NE 57th Cir

Vancouver, WA 98662-6239

April 29, 2016

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Sincerely,

Charles&Betty Brasher&Lavis

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:26:21 GMT-0600 (MDT)
From: Carrie Nobles
To: angieb@co.wasco.or.us
CC:
ID: 154642145e47e23b

Carrie Nobles

12125 SW 18th Avenue

Portland, OR 97219

April 29, 2016

Dear Angie Brewer,

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Carrie Nobles

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:16:21 GMT-0600 (MDT)
From: Jean Teach
To: angieb@co.wasco.or.us
CC:
ID: 154641823fee88b9

Jean Teach

3708 E. Evergreen Blvd.

Vancouver, WA 98661

April 29, 2016

Dear Angie Brewer,

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Jean Teach

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:16:20 GMT-0600 (MDT)
From: Michael Parker
To: angieb@co.wasco.or.us
CC:
ID: 154641821875c6c6

Michael Parker

6825 N Fenwick Ave

Portland, OR 97217-5303

April 29, 2016

Dear Angie Brewer,

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Michael Parker

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:16:21 GMT-0600 (MDT)
From: Lynda Byers
To: angieb@co.wasco.or.us
CC:
ID: 1546418210d46727

Lynda Byers

1669 Fir Crest Rd

Mosier, OR 97040

April 29, 2016

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Lynda Byers

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:16:21 GMT-0600 (MDT)
From: John Kirkland
To: angieb@co.wasco.or.us
CC:
ID: 1546418201c6f728

John Kirkland

289 Fearrington Post

Pittsboro, NC 27312-5501

April 29, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the

Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

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• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

John Kirkland

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:16:20 GMT-0600 (MDT)
From: Keith Brown and Teresa Robbins
To: angieb@co.wasco.or.us
CC:
ID: 15464181dee610bf

Keith Brown and Teresa Robbins

211 Malfait Tracts Rd

Washougal, WA 98671-7822

April 29, 2016

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1 message(s)

Date: Fri Apr 29 2016 16:16:20 GMT-0600 (MDT)
From: Joanna Smith
To: angieb@co.wasco.or.us
CC:
ID: 15464181d8845e53

Joanna Smith

1007 Cascade Ave

Hood River, OR 97031-1401

April 29, 2016

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Sincerely,

Joanna Smith

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

PC 1 5-1879

1 message(s)

Date: Fri Apr 29 2016 16:16:20 GMT-0600 (MDT)
From: Julie Stream
To: angieb@co.wasco.or.us
CC:
ID: 1546418164ef7b97

Julie Stream

4702 NE 126th Circle

Vancouver, WA 98686

April 29, 2016

Dear Angie Brewer,

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Sincerely,

Julie Stream

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Apr 29 2016 16:06:19 GMT-0600 (MDT)
From: Phillip Callaway
To: angieb@co.wasco.or.us
CC:
ID: 154640ef22037474

Phillip Callaway

PO Box 542

Philomath, OR 97370-0542

April 29, 2016

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Sincerely,

Phillip Callaway

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-U

1 message(s)

Date: Fri Jul 01 2016 16:00:30 GMT-0600 (MDT)
From: Barbara Tombleson
To: angieb@co.wasco.or.us
CC:
ID: 155a87a3da612b5a

Barbara Tombleson

7526 SW Capitol Hill Rd.

Portland, OR 97219

July 1, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Barbara Tombleson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 16:00:30 GMT-0600 (MDT)
From: Jennifer Ouzounian
To: angieb@co.wasco.or.us
CC:
ID: 155a87a3b2bc6454

Jennifer Ouzounian

305 Prospect Ave

Hood River, OR 97031

July 1, 2016

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• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Jennifer Ouzounian

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 14:40:23 GMT-0600 (MDT)
From: Helen Jaskoski
To: angieb@co.wasco.or.us
CC:
ID: 155a830e3be4a260

Helen Jaskoski

p.o. box 66074

Portland, OR 97290

July 1, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources

within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

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• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

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• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Helen Jaskoski

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 12:30:15 GMT-0600 (MDT)
From: Sarah Grummert
To: angieb@co.wasco.or.us
CC:
ID: 155a7b9bb71628f3

Sarah Grummert

6436 NE 37th Ave

Portland, OR 97211

July 1, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Sincerely,

Sarah Grummert

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 12:10:12 GMT-0600 (MDT)
From: Lisa Vollins
To: angieb@co.wasco.or.us
CC:
ID: 155a7a767788df43

Lisa Vollins

33233 NE Mershon Rd

Corbett, OR 97019

July 1, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

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• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered

