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 #6

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MEMORANDUM TABLE OF CONTENTS Volume 6

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

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 6 of 8

Item Page

Public Comments

PLASAR-15-01-0004 UPRR

Public Comments

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Howard Shapiro

request to deny new rail tracks in Wasco County

1 message(s)

Date: Sun Jun 05 2016 20:37:26 GMT-0600 (MDT)
From: A Shapiro
To: "angieb@co.wasco.or.us"
CC:
ID: 15523927086582c4

To the planning commissioners of Wasco County:
I am opposed to the proposal by Union Pacific Railroad to construct four miles of mainline track through the Columbia River Gorge National Scenic Area near Mosier, OR. Of course I am particularly concerned and worried since the derailment that occurred earlier this week. As you know, Bakken crude oil was spilled in our precious Gorge and fire burned for many hours causing school evacuations and risk to the health of the population. The pollution caused and environmental degradation is likely to have effects for many months/years to come.
The rail expansion would allow more and/or longer trains to pass through the Gorge and negatively impact recreation sites, wetlands, Native American cultural resources, and communities in the Gorge. The proposed new track would pass through some of the most ecologically sensitive lands in the Gorge.
It would also facilitate long, heavy trains traveling at high speeds and carrying even more explosive crude oil bound for terminal proposed throughout the Northwest, risking even more derailments and spills. This includes the Tesoro Savage oil terminal proposal in Vancouver, potentially the largest oil-by-rail terminal in North America.
Please protect our treasure of the Gorge and the health and safety of all concerned.

Regards,
Alice Shapiro
Portland, OR

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

1 message(s)

Date: Sat Jun 04 2016 18:57:06 GMT-0600 (MDT)
From: John Chao
To: angieb@co.wasco.or.us
CC:
ID: 1551e10372cba1af

John Chao

1400 State Rd.

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:

• 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

PC 1-6-2089

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,

John Chao

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

1 message(s)

Date: Sat Jun 04 2016 18:17:03 GMT-0600 (MDT)
From: Judith Eda
To: angieb@co.wasco.or.us
CC:
ID: 1551deb8ced158ef

Judith Eda

4655 NE Killingsworth St. #33

Portland, OR 97218

June 4, 2016

Dear Angie Brewer,

Mosier is VERY VERY lucky that Friday's derailment and fire were not a replay of the Lac Megantic disaster. There is no reason whatever to grant Union Pacific Railroad's application to construct a new rail track near Mosier. 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 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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• 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,

Judith Eda

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

PC 1 6-2092

1 message(s)

Date: Sat Jun 04 2016 17:26:59 GMT-0600 (MDT)
From: Sandra Siegner
To: angieb@co.wasco.or.us
CC:
ID: 1551dbdb45ac7085

Sandra Siegner

9640 SW Lancaster Rd

Portland, OR 97219

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.

• 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 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.

Just look at Mosier!

Sincerely,

Sandra Siegner

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

1 message(s)

Date: Sat Jun 04 2016 13:46:38 GMT-0600 (MDT)
From: Leon Fishlyn
To: angieb@co.wasco.or.us
CC:
ID: 1551cf3fbdfb0abc

Leon Fishlyn

1927 SE Clinton 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,

Leon Fishlyn

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

1 message(s)

Date: Sat Jun 04 2016 10:36:18 GMT-0600 (MDT)
From: Laurie Kruczek
To: angieb@co.wasco.or.us
CC:
ID: 1551c45b82d75cde

Laurie Kruczek

2021 W Scenic DR

Portland, OR 97058

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,

Laurie Kruczek

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

1 message(s)

Date: Sat Jun 04 2016 10:26:17 GMT-0600 (MDT)
From: Lisa Jean Hoefner
To: angieb@co.wasco.or.us
CC:
ID: 1551c3c8bbfbef15

Lisa Jean Hoefner

4880 SW Scholls Ferry Rd

Portland, OR 97225

June 4, 2016

Dear Angie Brewer,

I am now doubly 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 yours,

Lisa Jean Hoefner

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

1 message(s)

Date: Sat Jun 04 2016 09:56:13 GMT-0600 (MDT)
From: Darlene Wood
To: angieb@co.wasco.or.us
CC:
ID: 1551c2106a9e20d0

Darlene Wood

950 Pomona W #167

The Dalles, OR 97058

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.

• 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,

Darlene Wood

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

1 message(s)

Date: Fri Jun 24 2016 09:02:27 GMT-0600 (MDT)
From: Lori Bennis
To: angieb@co.wasco.or.us
CC:
ID: 15582eefa013434b

Lori Bennis

4240 SE 79th Ave

Portland, OR 97206

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,

Lori Bennis

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

1 message(s)

Date: Fri Jun 24 2016 08:52:26 GMT-0600 (MDT)
From: Sally Oakes
To: angieb@co.wasco.or.us
CC:
ID: 15582e5d1bc3ab14

Sally Oakes

4900 SE 61st Avenue

Portland, OR 97206

June 24, 2016

Dear Angie Brewer,

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Sincerely,

Sally Oakes

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

1 message(s)

Date: Fri Jun 24 2016 08:12:21 GMT-0600 (MDT)
From: Barbara Miller
To: angieb@co.wasco.or.us
CC:
ID: 15582c120c5306dd

Barbara Miller

P O a Box 416

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:

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

1 message(s)

Date: Fri Jun 24 2016 08:12:21 GMT-0600 (MDT)
From: Craig Loftin
To: angieb@co.wasco.or.us
CC:
ID: 15582c11eef86c45

Craig Loftin

1500 SW 5th Avenue

Portland, OR 97201

June 24, 2016

Dear Angie Brewer,

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Sincerely,

Craig Loftin

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

1 message(s)

Date: Fri Jun 24 2016 02:01:47 GMT-0600 (MDT)
From: Sarah Brooks
To: angieb@co.wasco.or.us
CC:
ID: 155816ddcd5f22bb

Sarah Brooks

1817 SE Mulberry Ave

Portland, OR 97214

June 24, 2016

Dear Angie Brewer,

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Sarah Brooks

1 message(s)

Date: Thu Jun 23 2016 22:41:31 GMT-0600 (MDT)
From: Laurie Fisher
To: angieb@co.wasco.or.us
CC:
ID: 15580b67fdf66745

Laurie Fisher

10414 SW Bonanza Way

Tigard, OR 97224-4339

June 24, 2016

Dear Angie Brewer,

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1 message(s)

Date: Thu Jun 23 2016 22:41:31 GMT-0600 (MDT)
From: Barbara Branham
To: angieb@co.wasco.or.us
CC:
ID: 15580b67e086007f

Barbara Branham

3070 SW Garden View Avenue

Portland, OR 97225

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.

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Sincerely,

Barbara Branham

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

1 message(s)

Date: Thu Jun 23 2016 22:11:28 GMT-0600 (MDT)
From: Susan Hartford
To: angieb@co.wasco.or.us
CC:
ID: 155809afd25566e3

Susan Hartford

3580 Thomsen Rd

Hood River, OR 97031-8404

June 24, 2016

Dear Angie Brewer,

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Sincerely,

Susan Hartford

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

1 message(s)

Date: Thu Jun 23 2016 22:11:28 GMT-0600 (MDT)
From: Derek Gendvil
To: angieb@co.wasco.or.us
CC:
ID: 155809afb6cd2a5b

Derek Gendvil

9030 W. Sahara Ave. #360

Las Vegas, NV 89117

June 24, 2016

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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,

Derek Gendvil

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

1 message(s)

Date: Thu Jun 23 2016 21:51:25 GMT-0600 (MDT)
From: Debra Asakawa
To: angieb@co.wasco.or.us
CC:
ID: 1558088a12c98758

Debra Asakawa

3747 SW 50th Ave

Portland, OR 97221

June 23, 2016

Dear Angie Brewer,

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Debra Asakawa

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

1 message(s)

Date: Thu Jun 23 2016 21:41:25 GMT-0600 (MDT)
From: Steve Goldstein

To: angieb@co.wasco.or.us
CC:
ID: 155807f789aa1043

Steve Goldstein

16601 S. Archer Dr.

Oregon City, OR 97045

June 23, 2016

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

1 message(s)

Date: Thu Jun 23 2016 21:31:23 GMT-0600 (MDT)
From: Lewis Sternberg
To: angieb@co.wasco.or.us
CC:
ID: 1558076485eaf28e

Lewis Sternberg

7635 SW 32nd Ave

Portland, OR 97219-1818

June 23, 2016

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Lewis Sternberg

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

1 message(s)

Date: Thu Jun 23 2016 21:11:21 GMT-0600 (MDT)
From: Sara Grigsby
To: angieb@co.wasco.or.us
CC:
ID: 1558063f141093e1

Sara Grigsby

PO Box 146

Corbett, OR 97019-0146

June 23, 2016

Dear Angie Brewer,

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Sara Grigsby

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1 message(s)

Date: Thu Jun 23 2016 20:51:19 GMT-0600 (MDT)
From: Cort Brumfield
To: angieb@co.wasco.or.us
CC:
ID: 15580519cc6d1ca9

Cort Brumfield

9002 N. E. Webster Street

Portland, OR 97220

June 23, 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,

Cort Brumfield

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

1 message(s)

Date: Thu Jun 23 2016 20:51:19 GMT-0600 (MDT)
From: Phillip Callaway
To: angieb@co.wasco.or.us
CC:
ID: 15580519caf612de

Phillip Callaway

PO Box 542

Philomath, OR 97370-0542

June 23, 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,

Phillip Callaway

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

1 message(s)

Date: Thu Jun 23 2016 20:41:19 GMT-0600 (MDT)
From: Sandra Joos
To: angieb@co.wasco.or.us
CC:
ID: 1558048704725dbe

Sandra Joos

4259 SW Patrick Pl

Portland, OR 97239-7202

June 23, 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 6-2137

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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 23 2016 20:31:17 GMT-0600 (MDT)
From: Alea Kent
To: angieb@co.wasco.or.us
CC:
ID: 155803f47c809943

Alea Kent

810 CambridgeStreet

Ashland, OR 97520

June 23, 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,

Alea Kent

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

1 message(s)

Date: Thu Jun 23 2016 20:31:17 GMT-0600 (MDT)
From: Robert Connor
To: angieb@co.wasco.or.us
CC:
ID: 155803f47b320519

Robert Connor

50 Moore Rd

White Salmon, WA 98672-8213

June 23, 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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Robert Connor

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

1 message(s)

Date: Thu Jun 23 2016 20:31:17 GMT-0600 (MDT)
From: Gisela Ray
To: angieb@co.wasco.or.us
CC:
ID: 155803f442e46063

Gisela Ray

85 SE 16th Court

Gresham, OR 97080

June 23, 2016

Dear Angie Brewer,

To build more fossil fuel infrastructure when we know we have to phase out those fuels is utter folly in my book. There are of course so many other reasons - as described below - to deny expansion of the track to accommodate more and faster oil trains. Please, keep our towns safe!!

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,

Gisela Ray

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

1 message(s)

Date: Thu Jun 23 2016 20:01:13 GMT-0600 (MDT)
From: Brenda Peterson
To: angieb@co.wasco.or.us
CC:
ID: 1558023bdc7ac033

Brenda Peterson

6601 SW OAK ST

TIGARD, OR 97223-9119

June 23, 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,

Brenda Peterson

wcplanning wcplanning <wcplanning@co.wasco.or.us>

Sept 6, 2016 comments for the Wasco County Planning Commission on the Union Pacific rail expansion hearing

1 message

jilbrkrb@aol.com <jilbrkrb@aol.com>
To: wcplanning@co.wasco.or.us

Mon, Aug 29, 2016 at 8:23 AM

To the Wasco County Planning Commission:

Dear Sirs;

I am writing to let you know that my husband, Charles, and I are very much opposed to Union Pacific's (UP) proposed four mile rail expansion in the Columbia River Gorge through the Mosier area. This new track will result in a very large increase in the train traffic in the Columbia River Gorge National Scenic Area (NSA) which will inevitably cause a huge risk to the environment and public health of the entire area. The oil trains, carrying explosive Bakken oil through the NSA corridor, are literally dangerous "bomb" trains which, along with the coal trains, pose a real and substantial threat to the Gorge's environment and communities. These rail oil tankers are highly volatile and can spontaneously combust simply due to high temperatures which are so common in the summer. It is not only a matter of a derailment causing an explosion and fire, but often that of a tank exploding due to the high temperatures, which then causes a derailment and subsequent fires!

Union Pacific has not been honest about the extent of their proposed increase in rail traffic and also has a very poor safety record, demonstrating their inadequate maintenance of even their existing tracks and trains, let alone four miles of new tracks! This proposal threatens the innumerable scenic, recreational, cultural and environmental resources of the Columbia River Gorge and conflicts with all the protections and inherent purpose of the CRGNSA. This proposal would severely and negatively impact the countless wetlands and habitat along the Columbia River and would necessitate filling in many of these wetlands, which is totally unacceptable and actually violates the National Scenic Area Act, a federal mandate.

The disastrous oil train derailment and fire in Mosier on June 3, 2016 demonstrated our worst concerns and fears about the transportation of oil and/or coal through the NSA. It is obvious that UP does not care about the safety or resources of the Gorge, especially since they so rapidly started running more oil trains through Mosier so soon after the devastating disaster and before a full clean-up, even though Mosier City, Oregon's governor, many Congressional representatives and most of the local citizens requested that this oil rail traffic be stopped until all the safety issues were fully and adequately addressed.

One of the biggest threats to this arid area is devastating wild fire that is so prevalent, deadly and unstoppable, especially in the windy summer months. This is already a dangerous and undeniable menace to all who live anywhere in the vicinity and who are deeply invested in their homes, farms, businesses and communities. It is unthinkable that UP, in order to add to their profit margin, would so recklessly jeopardize one of Oregon's greatest national and world-class treasures in such a transparently greedy and arrogant proposal which only benefits UP and the foreign energy markets and which only adds more pollution and degradation to such a significant river, airshed and entire region. Union Pacific is using the Gorge only as a transportation corridor, with NO local benefit, for more dirty fossil fuels which are threatening all life on the planet and should be immediately phased out! All of this is being considered without even implementing an environmental impact statement. We urge the Commission to deny this expansion as well as to stop all future oil-by-rail or coal-by-rail shipments through the Gorge!

Thank you for your attention,

Sincerely,

Jill and Charles Barker
P.O. Box 572
Mosier, OR 97040

PC 1 6-2148

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

2 messages

Meryle A. Korn <meryle.korn@gmail.com>
Reply-To: meryle.korn@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 12:58 PM

Meryle A. Korn
2821 Huron St
Bellingham, WA 98226-4112

August 24, 2016

Dear Wasco County Planning Commission,

I am a native Oregonian and am very concerned about trains carrying highly explosive Bakken oil anywhere in the country, but most especially through the scenic Columbia River Gorge. 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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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.

PC 1 6-2149

• 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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Meryle A. Korn

Meryle A. Korn <meryle.korn@gmail.com> Thu, Aug 25, 2016 at 3:47 PM
Reply-To: meryle.korn@gmail.com
To: wcplanning@co.wasco.or.us

Meryle A. Korn
2821 Huron St
Bellingham, WA 98226-4112

August 25, 2016

Dear Wasco County Planning Commission,

The Hippocratic Oath begins: "First, do no harm." Adding tracks that would ease running oil trains through the Columbia River Gorge would do harm, and the timing would be not 'if' but WHEN.
[Quoted text hidden]

PC 1 6-2150

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

David Hadden <paddler@centurytel.net>
Reply-To: paddler@centurytel.net
To: wcplanning@co.wasco.or.us

Mon, Aug 29, 2016 at 8:17 AM

David Hadden
545 Holt Dr
Bigfork, MT 59911

August 29, 2016

Dear Wasco County Planning Commission,

The following is a prepared letter which I have read and agree with. Thank you.

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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.

PC 1 6-2151

• 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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
David Hadden

PC 1 6-2152

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Linda Jansen <jansen.l12@gmail.com>
Reply-To: jansen.l12@gmail.com
To: wcplanning@co.wasco.or.us

Mon, Aug 29, 2016 at 7:57 AM

Linda Jansen
5844 NE 75th St. #A103
Seattle, WA 98115

August 29, 2016

Dear Wasco County Planning Commission,

Please ask yourself how you will feel when the already apparent climate change wreckage on our planet worsens and more lives are lost to this avoidable (barely now) monster. You have it in your ability to stop it now and start the common sense changes to our energy supply that will be required to save human life here.

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

PC 1 6-2153

• 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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Linda Jansen

PC 1 6-2154

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Peter Holcomb <ljandpm@gmail.com>
Reply-To: ljandpm@gmail.com
To: wcplanning@co.wasco.or.us

Mon, Aug 29, 2016 at 1:17 PM

Peter Holcomb
2332 E Hemmi Rs
Bellingham, WA 98226

August 29, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

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• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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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

PC 1 6-2155

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

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Sincerely,
Peter Holcomb

PC 1 6-2156

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tom Cloud <tlc@filareefarm.com>
Reply-To: tlc@filareefarm.com
To: wcplanning@co.wasco.or.us

Mon, Aug 29, 2016 at 5:27 PM

Tom Cloud
298d Cape Labelle Rd
Tonasket, WA 98855

August 29, 2016

Dear Wasco County Planning Commission,

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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• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Tom Cloud

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jeff Stookey <jstookey108@gmail.com>
Reply-To: jstookey108@gmail.com
To: wcplanning@co.wasco.or.us

Mon, Aug 29, 2016 at 1:27 PM

Jeff Stookey
3656 NE Wasco St
Portland, OR 97232

August 29, 2016

Dear Wasco County Planning Commission,

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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• 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. This violates at least one of the criteria for conditional use review.

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Sincerely,
Jeff Stookey

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tammie Murray <jdmstm@hotmail.com>
Reply-To: jdmstm@hotmail.com
To: wcplanning@co.wasco.or.us

Mon, Aug 29, 2016 at 8:27 AM

Tammie Murray
82270 Red Bluff Road
Seaside, OR 97138

August 29, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2161

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Sincerely,
Tammie Murray

PC 1 6-2162

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Steven Erickson <steveerickson720@gmail.com>
Reply-To: steveerickson720@gmail.com
To: wcplanning@co.wasco.or.us

Sun, Aug 28, 2016 at 10:06 PM

Steven Erickson
720 Cherryview Lane
White Salmon, WA 98672

August 29, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2163

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Sincerely,
Steven Erickson

PC 1 6-2164

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Carol Douglass <tood@gorge.net>
Reply-To: tood@gorge.net
To: wcplanning@co.wasco.or.us

Sat, Aug 27, 2016 at 7:28 AM

Carol Douglass
821 Columbia St
Hood River, OR 97031-1721

August 27, 2016

Dear Wasco County Planning Commission,

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PC 1 6-2165

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Sincerely,
Carol Douglass

PC 1 6-2166

Angie Brewer <angieb@co.wasco.or.us>

Mosier double track

1 message

Megan <bluemoonmeg@yahoo.com> Sat, Aug 27, 2016 at 9:00 AM
To: angieb@co.wasco.or.us

I am a homeowner in the city limits of Mosier, OR and I am writing in opposition to the double track proposed by Union Pacific.
I have several concerns:
1) Noise
Mosier is already a noisy place, with I-84 and train tracks. We don't need more noise pollution in our little town.
2) Safety
Clearly, derailments are a possibility. Even without another derailment, each train passing through increases the risk of fire caused by sparks. Mosier is a tinder box in the summer. Also, along with the noise pollution more trains passing through decrease our air quality not just in Mosier but through the Gorge.
3) Because of the factors above, I'm concerned about my property value. If Mosier is known for noise and train disasters, my home won't appreciate as it should. With our recreation access and proximity to Hood River, our community should be growing and prospering. I should be feeling confident that Wasco County has our property value and quality of life as its concern above UP's desire for profits. Please show me, a voter, that your citizens are your top concern and don't allow the double track.