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Sincerely,

Lisa Vollins

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 12:10:12 GMT-0600 (MDT)
From: Tammie Murray
To: angieb@co.wasco.or.us
CC:
ID: 155a7a766d333c03

Tammie Murray

82270 RED BLUFF ROAD

SEASIDE, OR 97138-5037

July 1, 2016

throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

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• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Tammie Murray √

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 11:20:08 GMT-0600 (MDT)
From: Michael Roberts
To: angieb@co.wasco.or.us
CC:
ID: 155a779a86b3d322

Michael Roberts

1515 SE 104th CT

VANCOUVER, WA 98664-4777

July 1, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Sincerely,

Michael Roberts

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 10:00:00 GMT-0600 (MDT)
From: Holly Bard
To: angieb@co.wasco.or.us
CC:
ID: 155a7302f3c8ce1c

Holly Bard

PO Box 1010

Vancouver, WA 98607

July 1, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Holly Bard

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 07:49:45 GMT-0600 (MDT)
From: Michelle Sheldon
To: angieb@co.wasco.or.us
CC:
ID: 155a6b8f00746a9d

Michelle Sheldon

2880 NW 156th Pl

Beaverton, OR 97006

July 1, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

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• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Michelle Sheldon

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 02:09:27 GMT-0600 (MDT)
From: Marcia Denison
To: angieb@co.wasco.or.us
CC:
ID: 155a581636d05fe2

Marcia Denison

PO Box 1463

Rainier, OR 97048

July 1, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires from carrying illegal loads of incompatible hazardous materials and failing to maintain tracks and ties. Farther down river in Rainier, they don't spike the tracks to ties either on the main street, welding the tracks together and driving rods into the ground every 12 feet which causes the trains to swerve back and forth risking our lives to save money. Phooey with incompetent Union Pacific. Their company and loads are entirely too dangerous.

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Sincerely,

Marcia Denison

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 00:59:22 GMT-0600 (MDT)
From: Joy Jaquillard
To: angieb@co.wasco.or.us
CC:
ID: 155a5413b0d74bc3

Joy Jaquillard

2725 NE Cesar E Chavez Blvd

Portland, OR 97212-2928

July 1, 2016

Dear Angie Brewer,

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Sincerely,

Joy Jaquillard √

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 00:39:22 GMT-0600 (MDT)
From: Laurel Hagner
To: angieb@co.wasco.or.us
CC:
ID: 155a52eeaf963a82

Laurel Hagner

4005 White Fir Dr

Mt hood/Parkdale, OR 97041

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July 1, 2016

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Sincerely,

Laurel Hagner

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jul 01 2016 00:29:21 GMT-0600 (MDT)
From: Jay Russo
To: angieb@co.wasco.or.us
CC:
ID: 155a525bd109b225

Jay Russo

1262 Duncan Creek Rd

Stevenson, WA 98648-6177

July 1, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Sincerely,

Jay Russo

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 23:59:19 GMT-0600 (MDT)
From: james hipp
To: angieb@co.wasco.or.us
CC:
ID: 155a50a413003d06

james hipp

609 rosette ct

bellingham, WA 98226

July 1, 2016

Dear Angie Brewer,

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james hipp

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 20:29:07 GMT-0600 (MDT)
From: Mary Knoth
To: angieb@co.wasco.or.us
CC:
ID: 155a449cbc7efa1c

Mary Knoth

10800 SE 17th Circle

Vancouver, WA 98664

June 30, 2016

Dear Angie Brewer,

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• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Mary Knoth

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 19:49:03 GMT-0600 (MDT)
From: Jane Camero
To: angieb@co.wasco.or.us
CC:
ID: 155a4251fed8422f

Jane Camero

1027 Columbia St

Hood River, OR 97031

June 30, 2016

Dear Angie Brewer,

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Sincerely,

Jane Camero

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 18:49:00 GMT-0600 (MDT)
From: Michael Schulte
To: angieb@co.wasco.or.us
CC:
ID: 155a3ee221ca2dcc

Michael Schulte

3612 NE 44th Ave

Portland, OR 97213-1020

June 30, 2016

Dear Angie Brewer,

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Sincerely,

Michael Schulte

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 18:08:56 GMT-0600 (MDT)
From: William White
To: angieb@co.wasco.or.us
CC:
ID: 155a3c9731aea47f

William White

1867 N Tin Strap Trail

Prescott Valley, AZ 86314

June 30, 2016

Dear Angie Brewer,

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William White

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 17:48:53 GMT-0600 (MDT)
From: Hal Glidden
To: angieb@co.wasco.or.us
CC:
ID: 155a3b71cee6a8df