Thank you,
Megan Farrell
1206 Third Avenue
Mosier

Sent from my tiny computer

PC 1 6-2167

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

James Loacker <jdloacker@hotmail.com>
Reply-To: jdloacker@hotmail.com
To: wcplanning@co.wasco.or.us

Sat, Aug 27, 2016 at 11:09 AM

James Loacker
PO Box 1103
Manzanita, OR 97130-1103

August 27, 2016

Dear Wasco County Planning Commission,

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Sincerely,
James Loacker

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Krissy Bussmann <kbussmann@gmail.com>
Reply-To: kbussmann@gmail.com
To: wcplanning@co.wasco.or.us

Sat, Aug 27, 2016 at 11:59 AM

Krissy Bussmann
7717 N Emerald Ave
Portland, OR 97217

August 27, 2016

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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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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 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

PC 1 6-2170

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

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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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Krissy Bussmann

PC 1 6-2171

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Patrick Hartford <pathartford2@gmail.com>
Reply-To: pathartford2@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Aug 26, 2016 at 3:12 PM

Patrick Hartford
3580 Thomsen Rd
Hood River, OR 97031-8404

August 26, 2016

Dear Wasco County Planning Commission,

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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• 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. This violates at least one of the criteria for conditional use review.

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Sincerely,
Patrick Hartford

PC 1 6-2173

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Peter von Christierson <pvonc@olypen.com>
Reply-To: pvonc@olypen.com
To: wcplanning@co.wasco.or.us

Fri, Aug 26, 2016 at 9:04 PM

Peter von Christierson
1229 29th St
Port Townsend, WA 98368-6119

August 27, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2174

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Sincerely,
Peter von Christierson

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Susan Hartford <shartford@embarqmail.com>
Reply-To: shartford@embarqmail.com
To: wcplanning@co.wasco.or.us

Fri, Aug 26, 2016 at 3:12 PM

Susan Hartford
3580 Thomsen Rd
Hood River, OR 97031-8404

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

PC 1 6-2176

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Sincerely,
Susan Hartford

PC 1 6-2177

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

3 messages

Susan Miller <Corgi19@gmail.com>
Reply-To: Corgi19@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Aug 25, 2016 at 7:19 PM

Susan Miller
POB 564
Mosier, OR 97040

August 25, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2178

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Reply-To: Corgi19@gmail.com
To: wcplanning@co.wasco.or.us

[Quoted text hidden]

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To: wcplanning@co.wasco.or.us

[Quoted text hidden]

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Marjorie Kircher <marmitch@comcast.net>
Reply-To: marmitch@comcast.net
To: wcplanning@co.wasco.or.us

Thu, Aug 25, 2016 at 3:37 PM

Marjorie Kircher
3023 SW Cascade Dr
Portland, OR 97205-5811

August 25, 2016

Dear Wasco County Planning Commission,

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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

PC 1 6-2180

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review. Diesel emissions have been associated in numerous scientific studies to significantly increase many human diseases, including asthma, cancer, cardiac, stroke and neurodevelopmental anomalies such as autism, attention deficit and behavioral aggression.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Marjorie Kircher

PC 1 6-2181

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Linda Avinger <lavendula@netscape.com>
Reply-To: lavendula@netscape.com
To: wcplanning@co.wasco.or.us

Thu, Aug 25, 2016 at 10:05 AM

Linda Avinger
2638 E Smith Rd
Bellingham, WA 98226

August 25, 2016

Dear Wasco County Planning Commission,

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 alarmed 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 implore 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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2182

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Linda Avinger

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

sherry meier <sherry.meier@gmail.com>
Reply-To: sherry.meier@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Aug 25, 2016 at 11:35 AM

sherry meier
4161 Post Cayon Dr.
Hood River, OR 97031

August 25, 2016

Dear Wasco County Planning Commission,

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 was attending a rally in Mosier several days after the disaster with the Tribes and Mr. Kennedy, and as he was speaking an oil train rolled thru – before the clean-up had even been completed!

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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.

PC 1 6-2184

• 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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
sherry meier

PC 1 6-2185

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Stephen Castles <buycastles@embarqmail.com>
Reply-To: buycastles@embarqmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 8:07 AM

Stephen Castles
2011 Lonely Lane
Mosier, OR 97040

August 24, 2016

Dear Wasco County Planning Commission,

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 citizens of Wasco County. The increase in the number of trains will decrease the quality of life of the citizens of Wasco County all along the railway through Wasco County. The noise and pollution from the increased number of trains, as well as their increased speeds, will limit the ability of Wasco County citizens to take advantage of recreational facilities along the Columbia River waterfront. This loss will occur over the entire length of the railway track running through Wasco County and will be particularly detrimental to the citizens of the towns along the railway track, including both The Dalles and the smaller towns along the Columbia River.

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 Wasco County towns and neighborhoods. Any effort to expand or continue oil shipments through the Gorge should be halted.

• 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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Stephen Castles

PC 1 6-2187

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jeremiah Leipold <the_lazypainter@hotmail.com>
Reply-To: the_lazypainter@hotmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 9:07 AM

Jeremiah Leipold
39571 Dubarko Rd.
Sandy, OR 97055

August 24, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Jeremiah Leipold

PC 1 6-2189

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Terry Steeves <terryjsteeves@gmail.com>
Reply-To: terryjsteeves@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 9:07 AM

Terry Steeves
330 NW Kanaka Creek Road
Stevenson, WA 98648

August 24, 2016

Dear Wasco County Planning Commission,

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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• 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 in violation of County ordinance.

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Sincerely,
Terry Steeves

PC 1 6-2191

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Anthony Lyon <antjlyon@gmail.com>
Reply-To: antjlyon@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 7:57 AM

Anthony Lyon
2615 NE Clackamas St
Portland, OR 97232

August 24, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Anthony Lyon

PC 1 6-2193

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lisa Ornstein <lisa.ornstein@hotmail.com>
Reply-To: lisa.ornstein@hotmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 7:57 AM

Lisa Ornstein
3010 28th Ave. S.E.
Olympia, WA 98501

August 24, 2016

Dear Wasco County Planning Commission,

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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• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2194

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Lisa Ornstein

PC 1 6-2195

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Robert Connor <sheserafarms@gorge.net>
Reply-To: sheserafarms@gorge.net
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 7:27 AM

Robert Connor
50 Moore Road
White Salmon, WA 98672

August 24, 2016

Dear Wasco County Planning Commission,

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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• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 62196

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Michelle Sheldon <buddybird3@comcast.net>
Reply-To: buddybird3@comcast.net
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 6:47 AM

Michelle Sheldon
2880 NW 156th Pl
Beaverton, OR 97006

August 24, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2198

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

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Sincerely,
Michelle Sheldon

PC 1 6-2199

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Nancy Platner <nplatner@gorge.net>
Reply-To: nplatner@gorge.net
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 5:57 AM

Nancy Platner
2150 Elder Rd
Hood River, OR 97031

August 24, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2200

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Sincerely,
Nancy Platner

PC 1 6-2201

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Diane Rios <dirios@comcast.net>
Reply-To: dirios@comcast.net
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 5:07 AM

Diane Rios
1634 SE 50th Ave
Portland, OR 97215-3232

August 24, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2202

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Diane Rios

PC 1 6-2203

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Heather Chapin <Heatherchapin@comcast.net> Wed, Aug 24, 2016 at 1:07 AM
Reply-To: Heatherchapin@comcast.net
To: wcplanning@co.wasco.or.us

Heather Chapin
7126 N Interstate Ave
Portland, OR 97217

August 24, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2204

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

In Gratitude,
Heather Chapin

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jay Russo <stellarjay1@gmail.com>
Reply-To: stellarjay1@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 12:17 AM

Jay Russo
1262 Duncan Creek Rd
Stevenson, WA 98648-6177

August 24, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

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• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2206

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Jay Russo

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

James Soares <soares6474@gmail.com>
Reply-To: soares6474@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 6:17 AM

James Soares
PO BOX 559
Everson, WA 98247

August 24, 2016

Dear Wasco County Planning Commission,

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. That anyone, let alone officials elected to serve and protect, would allow these mobile bombs through their communities or near their IRREPLACEABLE natural resources after such an event, is highly suspicious - someone must be getting something in order to approve this practice.

Has anyone extrapolated what would happen if a spill into the Columbia above the dam? This product sinks to the bottom (killing everything it covers) and probably wasn't planned for in the turbine design

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

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• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern

PC 1 6-2208

of inadequate maintenance done by Union Pacific.

• 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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
James Soares

PC 1 6-2209

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Peggy Lalor <peggylalor@gmail.com>
Reply-To: peggylalor@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 1:08 PM

Peggy Lalor
1009 Columbia St
Hood River, OR 97031-1725

August 24, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

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• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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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

PC 1 6-2210

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Peggy Lalor

PC 1 6-2211

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Meryle A. Korn <meryle.korn@gmail.com>
Reply-To: meryle.korn@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 12:58 PM

Meryle A. Korn
2821 Huron St
Bellingham, WA 98226-4112

August 24, 2016

Dear Wasco County Planning Commission,

I am a native Oregonian and am very concerned about trains carrying highly explosive Bakken oil anywhere in the country, but most especially through the scenic Columbia River Gorge. 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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

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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.

PC 1 6-2212

• 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. This violates at least one of the criteria for conditional use review.

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

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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 in violation of County ordinance.

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Sincerely,
Meryle A. Korn

PC 1 6-2213

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

John Hall <jhall@aracnet.com>
Reply-To: jhall@aracnet.com
To: wcplanning@co.wasco.or.us

Thu, Aug 25, 2016 at 8:45 AM

John Hall
25 Mosier Place
Mosier, OR 97040

August 25, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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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

PC 1 6-2214

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
John Hall

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Bonnie Altshuld <bonnie.altshuld@gmail.com> Wed, Aug 24, 2016 at 8:09 PM
Reply-To: bonnie.altshuld@gmail.com
To: wcplanning@co.wasco.or.us

Bonnie Altshuld
3737 SW Coronado St
Portland, OR 97219

August 24, 2016

Dear Wasco County Planning Commission,

Please protect our beautiful river and gorge. This natural area is far more important than the oil trains. We need to think of our children, and future generations.