Hal Glidden

419 Briar Rd

Bellingham, WA 98225

June 30, 2016

Dear Angie Brewer,

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RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 17:38:53 GMT-0600 (MDT)
From: Carrie Nobles
To: angieb@co.wasco.or.us
CC:
ID: 155a3adf2e423e7e

Carrie Nobles

12125 SW 18th Avenue

Portland, OR 97219

June 30, 2016

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Carrie Nobles

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 14:18:37 GMT-0600 (MDT)
From: Greg Martin
To: angieb@co.wasco.or.us
CC:
ID: 155a2f69e424f7ba

Greg Martin

413 W 39th St

Vancouver, WA 98660-1961

June 30, 2016

Dear Angie Brewer,

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Greg Martin

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 14:08:35 GMT-0600 (MDT)
From: Virginia White
To: angieb@co.wasco.or.us
CC:
ID: 155a2ed68cfeae70

Virginia White

1229 - 29th St.

Port Townsend, WA 98368

June 30, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Sincerely,

Virginia White

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 13:58:34 GMT-0600 (MDT)
From: Heidi Venture
To: angieb@co.wasco.or.us
CC:
ID: 155a2e43f4ddd1ec

Heidi Venture

713 Katie's Lane

Hood River, OR 97031

June 30, 2016

Dear Angie Brewer,

When I read that there have been almost 30 oil train fires in the last two years, I was shocked! Shocked that we keep letting oil trains go through our communities! What are we thinking? This is dangerous in so many ways. Please do what you can to make it stop.

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Heidi Venture

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 13:28:32 GMT-0600 (MDT)
From: Edward Stover
To: angieb@co.wasco.or.us
CC:
ID: 155a2c8bc9953390

Edward Stover

3506 W Chestnut Ave

Yakima, WA 98902

June 30, 2016

Dear Angie Brewer,

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RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 13:28:32 GMT-0600 (MDT)
From: Joel Rosenblit
To: angieb@co.wasco.or.us
CC:
ID: 155a2c8bc542900f

Joel Rosenblit

2208 Joplin Ct. South

Salem, OR 97302

June 30, 2016

Dear Angie Brewer,

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Joel Rosenblit

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 12:58:30 GMT-0600 (MDT)
From: Bruce Barnum
To: angieb@co.wasco.or.us
CC:

ID: 155a2ad41ac17df2

Bruce Barnum

3220 NW Esplanade

Seattle, WA 98117

June 30, 2016

Dear Angie Brewer,

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Bruce Barnum

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 12:58:30 GMT-0600 (MDT)
From: Ron Bloodworth
To: angieb@co.wasco.or.us
CC:
ID: 155a2ad3f0ef7b9b

Ron Bloodworth

1932 NE Ridgewood Dr.

Portland, OR 97212

June 30, 2016

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Sincerely,

Ron Bloodworth

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 12:48:29 GMT-0600 (MDT)
From: "M. Lee Zucker"
To: angieb@co.wasco.or.us
CC:
ID: 155a2a415a5e0531

M. Lee Zucker

1966 Orchard St

Eugene, OR 97403-2040

June 30, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil

trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Sincerely,

M. Lee Zucker

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 12:48:29 GMT-0600 (MDT)
From: Peggy Lalor
To: angieb@co.wasco.or.us
CC:
ID: 155a2a4130a78347

Peggy Lalor

1009 Columbia Street

Hood River, OR 97031

June 30, 2016

Dear Angie Brewer,

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RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 12:38:27 GMT-0600 (MDT)
From: Susan Hull
To: angieb@co.wasco.or.us
CC:
ID: 155a29ae3ca74d53

Susan Hull

2480 Sherman Ave.

Hood River, OR 97031

June 30, 2016

Dear Angie Brewer,

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Sincerely,

Susan Hull

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 12:28:25 GMT-0600 (MDT)
From: Jack West
To: angieb@co.wasco.or.us
CC:
ID: 155a291b4deaec1f

Jack West

3914 S E Licyntra Lane

Milwaukie, OR 97222

June 30, 2016

Dear Angie Brewer,

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Sincerely,

Jack West

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 12:18:25 GMT-0600 (MDT)
From: Todd Corbett
To: angieb@co.wasco.or.us
CC:
ID: 155a2888db412856

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Todd Corbett

10815 Hubbard Creek Rd

Umpqua, OR 97486

June 30, 2016

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RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 12:08:23 GMT-0600 (MDT)
From: john mooney
To: angieb@co.wasco.or.us
CC:
ID: 155a27f61c4368f8

john mooney

264 el camino real

white salmon, WA 98672

June 30, 2016

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

john mooney

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 11:58:23 GMT-0600 (MDT)
From: Anna Carmichael
To: angieb@co.wasco.or.us
CC:
ID: 155a27634210605f

Anna Carmichael

1401 Belmont Ave #15

Hood River, OR 97031

June 30, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that

Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

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Sincerely,

Anna Carmichael

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 11:48:22 GMT-0600 (MDT)
From: Teresa McFarland
To: angieb@co.wasco.or.us
CC:
ID: 155a26d10d1b5a42

Teresa McFarland

10740 SW 11th Drive

Portland, OR 97219

June 30, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Sincerely,

Teresa McFarland

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 11:38:21 GMT-0600 (MDT)
From: Carolyn Gerould
To: angieb@co.wasco.or.us
CC:
ID: 155a263df98c20b7

Carolyn Gerould

3307 SW Dosch Rd

Portland, OR 97239

June 30, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Sincerely,

Carolyn Gerould

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 11:28:21 GMT-0600 (MDT)
From: Vince Ready
To: angieb@co.wasco.or.us
CC:
ID: 155a25ab486cc507

Vince Ready

4270 West Ridge Drive

Hood River, OR 97031

June 30, 2016

Dear Angie Brewer,

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Vince Ready

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 11:18:19 GMT-0600 (MDT)
From: Sandra Joos
To: angieb@co.wasco.or.us
CC:
ID: 155a25189cac9e6f

Sandra Joos

4259 SW Patrick Pl

Portland, OR 97239-7202

June 30, 2016

Dear Angie Brewer,

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Sincerely,

Sandra Joos

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 11:18:19 GMT-0600 (MDT)
From: Crissy Trask
To: angieb@co.wasco.or.us
CC:
ID: 155a25187369422f

Crissy Trask

Kept Private

White Salmon, WA 98672

June 30, 2016

Dear Angie Brewer,

Oil trains are bad for business, bad for tourism, bad for health and safety, bad for the environment. And nobody in the Gorge wants them rolling through our towns!! We should be working with renewable energy providers and blocking all attempts by oil conglomerates to transport their toxic oil through the Gorge. Please oppose any expansion of tracks, and in fact please work hard to stop all oil (and coal) trains through our region.

Thank you.

Sincerely,

Crissy Trask

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 11:18:19 GMT-0600 (MDT)
From: Sharilyn Cohn
To: angieb@co.wasco.or.us
CC:
ID: 155a251872974e08

Sharilyn Cohn

128 ne 43rd

portland, OR 97213

June 30, 2016

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Sincerely,

Sharilyn Cohn

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 11:08:19 GMT-0600 (MDT)
From: Sheelagh Oliveria
To: angieb@co.wasco.or.us
CC:
ID: 155a2485e483ef34

Sheelagh Oliveria

5904 SE Knight St.

Portland, OR 97206

June 30, 2016

Dear Angie Brewer,

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The earth is on the brink of extinction. Coal is tantamount to eating your children -

Sincerely,

Sheelagh Oliveria

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 11:08:19 GMT-0600 (MDT)
From: Tim Murphy
To: angieb@co.wasco.or.us
CC:
ID: 155a2485c3934ec1

Tim Murphy

Sunderland Lane

Hood River, OR 97031

June 30, 2016

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Tim Murphy

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1 message(s)

Date: Thu Jun 30 2016 10:58:18 GMT-0600 (MDT)
From: Debra Asakawa
To: angieb@co.wasco.or.us
CC:
ID: 155a23f33de58010

Debra Asakawa

3747 SW 50th Ave

Portland, OR 97221

June 30, 2016

Dear Angie Brewer,

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1 message(s)

Date: Thu Jun 30 2016 10:58:18 GMT-0600 (MDT)
From: Patrick Newman
To: angieb@co.wasco.or.us
CC:
ID: 155a23f32db4a60f

Patrick Newman

PO Box 472

Mosier, OR 97040

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1 message(s)

Date: Thu Jun 30 2016 10:48:18 GMT-0600 (MDT)
From: Sharlane Blaise
To: angieb@co.wasco.or.us
CC:
ID: 155a2360d5cadabb

Sharlane Blaise

2545 SW Terwilliger Blvd 314

Portland, OR 97201

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1 message(s)

Date: Thu Jun 30 2016 10:48:18 GMT-0600 (MDT)
From: David Richmond
To: angieb@co.wasco.or.us
CC:
ID: 155a2360a1983925

David Richmond

2137 NE 40th Ave

Portland, OR 97212-5406

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

David Richmond

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 10:48:18 GMT-0600 (MDT)
From: Ruth Darden
To: angieb@co.wasco.or.us
CC:
ID: 155a23608f923698

Ruth Darden

6524 Parkpoint Lane NE

Seattle, WA 98115

June 30, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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1 message(s)