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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• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

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

PC 1 6-2216

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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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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•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Bonnie Altshuld

PC 1 6-2217

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Barbara Engel <zelt77@icloud.com>
Reply-To: zelt77@icloud.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 6:28 PM

Barbara Engel
360 SW Bancroft St.
Portland, OR 97239

August 24, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2218

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Barbara Engel

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Faye Bennett <mfayebennett@comcast.net>
Reply-To: mfayebennett@comcast.net
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 6:28 PM

Faye Bennett
3965 SE Oak St
Portland, OR 97214-2027

August 24, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2220

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Faye Bennett

PC 1 6-2221

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Stephen Gerould <stephengerould@icloud.com>
Reply-To: stephengerould@icloud.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 6:08 PM

Stephen Gerould
3307 SW DOSCH RD.
PORTLAND, OR 97239

August 24, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2222

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Sincerely,
Stephen Gerould

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

cheryl riegler <cherylriegler@hotmail.com>
Reply-To: cherylriegler@hotmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 5:48 PM

cheryl riegler
2825 sw 1st ave
portland, OR 97201

August 24, 2016

Dear Wasco County Planning Commission,

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 halte

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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

PC 1 6-2224

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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Sincerely,
cheryl riegler

PC 1 6-2225

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Michael Choquer <michaelachoquer@gmail.com>
Reply-To: michaelachoquer@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 5:28 PM

Michael Choquer
616 NW 18th Way
Battle Ground, WA 98604

August 24, 2016

Dear Wasco County Planning Commission,

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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• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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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

PC 1 6-2226

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Michael Choquer

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Paul Caggiano <prcaggiano@gmail.com>
Reply-To: prcaggiano@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 4:28 PM

Paul Caggiano
8578 N Oswego Ave
Portland, OR 97203-3141

August 24, 2016

Dear Wasco County Planning Commission,

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

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Sincerely,
Paul Caggiano

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Gloria Ladum <glovos@comcast.net>
Reply-To: glovos@comcast.net
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 4:08 PM

Gloria Ladum
11023 SW Summerfield Dr Apt 2
Tigard, OR 97224-3374

August 24, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2230

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Sincerely,
Gloria Ladum

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jack Platner <jplatner@gorge.net>
Reply-To: jplatner@gorge.net
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 3:08 PM

Jack Platner
2150 Elder Rd
Hood River, OR 97031-8534

August 24, 2016

Dear Wasco County Planning Commission,

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PC 1 6-2232

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Sincerely,
Jack Platner

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Peter Christ <peteroboe@comcast.net>
Reply-To: peteroboe@comcast.net
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 3:08 PM

Peter Christ
28818 NE Hancock Rd
Camas, WA 98607-7146

August 24, 2016

Dear Wasco County Planning Commission,

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PC 1 6-2234

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Linda Browning <lembrowning5@gmail.com>
Reply-To: lembrowning5@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 11:28 AM

Linda Browning
7855 SW Matheny Dr
Beaverton, OR 97008

August 24, 2016

Dear Wasco County Planning Commission,

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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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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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

PC 1 6-2236

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Linda Browning

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Pamela Allee <alleepa@gmail.com>
Reply-To: alleepa@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 11:08 AM

Pamela Allee
7425 N Portsmouth Ave
Portland, OR 97203

August 24, 2016

Dear Wasco County Planning Commission,

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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• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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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

PC 1 6-2238

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Pamela Allee

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jan Holt <jan.m.holt@gmail.com>
Reply-To: jan.m.holt@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 10:58 AM

Jan Holt
PO Box 1206
The Dalles, OR 97058-9206

August 24, 2016

Dear Wasco County Planning Commission,

You know all the arguments against adding rails, adding rail traffic to our once-beautiful Columbia River Gorge. JUST DON'T DO IT. There is no shortage of oil world wide, let the refineries in the south continue to refine - the people there don't mind. WE MIND. We don't want increased rail traffic, or even flammable cars going through at all.
Please DON"T agree to this project.

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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PC 1 6-2240

• 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. This violates at least one of the criteria for conditional use review.

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Sincerely,
Jan Holt

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sarah Prowell <sprowell@ix.netcom.com>
Reply-To: sprowell@ix.netcom.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 10:38 AM

Sarah Prowell
2216 SW Sunset Blvd
Portland, OR 97239

August 24, 2016

Dear Wasco County Planning Commission,

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 Govemor 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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• 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

PC 1 6-2242

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Sarah Prowell

PC 1 6-2243

wcplanning wcplanning <wcplanning@co.wasco.or.us>

Union Pacific rail expansion

1 message

John Omer <jomer@gorge.net> Wed, Aug 24, 2016 at 11:09 AM
To: wcplanning@co.wasco.or.us

Please find attached my letter concerning the proposed Union Pacific rail expansion.

Thanks

John Omer

Mosier, OR

Union_Pacific_expansion.docx
12K

PC 1 6-2244

August 24, 2016

To: Commissioners of the Wasco County Planning Department

Subject: Proposed Union Pacific Railroad – Mosier Rail Expansion

I am strongly against any rail expansion along the Columbia River for the following reasons.

1. Union Pacific's inability to adequately maintain the current track within the Columbia River Gorge National Scenic Area (CRGNSA). This was recently illustrated by the catastrophic derailment and subsequent fire and pollution of several oil cars at Mosier.
2. The unnecessary risk of moving oil in older, more prone to rupture oil cars, until newer, safer ones will be available years from now.
3. The potential risk to human life and health from train derailments and the subsequent oil and fuel spills and potential fires.
4. The adverse impact to the CRGNSA. Unfortunately there are railroad routes already within the CRGNSA, but additional railroad routes will continue to degrade the scenic beauty of the area.
5. The unnecessary additional risk to fisheries within the CRGNSA, including salmon and sturgeon, from oil and fuel spills of derailments.
6. Archeologically significant sites within the CRGNSA which could be adversely impacted by the construction and fill of building more rail bed.

Thank you for taking the time to read over my document. I have submitted the form letter previously, but felt the need to put my concerns in my own words.

John Omer
2175 State Road
Mosier, OR 97040

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

LARRY KEISTER <LARRYKSHERRII@gmail.com> Wed, Aug 24, 2016 at 10:28 AM
Reply-To: LARRYKSHERRII@gmail.com
To: wcplanning@co.wasco.or.us

LARRY KEISTER
4402 SE ZITZELBERGER ROAD
WASHOUGAL, WA 98671

August 24, 2016

Dear Wasco County Planning Commission,

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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• 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.

Angie, You know that I have worked hard to protect the Columbir River Gorge and the National Scenic Area. As a Gorge Resident I know the importance of the scenic, economic and cultural aspect of of the Gorge. There is no way that the railroad can guarantee the safety of the gorge communities and the scenic area by transporting such a dangerous commodity, fossil fuel,through gorge. The additional trackage in Moser will allow the railroad to move more trains through the scenic area. Please do not allow this to happen!

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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Thanks Angie for your concideration of this important issue.
LARRY KEISTER

PC 1 6-2247

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Christopher Kralik <misterkite@comcast.net>
Reply-To: misterkite@comcast.net
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 10:07 AM

Christopher Kralik
631 NW 18th Loop
Camas, WA 98607-9362

August 24, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2248

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

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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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,Christopher J Kralik
Christopher Kralik

PC 1 6-2249

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Marcus Cohn <marcustcohn@gmail.com>
Reply-To: marcustcohn@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Aug 24, 2016 at 9:37 AM

Marcus Cohn
1193 Indian Creek Road
Hood River, OR 97031

August 24, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2250

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Marcus Cohn

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sandy Wood <columbiagrove@msn.com>
Reply-To: columbiagrove@msn.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 4:16 PM

Sandy Wood
P O Box 871660
Vancouver, WA 98687

August 23, 2016

Dear Wasco County Planning Commission,

The idea of a company who has had an accident in this area expanding their tracks is horrifying.
The Columbia River Gorge National Scenic Area and the neighborhoods along the way do not need Union Pacific to continue their business.
All of us who live along the river are in jeopardy for the greed of the train and oil companies.
NO!!!!!!!

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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PC 1 6-2252

of inadequate maintenance done by Union Pacific.

• 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. This violates at least one of the criteria for conditional use review.

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

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Sincerely,
Sandy Wood

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fredrick Seil <seilf@comcast.net>
Reply-To: seilf@comcast.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 9:27 PM

Fredrick Seil
1 Twain Ave.
Berkeley, CA 94708

August 24, 2016

Dear Wasco County Planning Commission,

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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

PC 1 6-2254

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Fredrick Seil

PC 1 6-2255

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

John Omer <jomer@gorge.net>
Reply-To: jomer@gorge.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 8:56 PM

John Omer
2175 State Road
Mosier, OR 97040

August 23, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2256

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

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Sincerely,
John Omer

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Kathy Omer <komer@gorge.net>
Reply-To: komer@gorge.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 8:46 PM

Kathy Omer
2175 State Rd
Moxier, OR 97040

August 23, 2016

Dear Wasco County Planning Commission,

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PC 1 6-2258

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Kathy Omer

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lois Bancroft <loisbanc@gorge.net>
Reply-To: loisbanc@gorge.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 8:26 PM

Lois Bancroft
50 Moore Rd
White Salmon, WA 98672-8213

August 23, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2260

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Lois Bancroft

PC 1 6-2261

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Eleanor Warren <nell@warren.net>
Reply-To: nell@warren.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 7:56 PM

Eleanor Warren
1905 NW 23rd Pl
Portland, OR 97210-2535

August 23, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2262

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Eleanor Warren

PC 1 6-2263

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Katelin Stuart <gorgegoddess@gmail.com>
Reply-To: gorgegoddess@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 6:36 PM

Katelin Stuart
POB 441
Cascade Locks, OR 97014

August 23, 2016

Dear Wasco County Planning Commission,

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.

As a 10-year resident of Cascade Locks, 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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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.

PC 1 6-2264

• 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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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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•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

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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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Katelin Stuart

PC 1 6-2265

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Debra Asakawa <d_asakawa@hotmail.com>
Reply-To: d_asakawa@hotmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 6:26 PM

Debra Asakawa
3747 SW 50th Ave
Portland, OR 97221

August 23, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2266

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Debra Asakawa

PC 1 6-2267

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Kate Miller <millerjkate@gmail.com>
Reply-To: millerjkate@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 6:26 PM

Kate Miller
421 Middlecrest rd
Lake Oswego, OR 97034

August 23, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

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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

PC 1 6-2268

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance.

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Sincerely,
Kate Miller

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Craig Heverly <heverlyjc@hevanet.com>
Reply-To: heverlyjc@hevanet.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 6:06 PM

Craig Heverly
3712 SE 9th Ave
Portland, OR 97202-3757

August 23, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2270

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Craig Heverly

PC 1 6-2271

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

John Nutt <mckaynutt@msn.com>
Reply-To: mckaynutt@msn.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 5:36 PM

John Nutt
3820 SW Mt. Adams Dr.
Portland, OR 97239

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2272

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
John Nutt

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Ryan Murtfeldt <Rmurtfeldt@gmail.com>
Reply-To: Rmurtfeldt@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 5:26 PM

Ryan Murtfeldt
51 Columbia Ave
Underwood, WA 98652

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2274

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

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Sincerely,
Ryan Murtfeldt

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Eugene Sakai <eksakai@sakaidentistry.com>
Reply-To: eksakai@sakaidentistry.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:16 PM

Eugene Sakai
2217 NE 179th St Unit 3
Ridgefield, WA 98642-7930

August 23, 2016

Dear Wasco County Planning Commission,

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 Govemor 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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• 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

PC 1 6-2276

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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Sincerely,
Eugene Sakai

PC 1 6-2277

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Karen Caspers-Curl <kcdcweld@wwest.net>
Reply-To: kcdcweld@wwest.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:16 PM

Karen Caspers-Curl
P.O. Box 1
Naselle, WA 98638

August 23, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2278

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

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Sincerely,
Karen Caspers-Curl

PC 1 6-2279

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Barbara Nelson <bbn80@msn.com>
Reply-To: bbn80@msn.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:16 PM

Barbara Nelson
#3008 1955 Dallas Hwy. NW
Salem, OR 97304

August 23, 2016

Dear Wasco County Planning Commission,

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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

PC 1 6-2280

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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Sincerely,
Barbara Nelson

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jack West <jpwest@teleport.com>
Reply-To: jpwest@teleport.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 11:57 PM

Jack West
3914 SE Licyntra Lane
Milwaukie, OR 97222-8835

August 24, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2282

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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Sincerely,
Jack West

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Enrriqueta Mattson <henrimattson@gmail.com>
Reply-To: henrimattson@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 11:47 PM

Enrriqueta Mattson
Po box 105
Mosier, OR 97040

August 24, 2016

Dear Wasco County Planning Commission,

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PC 1 6-2284

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Sincerely,
Enrriqueta Mattson

PC 1 6-2285

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Grant Fujii <dzfujii@hotmail.com>
Reply-To: dzfujii@hotmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 10:57 PM

Grant Fujii
5906 N Depauw
Portland, OR 97203

August 24, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2286

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Grant Fujii

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tom Hopkins <appgol@gmail.com>
Reply-To: appgol@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 10:47 PM

Tom Hopkins
19698 SE Cottonwood St
Milwaukie, OR 97267

August 24, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Tom Hopkins

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Christine Yun <cpypdx@gmail.com>
Reply-To: cpypdx@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 9:57 PM

Christine Yun
1915 SE Alder St.
Portland, OR 97214

August 24, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Christine Yun

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fred Baisden <mingowe66@comcast.net>
Reply-To: mingowe66@comcast.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 9:57 PM

Fred Baisden
4902 SW 1st Ave
Portland, OR 97239-2883

August 24, 2016

Dear Wasco County Planning Commission,

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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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2292

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Fred Baisden

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

paul lestock <paulolestock@gmail.com>
Reply-To: paulolestock@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 9:47 PM

paul lestock
1134 canyon way
the dalles, OR 97058

August 24, 2016

Dear Wasco County Planning Commission,

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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• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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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•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

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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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

In earnest,
paul lestock

PC 1 6-2295

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

mark waller <marK@bridgeworkscapital.com>
Reply-To: marK@bridgeworkscapital.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:26 PM

mark waller
1820 north shore road
lake oswego, OR 97034

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2296

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
mark waller

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Carrie Nobles <bcnobles@comcast.net>
Reply-To: bcnobles@comcast.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:26 PM

Carrie Nobles
12125 SW 18th Avenue
Portland, OR 97219

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2298

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

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Sincerely,
Carrie Nobles

PC 1 6-2299

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

kyna rubin <krubin317@gmail.com>
Reply-To: krubin317@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:16 PM

kyna rubin
3232 NE 13th avenue
portland, OR 97212

August 23, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2300

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Sincerely,
kyna rubin

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

francis lenski <flenski@gmail.com>
Reply-To: flenski@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:16 PM

francis lenski
921 nw 115 circle
vancouver, WA 98685-4147

August 23, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2302

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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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
francis lenski

PC 1 6-2303

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tom Keys <tkeyshike@msn.com>
Reply-To: tkeyshike@msn.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:16 PM

Tom Keys
1103 SE 21st Ct
Gresham, OR 97080-9340

August 23, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2304

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Tom Keys

PC 1 6-2305

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Nora Polk <nora.mattek@gmail.com>
Reply-To: nora.mattek@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:26 PM

Nora Polk
6405 SE 62nd Ave
Portland, OR 97206

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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. This violates at least one of the criteria for conditional use review.

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Sincerely,
Nora Polk

PC 1 6-2307

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Kristine Beam <beamus4@gmail.com>
Reply-To: beamus4@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:46 PM

Kristine Beam
19773 Bellevue Way
West Linn, OR 97068

August 23, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2308

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Sincerely,
Kristine Beam

PC 1 6-2309

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Don Jacobson <donjphoto@gmail.com>
Reply-To: donjphoto@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:46 PM

Don Jacobson
2545 SW Terwilliger Blvd Apt 314
Portland, OR 97201-6304

August 23, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2310

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Sincerely,
Don Jacobson

PC 1 6-2311

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Robin Nicol <rnicol@mectacorp.com>
Reply-To: rnicol@mectacorp.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:46 PM

Robin Nicol
19799 SW 95th Avenue
Tualatin, OR 97062

August 23, 2016

Dear Wasco County Planning Commission,

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,
Robin Nicol

PC 1 6-2313

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

JANE B HALL <janebhall57@gmail.com>
Reply-To: janebhall57@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:36 PM

JANE B HALL
1579
PORTLAND, OR 97202

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
JANE B HALL

PC 1 6-2315

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

William White <evermove@cableone.net>
Reply-To: evermove@cableone.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 2:46 PM

William White
1867 N Tin Strap Trail
Prescott Valley, AZ 86314

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 62316

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
William White

PC 1 6-2317

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

carole beauclerk <globalnomad1@hotmail.com>
Reply-To: globalnomad1@hotmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 3:56 PM

carole beauclerk
1500 sw park
portland, OR 97201

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2318

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
carole beauclerk

PC 1 6-2319

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

2 messages

Mouna Wilson <mounasings@jeffnet.org>
Reply-To: mounasings@jeffnet.org
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 3:36 PM

Mouna Wilson
1891 Colestin Road
Ashland, OR 97520

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2320

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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Sincerely,
Mouna Wilson

Mouna Wilson <mounasings@jeffnet.org> Tue, Aug 23, 2016 at 3:36 PM
Reply-To: mounasings@jeffnet.org
To: wcplanning@co.wasco.or.us

[Quoted text hidden]

PC 1 6-2321

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lynne Preli <Teleprely@hotmail.com>
Reply-To: Teleprely@hotmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 3:16 PM

Lynne Preli
809 9h st
Oregon, OR 97045

August 23, 2016

Dear Wasco County Planning Commission,

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,
Lynne Preli

PC 1 6-2323

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Patricia Case <patcase@gorge.net>
Reply-To: patcase@gorge.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 3:16 PM

Patricia Case
2550 Reed Road
Hood River, OR 97031

August 23, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2324

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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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Patricia Case

PC 1 6-2325

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Annie Walsh <anniewalsh2@gmail.com>
Reply-To: anniewalsh2@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 4:06 PM

Annie Walsh
5622 N. Atlantic Avenue
Portland, OR 97217

August 23, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2326

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Annie Walsh

PC 1 6-2327

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Paul Landau <pglpls@gmail.com>
Reply-To: pglpls@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 4:06 PM

Paul Landau
580 Highline Rd
Hood River, OR 97031-9554

August 23, 2016

Dear Wasco County Planning Commission,

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

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• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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

PC 1 6-2328

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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,
Paul Landau

PC 1 6-2329

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Coila Ash <coilaash@comcast.net>
Reply-To: coilaash@comcast.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 4:46 PM

Coila Ash
3080 SE Ankeny ST #5
Portland, OR 97214

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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. This violates at least one of the criteria for conditional use review.

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Sincerely,
Coila Ash

PC 1 6-2331

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Charlotte Sahnow <csahnow@uoregon.edu>
Reply-To: csahnow@uoregon.edu
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 4:36 PM

Charlotte Sahnow
2756 Chad Dr.
Eugene, OR 97408

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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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Sincerely,
Charlotte Sahnow

PC 1 6-2333

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Ruth Darden <dseattlered@seanet.com>
Reply-To: dseattlered@seanet.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 4:36 PM

Ruth Darden
6524 Park Point Lane NE
Seattle, WA 98115

August 23, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2334

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

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Sincerely,
Ruth Darden

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Barbara Giesy <Bgiesy@comcast.net>
Reply-To: Bgiesy@comcast.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 4:16 PM

Barbara Giesy
2610 SW Davenport Lane
Portland, OR 97201

August 23, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2336

emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Barbara Giesy

PC 1 6-2337

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Peter von Christierson <pvonc@olypen.com>
Reply-To: pvonc@olypen.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 5:06 PM

Peter von Christierson
1229 29th St
Port Townsend, WA 98368-6119

August 23, 2016

Dear Wasco County Planning Commission,

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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• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area

The problem is not " if" another spill will happen, but "when" another spill will happen.