Date: Thu Jun 30 2016 10:48:18 GMT-0600 (MDT)
From: Allie Smith
To: angieb@co.wasco.or.us
CC:
ID: 155a236088745e55

Allie Smith

1513 NE 91st Ave

Vancouver, WA 98664

June 30, 2016

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Allie Smith

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 10:38:17 GMT-0600 (MDT)
From: Blaine Ackley
To: angieb@co.wasco.or.us
CC:
ID: 155a22ce5d0d32c0

Blaine Ackley

655 NW 229th Ave.

Hillsboro, OR 97124-6572

June 30, 2016

Dear Angie Brewer,

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Blaine Ackley

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 10:38:17 GMT-0600 (MDT)
From: Chris Dennett
To: angieb@co.wasco.or.us
CC:
ID: 155a22ce3fc1fadc

Chris Dennett

6835 N. Wall Ave

Portland, OR 97203

June 30, 2016

Dear Angie Brewer,

As an aspiring business owner, my wife and I have been dreaming of relocating to Mosier and Wasco county to live and start a small business in the area. Acting on this dream has been on hold due to the continue threat of exploding train cars and the possibility of more oil being moved through the Gorge as a result of the application to expand the tracks near Mosier. People want to play, live and spend their money in the Gorge and I'm deeply troubled that Wasco County would choose a pass-thru industry that provides no local economic impact and leaves nothing but diesel pollution, coal dust and expoding fire in their wake.

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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Wasco County, please do not fall prey to Union Pacifics false hope and the lure of short term dollars with a few construction jobs. All you will be left with is pollution, damaged natural resources and a stalled local economy as quality of life dminishes.

Do not approve Union Pacifics application.

Sincerely,

Chris Dennett

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 10:28:16 GMT-0600 (MDT)
From: john cornelison
To: angieb@co.wasco.or.us
CC:
ID: 155a223b9bf00e56

john cornelison

10506 sw 132nd pl

vashon, WA 98070

June 30, 2016

Dear Angie Brewer,

Mosier's June 3 oil train derailment and fire is just the most recent of a number of reminders that oil trains do not belong in one of the country's premier Scenic Areas. My wife & I frequently are able to travel down to the Gorge from the Seattle area for weekends and vacations and are much less likely to do so if there are fiery trains and clouds of diesel train pollution hovering in the aur.

The country's nationally subsidized energy (much less global warming) should not be exported, so we also fee this has national implications.

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john cornelison & kim farrell, MD ✓

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Date: Thu Jun 30 2016 10:28:16 GMT-0600 (MDT)
From: Josh Bickley
To: angieb@co.wasco.or.us
CC:
ID: 155a223b7f144920

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6426 NE 36th Ave

Portland, OR 97211

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• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Josh Bickley

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 10:18:15 GMT-0600 (MDT)
From: Lois bancroft
To: angieb@co.wasco.or.us
CC:
ID: 155a21a8a7674965

Lois bancroft

50 Moore Rd

White Salmon, WA 98672-8213

June 30, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Lois bancroft

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 30 2016 10:08:15 GMT-0600 (MDT)
From: Debra Garner
To: angieb@co.wasco.or.us
CC:
ID: 155a211676d5b311

Debra Garner

PO Box 355

White Salmon, WA 98672

June 30, 2016

Dear Angie Brewer,

The oil train derailment and fire in Mosier on June 3, 2016 affirmed our worst fears about the transport of oil-by-rail through the Columbia River Gorge National Scenic Area and our neighborhoods. The fact that Union Pacific so quickly started running oil trains through the Gorge after this disaster, despite requests from the government of Mosier as well as Governor Brown and our Congressional representation that they halt oil shipments until the safety issues could be addressed, demonstrates that Union Pacific cares nothing for the safety of our communities and environment. Union Pacific is not to be trusted, and any effort to expand or continue oil shipments through the Gorge should be halted.

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resource sites that could be adversely affected.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Debra Garner

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Wed Jun 29 2016 09:06:36 GMT-0600 (MDT)
From: Jayne Elken
To: angieb@co.wasco.or.us
CC:
ID: 1559cb29475c15c3

Jayne Elken

P.O. Box 1017

Hood River, OR 97031

June 29, 2016

Dear Angie Brewer,

I write to request your denial of the proposal for Union Pacific expansion. As I mention in the last paragraph of this letter, I am a Mosier resident. The proposed expansion affects all of us in the Gorge.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

I live in Mosier (my mail address is Hood River). I am affected daily by the trains. If this "accident" had occurred just a little east, I would not have a home. The dangers will exponentially increase with any expansion.Please oppose any plans for the railroad to expand. We have enough to deal with the current situation, let alone add additional traffic and issues. Thank you.

Sincerely,

Jayne Elken

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 27 2016 22:13:19 GMT-0600 (MDT)
From: Christine Yun
To: angieb@co.wasco.or.us
CC:
ID: 155953620d50ccb9

Christine Yun

1915 SE Alder ST.

Portland, OR 97214

June 28, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Christine Yun

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 27 2016 15:55:16 GMT-0600 (MDT)
From: Sarah Cook
To: angieb@co.wasco.or.us
CC:
ID: 15593dc013ef9b71

Sarah Cook

316 E. 13th Street

The Dalles, OR 97058

June 27, 2016

Dear Angie Brewer,

I hope you'll take the time to read this letter, as I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Please consider the outlined points above, and the plethora of voices who have been speaking up against this threat. We need to stand together for the safety of Mosier, as well as the safety of communities all throughout this country.

Thank you.

Sincerely,

Sarah Cook

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 27 2016 11:33:03 GMT-0600 (MDT)
From: Angie Brewer
To: nora.mattek@gmail.com
CC:
ID: 15592ebeff92ee9f

Hello and thank you for contacting me.

I will be away from my desk today and will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

--

Angie Brewer, AICP
Planning Director
Wasco County Planning Department
(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 27 2016 11:33:02 GMT-0600 (MDT)
From: Nora Polk
To: angieb@co.wasco.or.us
CC:
ID: 15592ebeabf4fc35

Nora Polk

6405 SE 62nd Ave

Portland, OR 97206

June 27, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Nora Polk

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 27 2016 09:31:45 GMT-0600 (MDT)
From: Angie Brewer
To: ssiegner3@gmail.com
CC:
ID: 155927ce1cdcdcc3

Hello and thank you for contacting me.

I will be away from my desk today and will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

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Angie Brewer, AICP
Planning Director
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(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 27 2016 09:31:43 GMT-0600 (MDT)
From: Sandra Siegner
To: angieb@co.wasco.or.us
CC:
ID: 155927cddf240057

Sandra Siegner

9640 SW Lancaster Rd

Portland, OR 97219

June 27, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Sandra Siegner

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 27 2016 09:21:39 GMT-0600 (MDT)
From: Angie Brewer
To: dornfelds@hotmail.com
CC:
ID: 1559273a222c884e

Hello and thank you for contacting me.

I will be away from my desk today and will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

--

Angie Brewer, AICP
Planning Director
Wasco County Planning Department
(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 27 2016 09:21:37 GMT-0600 (MDT)
From: Susan Dornfeld
To: angieb@co.wasco.or.us
CC:
ID: 15592739c2adc067

Susan Dornfeld

PO Box 8305

Portland, OR 97207

June 27, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

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• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

PC 1 5-2025

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

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• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Susan Dornfeld

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun Jun 26 2016 17:23:40 GMT-0600 (MDT)

From: Marian Hennings
To: angieb@co.wasco.or.us
CC:
ID: 1558f0694ff5994a

Marian Hennings

327 East Broad Avenue

Spokane, WA 99207

June 26, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

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• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

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• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act. There is already evidence of coal dust pollution of grape orchards on the Washington side of the Columbia so this can be expected in Oregon also.

Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Marian Hennings

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jun 25 2016 13:45:09 GMT-0600 (MDT)
From: Darya Minovi
To: angieb@co.wasco.or.us
CC:
ID: 15589182b0cebf63

Darya Minovi

127 SE 12th Ave

Portland, OR 97214

June 25, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

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• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Darya Minovi

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jun 25 2016 12:05:01 GMT-0600 (MDT)
From: Joel Kay
To: angieb@co.wasco.or.us
CC:
ID: 15588bc7eaec8197

Joel Kay

10707 SE Stanley Ave

Milwaukie, OR 97222-4362

June 25, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Joel Kay

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jun 25 2016 09:04:43 GMT-0600 (MDT)
From: Bernhard Masterson
To: angieb@co.wasco.or.us
CC:
ID: 15588176bbd46d8a

Bernhard Masterson

3100 SE Westview Ave.

Oak Grove, OR 97267

June 25, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and

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Sincerely,

Bernhard Masterson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 21:13:51 GMT-0600 (MDT)
From: Ann Littlewood
To: angieb@co.wasco.or.us
CC:
ID: 155858c9a3a27f0b

Ann Littlewood

2915 NE 21st Avenue

Portland, OR 97212

June 24, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Ann Littlewood

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 17:43:29 GMT-0600 (MDT)
From: Katjleen Frei
To: angieb@co.wasco.or.us
CC:

ID: 15584cc032e12f57

Katjleen Frei

2 36th Place

Longview, WA 98632

June 24, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the

Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

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• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Kathleen

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 16:03:17 GMT-0600 (MDT)
From: Catriona Buhayar
To: angieb@co.wasco.or.us
CC:
ID: 155847045f667f85

Catriona Buhayar

1927 NE Clackamas St.

Portland, OR 97232

June 24, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR, particularly after the recent derailment and fire. We were exceedingly lucky that the damage was not worse.