Sincerely,
Peter von Christierson

PC 1 6-2339

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jill Riebesehl <riebes@gmail.com>
Reply-To: riebes@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 5:06 PM

Jill Riebesehl
3203 SE 24th Ave.
Portland, OR 97202

August 23, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Jill Riebesehl

PC 1 6-2341

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Barbara Coleman <colelee@easystreet.net>
Reply-To: colelee@easystreet.net
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 5:06 PM

Barbara Coleman
2226 NE Hancock St.
Portland, OR 97212

August 23, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Barbara Coleman

PC 1 6-2343

Angie Brewer <angieb@co.wasco.or.us>

2nd Track in Mosier - NO

1 message

Susan Froehlich <susfro@gmail.com> Tue, Aug 23, 2016 at 5:06 PM
To: angieb@co.wasco.or.us, dustinn@co.wasco.or.us, Arlene Burns <arlenecburns@gmail.com>

Dear Planning Director, Staff and Planning Commission,

I am urging you to deny Union Pacific's request to build a 2nd track through our town of Mosier. As a business owner, who has a clinic in town, this would be majorly disruptive to my practice. I see approximately 20-30 patients per week in this clinic and the 12-15 months (and most likely longer) of construction would be extremely detrimental to my business and clinic, and ultimately to my patients.

Mosier is struggling to become a functioning town, with businesses and a few homes being built this year. You, as a planning commission, have the right and duty to advocate for us, a town in your jurisdiction. You have the ability on a number of issues - wetlands, noise pollution, disruption of a state highway, safety records, proximity to a school, etc.- to deny the request of Union Pacific to build a 2nd track. If they can't build it in Mosier, they have the money and expertise to build it in an area that will not impact an entire town. By denying the permit, you will encourage UNP to find that better fit - and not destroy Mosier in the process.

I urge you to deny this permit and deny it strongly so that there is no question of "what about this? And Could we mitigate that?" Thank you for your time and effort in helping Mosier to stay and become stronger, more livable and lovable.

With kind regards,

Susan Froehlich
Columbia River Acupuncture
302 E 2nd St
Mosier, OR. 97040

****and just a side note, I went through Wisham recently and it is in a sorry state of economic downturn - with numerous train tracks and trains sitting in the backyards of the residents - and "house for sale" signs everywhere.

Sent from my iPad

PC 1 6-2344

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Esther Kronenberg <Wekrone@gmail.com>
Reply-To: Wekrone@gmail.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 4:06 PM

Esther Kronenberg
3206 36 Ave NW
Olympia, WA 98502

August 23, 2016

Dear Wasco County Planning Commission,

THE ONLY RESPONSIBLE ACTION IS TO DENY THIS APPLICATION. TAKING BAD RIsks with our natural resources and the foundation of life that they are is RADICAL AND IRRESPONSIBLE AND CANNOT BE allowed. I Urge you to be CONSERVATIVE

he 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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PC 1 6-2345

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Sincerely,
Esther Kronenberg

PC 1 6-2346

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

David Kracke <david@craignicholslaw.com>
Reply-To: david@craignicholslaw.com
To: wcplanning@co.wasco.or.us

Tue, Aug 23, 2016 at 4:16 PM

David Kracke
4614 SW Kelly Ave #200
Portland, OR 97239

August 23, 2016

Dear Wasco County Planning Commission,

I am submitting this personalized comment because the disaster at Mosier happened just after I was out hiking at the Rowena headlands and because I have friends who live in the mobile home park that was covered in toxic smoke and debris when the derailment occurred. How can you possibly advocate for expansion of the rail system there? Didn't Mosier prove that the rail system is dangerous to Gorge residents and a significant threat to the pristine environment including the Columbia? An expansion will only lead to an increase in the oil cars which will only increase the risk of future derailments. The oil cars are tools of the fossil fuel industry and we will be tools as well if we allow that industry to further invade our communities and our environment. Please do not allow the expansion of the rail system.

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 Govemor 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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

• 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.

• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to

PC 1 6-2347

the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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. This violates at least one of the criteria for conditional use review.

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

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 in violation of County ordinance, particularly the protected views from designated key viewing areas.

•The proposed 6 acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

• 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. 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.

• 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 in violation of County ordinance.

• 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
David Kracke

PC 1 6-2348

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Christopher Williams <chwilliams@gmail.com> Tue, Aug 23, 2016 at 2:46 PM
Reply-To: chwilliams@gmail.com
To: wcplanning@co.wasco.or.us

Christopher Williams
PO Box 327
Mosier, OR 97040

August 23, 2016

Dear Wasco County Planning Commission,

TL;DR As a Mosier resident my kids attend Mosier Community School, which I helped evacuate when the UP train crashed and exploded on June 3, 2016. Never again. Never ever again. No oil through the Columbia River Gorge. No more tracks. Not in our backyard. Wasco County: please deny UP's application for another track ASAP!

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 number, length, and speed of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.

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• The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of

PC 1 6-2349

accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

• 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 new development: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion. These are new tracks and thus a new use.

• The project is not necessary to provide a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternatives 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 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. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.

Sincerely,
Christopher Williams

PC 1 6-2350

August 23, 2016

FROM: John Ratts
2191 Rattler Ridge Road
PO Box 577
Mosier, Oregon 97040
STANRATT@MOWINET.COM

TO: Wasco County Planning Commission

I strongly urge the Wasco County Planning Commission to reject Union Pacific Railroad's request to add a second rail line and infrastructure through Mosier. I have resided outside Mosier for eleven years and have owned this property since 1998. We all know how close we came to a disaster on the June 3rd oil train derailment. If the wind had been typical – strong from the west – it would have been catastrophic for the town of Mosier. The only reason the oil did not reach the Columbia River was that it was contained by the Mosier Sewer Treatment plant. It was mostly luck that the wreck was not much worse. Overall it showed the unpreparedness and arrogance of Union Pacific.

1.
The Federal Railroad Administration in its June 23,2016 report found "Union Pacific's failure to maintain its tracks and track equipment resulted in the derailment." I have no confidence that that situation will change. There was another spill of engine diesel fuel in Cascade locks on June 22, 2016. (see attached article)

2.
Union Pacific totally ignored the safety of the community and its citizens. They ran trains that contained oil cars through the wreck site closely passing by damaged tank cars that still contained Bakken crude oil. They did this despite requests from Governor Kate Brown, Senators Wyden and Merkley, and Mosier Mayor Arlene Burns to clear the wreckage before resuming rail traffic. It appears Union Pacific puts their profit before the safety of people.

3.
There was little if any preparedness on the part of Union Pacific to respond quickly to the wreck. Foam to fight the fire had to come from Portland and the cars had to be cooled down with water before it could be applied. This nearly depleted the city wells and rendered the city's water undrinkable for days. If the winds had been strong, there were not adequate resources to deal with the situation.

4.
Oregon State Parks and Recreation Department Commission in April directed staff to stop negotiations with Union Pacific for a land transfer at Mayer State Park for the second rail line. Chris Havel, spokesperson for the Parks Department said "There wasn't enough benefit to the state park system to make it worth our while." (Portland Business Journal, June 3, 2016. James

Cronin's column "Sustainable Business Oregon: Union Pacific oil train derailment comes as company looks to expand tracks in the Gorge.")

Union Pacific Railroad's application is intended to facilitate an increase in number, length and speed of trains through the National Scenic Area, thereby increasing the danger to 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 that could result in a significant increase in traffic of coal and oil trains through the Gorge. I ask you to deny this application for the following reasons.

- The increase in the number, speed, and length of trains would further increase the risks of catastrophic accidents involving oil spills, explosions and fires. The Commission should not be complicit in making this area less safe in the wake of the recent oil disaster.
- This region is uniquely unsuitable for oil trains. With two major rail lines hugging the 200+ miles of a river that contains 13 populations of endangered salmon and passing through the heart of communities that are sited at the river's edge, there is a high potential for multiple adverse impacts from increased train traffic. In addition this area experiences frequent wind and gusty weather that could rapidly cause catastrophic fires.
- The project would harm air and water quality: diesel emissions from an increase in train traffic would adversely affect air quality and visibility, as the transport of coal in open cars already does. Additional construction of the bridges and higher speeds of uncovered commodities provide potential pollution in waterways.
- This project would harm parks and recreation resources: The project would construct an additional rail line through Memaloose State Park leading to trains traveling at higher speeds through the recreation area, adversely impacting recreation resources and endangering public safety.

In conclusion, I see little if any benefits for Wasco County from this additional rail line and its increased traffic. It poses great danger to our environment, many risks to our health and safety, and it threatens the Columbia River and its fisheries. It is antithetical to the Columbia River Gorge National Scenic Area.

I strongly urge rejection of Union Pacific's request for rail expansion.

Thank you
Jon Rathe

CO, WASCO, OR, US

FEDERAL RAILROAD ADMINISTRATION

1200 New Jersey Avenue SE, Washington, D.C. 20590

PRELIMINARY FACTUAL FINDINGS REPORT

Derailment of Union Pacific's Unit Crude Oil Train ONETU 02
Transporting Bakken Crude Oil for U.S. Oil
Mosier, Oregon

June 23, 2016

PC 1 6-2353

Contents

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EXECUTIVE SUMMARY

Union Pacific/U.S. Oil Mosier, Oregon Crude Derailment

At 12:15 p.m. Pacific Daylight Time on Friday, June 3, 2016, a Union Pacific train, ONETU 02, transporting Bakken crude oil for U.S. Oil & Refining Company and operating on Union Pacific's Portland Subdivision derailed near the town of Mosier, Oregon (at milepost 69.02). A total of 16 tank cars derailed.

Train ONETU 02 was traveling at a speed of approximately 25 mph at the point of derailment. The speed restriction for this section of track is 30 mph due to the curvature of the track.