The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. The proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

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• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area,

negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Catriona Buhayar

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 15:03:10 GMT-0600 (MDT)
From: barb jackson
To: angieb@co.wasco.or.us
CC:
ID: 15584393d284f166

barb jackson

4107 E 15th St

Vancouver, WA 98661

June 24, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River

Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely, Barb Jackson √

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barb jackson

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

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1 message(s)

Date: Fri Jun 24 2016 14:13:05 GMT-0600 (MDT)
From: Michael Wolf
To: angieb@co.wasco.or.us
CC:
ID: 155840b60c4c4d0d

Michael Wolf

3126 NE 7th Ave.

Portland, OR 97212

June 24, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and

dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Michael Wolf

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 13:33:00 GMT-0600 (MDT)
From: Larry Petersen
To: angieb@co.wasco.or.us
CC:
ID: 15583e6ad8f72c5c

Larry Petersen

1000 N W 3

Gresham, OR 97030

June 24, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Larry Petersen

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 12:22:51 GMT-0600 (MDT)
From: julie blenn
To: angieb@co.wasco.or.us
CC:

ID: 15583a67663d778d

julie blenn

444 el camino

ws, WA 98672

June 24, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

julie blenn

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 10:52:42 GMT-0600 (MDT)
From: Karen Edwards <4tarn2swim@methownet.com>
To: angieb@co.wasco.or.us
CC:
ID: 1558353eb475ff1c

Karen Edwards

PO Box 754

Winthrop, WA 98862-0754

June 24, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Karen Edwards

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 10:02:36 GMT-0600 (MDT)
From: Mark Newbrook
To: angieb@co.wasco.or.us
CC:
ID: 15583260fda5ea36

Mark Newbrook

845 sw stratton road

white salmon, WA 98672

June 24, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

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Mark Newbrook

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 10:02:36 GMT-0600 (MDT)
From: Lev Tsypin
To: angieb@co.wasco.or.us
CC:
ID: 15583260d3b55542

Lev Tsypin

4225 SE Morrison

Portland, OR 97215

June 24, 2016

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Sincerely,

Lev Tsypin √

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 10:02:35 GMT-0600 (MDT)
From: corinne mcwilliams
To: angieb@co.wasco.or.us
CC:
ID: 15583260a7d36bc6

corinne mcwilliams

6325 ne lessard rd

camas, WA 98607

June 24, 2016

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Sincerely,

corinne mcwilliams

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 09:42:33 GMT-0600 (MDT)
From: Constance McConnell
To: angieb@co.wasco.or.us
CC:
ID: 1558313b16c794d6

Constance McConnell

3122 SE Main St

Portland, OR 97214

June 24, 2016

Dear Angie Brewer,

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Constance McConnell

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Fri Jun 24 2016 09:32:31 GMT-0600 (MDT)
From: linda sawaya
To: angieb@co.wasco.or.us
CC:
ID: 155830a826af978f

linda sawaya

po box 91192

portland, OR 97291

June 24, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

linda sawaya

Sorry I missed you! RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 16 2016 18:25:03 GMT-0600 (MDT)
From: Angie Brewer
To: heide@embarqmail.com
CC:
ID: 1555bbf2e0c60ccf

Hello and thank you for contacting me.

I will be away from my desk until Monday, June 20. I will respond upon my return. If you need immediate assistance, please call 541-506-2560 to speak with the planner on duty.

Thank you and have a wonderful day,
Angie

--

Angie Brewer, AICP
Planning Director
Wasco County Planning Department
(541) 506-2566 direct / (541) 506-2560 main
www.co.wasco.or.us/planning/

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 16 2016 18:25:02 GMT-0600 (MDT)
From: Kurt Smith
To: angieb@co.wasco.or.us
CC:
ID: 1555bbf28c25cf77

Kurt Smith

1350 Root Road

Mosier, OR 97040

June 16, 2016

Dear Angie Brewer,

As a resident of Mosier and having complied with numerous building restrictions due to the National Scenic Act and with the

Endangered Species regulations for the protection of the Western Pond Turtles I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier.