The train originated in New Town, North Dakota, and was destined for Tacoma, Washington. The train consisted of two head-end locomotives, one distributed power locomotive at the rear, two buffer cars, and 94 tank cars loaded with Bakken crude oil. The train was operating with conventional air brakes.

Dakota Plains loaded the tank cars for U.S. Oil in New Town, North Dakota. Dakota Plains reports the crude oil had a vapor pressure of 9.2 psi, measured at the loading facility.

The tank cars in train ONETU 02 were general purpose specification DOT-111 tanks cars, modified to the Association of American Railroads (AAR) CPC-1232 standard. The cars were equipped with full-height head shields and metal jackets with insulation. The cars did not have thermal protection. These cars are commonly referred to as "jacketed 1232s."

During the derailment, a coupler struck one tank car, mechanically puncturing it. This puncture allowed crude oil to come into contact with an ignition source, leading to a fire that burned for approximately 14 hours. Four cars were eventually involved in the fire.

The four tank cars involved in the fire were the punctured car, and three additional tank cars – two that had their bottom outlet valves sheared off in the derailment, and one car with the gasket melted out from under the manway cover.

FRA's Factual Findings

Cause

FRA's preliminary investigation determined the Union Pacific derailment was caused by broken lag bolts leading to wide track gauge.

FRA's investigation found that multiple lag bolts in this section of Union Pacific track were broken and sheared, leading to tie plates loosening from ties. The loosened tie plates allowed for the rails to be pushed outwards as trains moved across them, eventually resulting in an area of wide gauge, leading to the derailment.

Tank Cars

The tank cars involved in the derailment performed as expected in the incident based on tank car performance metrics.

Braking

The Union Pacific train was equipped with an air brake system and was operating on distributive power.

Image 1:
Image of broken bolts that allowed rails to go wide, causing wide gauge.

Following the derailment, FRA's Office of Research and Development conducted simulations modeling the derailment of Train ONETU 02, assuming the consist was equipped with conventional breaks, distributive power or electronically controlled pneumatic (ECP) brakes. (Distributive power provides power to the train from both ends of the consist and provides improved braking over air brakes. ECP brakes use an electronic trainline signal to activate brakes on all cars throughout a train consist simultaneously.)

As has been the case with previous instances of modeling, FRA's simulation found that applying the brakes uniformly and instantaneously would have provided additional train control, potentially shortening the stopping distance, and leading to a less severe derailment.

In this specific model, the simulation found that if Train ONETU 02 had been equipped with ECP brakes, two fewer tank cars may have derailed, and one less tank car may have been punctured.

Conclusion

Unless or until additional details come to light, FRA has made the preliminary determination that Union Pacific's failure to maintain its track and track equipment resulted in the derailment. Broken and sheared lag bolts, while difficult to detect by high-rail, are more detectable by walking inspection combined with indications of movement in the rail or track structure and/or uneven rail wear, and are critically important to resolve quickly.

FRA Actions Since Derailment

Following the derailment, FRA took the following actions to inspect and ensure safety along this route:

- FRA conducted walking inspections of all the curves in the Columbia River Gorge to inspect for additional track, fastener, or bolt issues.
- FRA conducted similar inspections of BNSF track on the Washington side of the Columbia River.
- FRA conducted a data search of FRA databases for tie fastener trends across the rail industry.
- Volpe, one of the Department of Transportation's research centers, is testing the metallurgy of the broken bolts.
- Ran a geometry car with a Gage Restraint Measurement System on Union Pacific track to rule out wide gauge on Union Pacific's Portland, Ayer, and Spokane subdivisions.
- Confirmed that nine Union Pacific temporary speed restrictions remain in place along Union Pacific's Portland Subdivision, including a 10 mph speed restriction in Mosier.
- FRA is evaluating potential enforcement actions, including violations, and other actions to ensure Union Pacific's compliance with applicable safety regulations.

Public Service Announcement

Public Health FAQ's regarding the recent Train Derailment in Mosier

Tanya Wray

Public Health Emergency Preparedness Coordinator

North Central Public Health District

Hundreds of gallons of diesel likely leak from train traveling in Columbia River Gorge, official says

An eastbound train that was leaking diesel fuel stopped in the Columbia River Gorge on June 21, 2016, authorities said. *(The Oregonian/OregonLive/file)*

By **Jim Ryan | The Oregonian/OregonLive**
Email the author | **Follow on Twitter**
on June 21, 2016 at 9:12 PM, updated June 22, 2016 at 1:34 PM

UPDATE: About 300 gallons of diesel fuel leak from train in Columbia River Gorge, official confirms

Update 9:25 a.m. Wednesday

Hundreds of gallons of diesel fuel likely leaked from a train that was traveling Tuesday in the Columbia River Gorge, a Union Pacific spokesman said.

It appears 200 to 400 gallons of fuel leaked from the train, said Justin Jacobs, a Union Pacific spokesman.

Authorities determined fuel didn't enter any waterways, Jacobs said in an email.

The 92-car train was stopped in the Bridal Veil area, Jacobs said. The leak apparently came from a locomotive, he said. Hazmat workers and other officials responded Tuesday night.

"Personnel will be on scene (Wednesday) morning to better assess the site during daylight hours and conduct soil remediation as necessary," Jacobs said.

Some of the fuel may have evaporated, he said.

A broken cap on a fuel filter looks to be the source of the leak, said Capt. Steve Alexander, a Multnomah County Sheriff's Office spokesman.

The train was headed east from Portland, Jacobs said. No one was injured.

The leak comes on the heels of an **oil train derailment** that spilled 42,000 gallons of oil, sent a billowing cloud of black smoke into the air and created a small oil sheen on the Columbia River near the town of Mosier earlier this month.

Almost 300 people were evacuated from their homes because of the derailment, which also damaged the town's sewage treatment plant.

— Jim Ryan
jryan@oregonian.com
503-221-8005; @Jimryan015

Update adds additional information from a Union Pacific spokesman.

PC 1 6-2358

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tue, Aug 23, 2016 at 2:16 PM

Jeffrey White <rogue576@gmail.com>
Reply-To: rogue576@gmail.com
To: wcplanning@co.wasco.or.us

Jeffrey White
42852 SW Dudney Avenue
Forest Grove, OR 97116

August 23, 2016

Dear Wasco County Planning Commission,

Please don't let it upset you that I am using this form letter, it says exactly what I think. 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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• A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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Sincerely,
Jeffrey White

wcplanning wcplanning <wcplan ıg@co.wasco.or.us>

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

1 message

Tue, Aug 23, 2016 at 9:37 PM

charles pace <charlespace@gorge.net>
Reply-To: charlespace@gorge.net
To: wcplanning@co.wasco.or.us

charles pace
pob 70
n bonneville, WA 98639-0070

August 24, 2016

Dear Wasco County Planning Commission,

This is the second comment I have for consideration. It goes back to when I was the tribal economist for the CDA Tribe, which was bringing a CERCLA/Superfund action against UPPR. I won't go into the details but UPPR agreed to clean-up the rail right-of-way. This required a number of institutional controls. In addition, some of the resources were so contaminated that they had to be removed. The railbed was then capped and converted to a public use trail. For consideration, I really believe that would be the best and highest use of the UPRR right-of-way. Note that UPRR would still be on the hook for monitoring and, as needed, additional remediation. But conversion of the rail bed to a trail would have enormous benefits for the Columbia River Gorge as a whole and for the individual communities sited along the trail. Perhaps most important, such a resource use would be sustainable over the long term. So, the law is there. The release of hazardous materials is ongoing. This solution to the threats (multiple) that UPRR poses to human health and the environment is going to have to be something this basic, this simple. This will work. I can, based on my experience, guarantee it. When it happens, people will scratch their heads and wonder why they didn't pursue this remedy earlier. Like I said, this approach will be effective.

Sincerely,
charles pace

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tue, Aug 23, 2016 at 2:36 PM

charles pace <charlespace@gorge.net>
Reply-To: charlespace@gorge.net
To: wcplanning@co.wasco.or.us

charles pace
pob 70
n bonneville, WA 98639

August 23, 2016

Dear Wasco County Planning Commission,

I am submitting this comment re Union Pacific Railroad's application to construct a new rail track near Mosier, OR. A similar initiative is underway on the north shore of the Columbia River by BNSF railway. Both projects, if allowed, will significantly increase risks to human health and the environment within and outside the National Scenic Area. The removal of the ban on export of USA-produced crude oil and a plethora of proposed crude oil terminals throughout the Northwest suggest that these two initiatives--BNSF and UPRR--should be analyzed together for compliance with environmental law(s) and other purposes. Put differently, if the UPRR project is not denied outright, it should be subject to a combined assessment by Wasco County Planning Commission (lead), as well as the states of Washington and Oregon. And, before approving any permit related to this initiative, the proponent should also seek and secure an incidental take permit to demonstrate compliance with the Endangered Species Act, as amended. Finally, the permit also needs to be reviewed as a whole, together with the BNSF's expansion, by the Gorge Commission to determine whether and how to ensure compliance with the Scenic Act's implementation provisions.

respectfully,
charles pace

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tue, Aug 23, 2016 at 2:56 PM

Kristin Bowling <montananshelby@gmail.com>
Reply-To: montananshelby@gmail.com
To: wcplanning@co.wasco.or.us

Kristin Bowling
8847 N Burrage Ave
Portland, OR 97217

August 23, 2016

Dear Wasco County Planning Commission,

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.

Sincerely,
Kristin Bowling

Angie Brewer <angieb@co.wasco.or.us>

Union Pacific Proposal and upcoming Sept. 6 meeting

1 message

Mon, Aug 22, 2016 at 2:57 PM

jee@gorge.net <jee@gorge.net>
To: angieb@co.wasco.or.us

Jayne Elken
701 2nd Avenue
Mosier, OR 97040

August 21, 2016

Re: File #PLASAR-15-01-0004 Union Pacific Proposal for 2nd track in Mosier

Dear members of Wasco County Planning Commission,

I would like to offer the following comments/concerns regarding the Union Pacific's proposed 2nd track in Mosier:

1) SAFETY: The addition of another track essentially doubles safety risks; risk factors which led to the recent derailment have not yet been addressed/fixed. We have just experienced the "safety" of "rail inspection one week prior to the derailment", and so to move forward with further expansion in a very vulnerable environment (Columbia River Gorge) will multiply the safety risks which obviously exist in the current "state of the union". The comment letter from the Mosier Fire Department outlines some very specific safety risks.