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Sincerely,

Kurt Smith

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 16 2016 18:25:01 GMT-0600 (MDT)
From: Heide Smith
To: angieb@co.wasco.or.us
CC:
ID: 1555bbf2801d4ed5

Heide Smith

1350 Root Road

Mosier, OR 97040

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• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

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• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Heide Smith

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 13 2016 19:54:01 GMT-0600 (MDT)
From: Michelle Mayfield
To: angieb@co.wasco.or.us
CC:
ID: 1554c9d902312ac0

Michelle Mayfield

222 El Camino Real

White Salmon, WA 98672

June 13, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

Michelle Mayfield

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 13 2016 15:54:37 GMT-0600 (MDT)
From: Joseph Leitschuh
To: angieb@co.wasco.or.us
CC:
ID: 1554bc2633337101

Joseph Leitschuh

1816 SE 12th Ave

Portland, OR 97214

June 13, 2016

Dear Angie Brewer,

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Sincerely,

Joseph Leitschuh

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Mon Jun 13 2016 10:29:21 GMT-0600 (MDT)
From: Ned Randell
To: angieb@co.wasco.or.us
CC:
ID: 1554a989876dbabe

Ned Randell

8320 SW Maverick Terrace

Beaverton, OR 97008

June 13, 2016

Dear Angie Brewer,

The recent oil train crash in Moser is evidence enough to prove that oil train traffic should not be allowed in the Columbia River Gorge. The question has never been "if" there will be an oil train derailment and has always been "when" will the crash occur and "how" damaging will it be. Furthermore, having had one crash does not eliminate the possibility of future crashes. The question will always be "when" and "how bad".

Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

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• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals. More trains traveling at higher speeds would result in more collisions with wildlife attempting to cross the tracks.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

Please don't stand with the Oregon legislature in surrendering the gorge to the oil train onslaught. Deny the Union Pacific Double-track application.

Sincerely,

Ned Randell

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sun Jun 12 2016 17:36:48 GMT-0600 (MDT)
From: Mark Friedman
To: angieb@co.wasco.or.us
CC:
ID: 15546f991f8aa3b4

Mark Friedman

17355 SW 105th Ave

Tualatin, OR 97062

June 12, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Mark Friedman

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jun 11 2016 17:21:29 GMT-0600 (MDT)
From: James Davis
To: angieb@co.wasco.or.us
CC:
ID: 15541c5327d0d6fe

James Davis

225 Eagle Crest Drive

Longview, WA 98632

June 11, 2016

Dear Angie Brewer,

Your decision impacts me and my community. I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

James Davis

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Sat Jun 11 2016 10:06:20 GMT-0600 (MDT)
From: McKay Nutt
To: angieb@co.wasco.or.us
CC:
ID: 1554036ca729dc36

McKay Nutt

3820 SW Mt. Adams Drive

Portland, OR 97239

June 11, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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Sincerely,

McKay Nutt

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message(s)

Date: Thu Jun 09 2016 11:37:29 GMT-0600 (MDT)
From: Jordan Struck
To: angieb@co.wasco.or.us
CC:
ID: 155363d89898af27

Jordan Struck

Liberty Way

The Dalles, OR 97031

June 9, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

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• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,

Jordan Struck

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

PC 1 5-2083

1 message(s)

Date: Wed Jun 08 2016 18:46:21 GMT-0600 (MDT)
From: Greg Chokas
To: angieb@co.wasco.or.us
CC:
ID: 155329fd13a968e0

Greg Chokas

414 Montello Ave.

Hood River, OR 97031

June 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

Sincerely,

Greg Chokas

UPRR application to widen track near Mosier, OR

1 message(s)

Date: Sun Jun 05 2016 21:06:06 GMT-0600 (MDT)
From: Howard Shapiro
To: angieb@co.wasco.or.us
CC: Alice Shapiro
ID: 15523acf7290fb17

It looks as though your city and the Columbia River were very lucky on the most recent oil train derailment and fire. If a few more tank cars had combusted The story could have been much more grim.

According to your website the UP wants to resume running more trains through the tracks before they even clean it up. This is an indication of the type of customers your are dealing with. They don't seem to be concerned with the health and safety of your city or it's livelyhood.

If they can't keep the single tracks safe and in good repair with the traffic that they currently have, does it seem logical that they will do any better with a double line of tracks or will it be twice as dangerous for Mosier and the rest of Oregon? If approved actuaries say that the Gorge will experience several of these derailments a year if these fossil fuel transport proposals are approved. All of them won't necessarily result in fire but the cleanup will be very costly to Oregon and Washington taxpayers.

I urge you not to allow approval of this proposal and if you do consider it please also consider including a cleanup bond sufficient to clean up several of these spills at the railroads expense.

Howard Shapiro
7426 SE 21st Ave.
Portland OR 97202

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

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