2) COLUMBIA GORGE SCENIC AREA: The addition of a second track in Mosier affects the entire Gorge area, and every part of Wasco County. It is up to all of us to preserve the beauty of the Gorge, something that we cannot depend upon Union Pacific to understand. Mosier is becoming a tourist destination for cycling, motorcycles, hiking, wildlife viewing; on any given day today, tourists need to stop conversation due to train noise. Outside venues such as the Thirsty Woman, ice cream shop, Rack and Cloth, Mosier Sunday Market...are highly affected by train noise pollution currently, and doubling that noise level is highly likely to have a negative effect on commerce and tourism.

3) MOSIER NEEDS COUNTY SUPPORT FOR NEGOTIATIONS JUST BEING INITIATED: 3 governmental agencies have come together and formed an entity/agency whose sole purpose will be to negotiate with Union Pacific regarding a damage settlement. Although the proposed 2nd track technically is a separate issue, the passing of this proposal directly affects Mosier, our safety, our commerce, and creates additional "alliance" between Wasco County and Union Pacific. Further alliance/bonding at this point in time may have a negative indirect effect on negotiations only being initiated between Mosier and Union Pacific. In short, we ask your agency not to "team" with Union Pacific for an expansion.....rather vote for your support for Mosier and deny the proposal hopefully permanently, however at the very least pending settlement between the community of Mosier (as represented by Team Mosier) and Union Pacific.

4) A PERSONAL REQUEST: Yes I realize I am one single person, however I know I am among thousands who are affected as I am in the following area. Currently I am awoken multiple times per night from train noise (bumps, bangs, screeching, clanking). I cannot have a full conversation with guests on my porch when a train comes through; I must stop and wait, as do the tourists I mentioned above. I cannot leave North facing windows open at night because of train noise. My property value has decreased due to the recent derailment, and train noise and railroad risk are topics much more the public awareness now, due to recent derailment. We do not know when, and more importantly if the real estate market in Mosier will recover. I ask you to please not vote for an expansion of the railroad, as this will further decrease my property value; I am a working class citizen with only one home. I have no other options.

5) RAIL TRAFFIC ISSUE IN GENERAL: When a 4 lane highway replaces a 2 lane highway, traffic increases. If a 2nd track is constructed in Mosier, rail traffic increases through the entire County, the entire Gorge. We have the power of a vote right now to keep the traffic level unchanged, please deny this proposal.

Thank you for your time and consideration. Please deny Union Pacific's proposal for a 2nd track in our community, and in our county.

Sincerely,

Jayne Elken

Community member
Employed in Wasco County for over 20 years

wcplanning wcplanning <wcplanning@co.wasco.or.us>

FW: Proposed 2nd train track in Mosier

1 message

Fri, Aug 19, 2016 at 10:42 AM

Dustin Nilsen <dustinn@co.wasco.or.us>
To: wcplanning wcplanning <wcplanning@co.wasco.or.us>, Angie Brewer <angieb@co.wasco.or.us>

-----Original Message-----
From: Donna [mailto:donnatwiningwehrley@gmail.com]
Sent: Thursday, August 18, 2016 5:46 PM
To: dustinn@co.wasco.or.us
Subject: Proposed 2nd train track in Mosier

Dear planning commission,

I am writing to express my concern about the proposed second train track through Mosier. The resent derailment in Mosier underscores the inherent risk of having a railroad pass your town in the confined space between the Columbia River and your community. To place a second track in the same confined space with the risks involved is unacceptable.

The noise of these trains impacts our quality of life and the hazards these trains present create an unacceptable safety risk to our community.

We were very fortunate with this past derailment that it it was a no-wind day and there were not a lot of people on the river side of the track. Had it been windy, there would have been a significant number of people trapped on the river side of the tracks. Also had it been windy, the fire would have been a greater significance.

Please value the welfare and safety of our lives against the monied interests that are pushing for this proposal.

Sincerely,

Donna Wehrley
307 E 2nd, Mosier

wcplanning wcplanning <wcplanning@co.wasco.or.us>

FW: Proposed 2nd train line in Mosier

1 message

Fri, Aug 19, 2016 at 10:42 AM

Dustin Nilsen <dustinn@co.wasco.or.us>
To: Angie Brewer <angieb@co.wasco.or.us>, wcplanning wcplanning <wcplanning@co.wasco.or.us>

-----Original Message-----
From: Tom/donnawehrley [mailto:thewehrleys@yahoo.com]
Sent: Thursday, August 18, 2016 5:40 PM
To: dustinn@co.wasco.or.us
Subject: Proposed 2nd train line in Mosier

Dear planning commission,

I am writing to express my concern about the proposed second train track through Mosier. The resent derailment in Mosier underscores the inherent risk of having a railroad pass your town in the confined space between the Columbia River and your community. To place a second track in the same confined space with the risks involved is unacceptable.

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Sincerely,

Tom Wehrley
307 E 2nd, Mosier

Angie Brewer <angieb@co.wasco.or.us>

FW: Proposed 2nd train track in Mosier

1 message

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Sincerely,

Donna Wehrley
307 E 2nd, Mosier

Angie Brewer <angieb@co.wasco.or.us>

FW: Proposed 2nd train line in Mosier

1 message

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Dustin Nilsen <dustinn@co.wasco.or.us>
To: Angie Brewer <angieb@co.wasco.or.us>, wcplanning wcplanning <wcplanning@co.wasco.or.us>

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Sincerely,

Tom Wehrley
307 E 2nd, Mosier

Angie Brewer <angieb@co.wasco.or.us>

Proposed 2nd train track in Mosier

1 message

Thu, Aug 18, 2016 at 6:29 AM

Tom/donnawehrley <thewehrleys@yahoo.com>
To: angieb@co.wasco.or.us

Dear planning commission,

I am writing to express my concern about the proposed second train track through Mosier. The resent derailment in Mosier underscores the inherent risk of having a railroad pass your town in the confined space between the Columbia River and your community. To place a second track in the same confined space with the risks involved is unacceptable.

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Please value the welfare and safety of our lives against the monied interests that are pushing for this proposal.

Sincerely,

Tom Wehrley
307 E 2nd, Mosier

Sent from my iPhone

Angie Brewer <angieb@co.wasco.or.us>

Proposed 2nd train track in Mosier

1 message

Thu, Aug 18, 2016 at 6:27 AM

Tom/donnawehrley <thewehrleys@yahoo.com>
To: angieb@co.wasco.or.us

Dear planning commission,

I am writing to express my concern about the proposed second train track through Mosier. The resent derailment in Mosier underscores the inherent risk of having a railroad pass your town in the confined space between the Columbia River and your community. To place a second track in the same confined space with the risks involved is unacceptable.

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Please value the welfare and safety of our lives against the monied interests that are pushing for this proposal.

Sincerely,

Tom Wehrley
307 E 2nd, Mosier

Sent from my iPhone

Sent from my iPhone

Angie Brewer <angieb@co.wasco.or.us>

Proposed 2nd train track in Mosier

1 message

Donna <donnatwiningwehrley@gmail.com> Thu, Aug 18, 2016 at 6:30 AM
To: angieb@co.wasco.or.us

Dear planning commission,

I am writing to express my concern about the proposed second train track through Mosier. The resent derailment in Mosier underscores the inherent risk of having a railroad pass your town in the confined space between the Columbia River and your community. To place a second track in the same confined space with the risks involved is unacceptable.

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Please value the welfare and safety of our lives against the monied interests that are pushing for this proposal.

Sincerely,

Tom Wehrley
307 E 2nd, Mosier

Sent from my iPhone

Sent from my iPhone

Sent from my iPhone

Angie Brewer <angieb@co.wasco.or.us>

Proposed 2nd train track in Mosier

1 message

Donna <donnatwiningwehrley@gmail.com> Thu, Aug 18, 2016 at 5:46 PM
To: angieb@co.wasco.or.us

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Please value the welfare and safety of our lives against the monied interests that are pushing for this proposal.

Sincerely,

Donna Wehrley
307 E 2nd, Mosier

Angie Brewer <angieb@co.wasco.or.us>

UNP 2nd RR Track Proposal, Mosier

1 message

David Ojala <ojaladavid@gmail.com> Wed, Aug 17, 2016 at 6:21 PM
To: "angieb@co.wasco.or.us" <angieb@co.wasco.or.us>, "dustinn@co.wasco.or.us" <dustinn@co.wasco.or.us>, "arlenecburns@gmail.com" <arlenecburns@gmail.com>

Dear Planning Department

Please Do Not allow Union Pacific to construct a 2nd Track in the village of Mosier.
Negative impacts include noise and diesel pollution and increased exposure to disastrous derailments.
Dodging 1 Bullet has been a miracle, However counting on Miracles is not responsible planning.
The constant activity of Railroad traffic and staging would overwhelm this 100 year old but fledgling community.

Sincerely
David Ojala

Angie Brewer <angieb@co.wasco.or.us>

ASKING AGAIN...PLEASE DENY UNION PACIFIC EXPANSION IN MOSIER

1 message

Kim Lindemyer <divinejuju@hotmail.com> Tue, Aug 16, 2016 at 1:48 PM
To: "angieb@co.wasco.or.us" <angieb@co.wasco.or.us>

Dear Angie,

I am writing again in regards to the proposal from Union Pacific to install a second track, with access roads

and utility buildings in Mosier.

I ask that you DENY this expansion as it will increase rail traffic not only through our community but

the entire Gorge. In addition to increased rail traffic there are increased dangers and noise that will adversely effect our community.

Please deny Union Pacific's proposal for expansion in this area.

Thank you,

Kim Lindemyer
105 Kingdom Ave.
Mosier, OR 97040

August 16, 2016

Dear Wasco County Commissioners,

Union Pacific's request for additional railroad tracks near Mosier should be denied as it would result in increased shipments of oil and coal through the most sensitive lands in the Columbia River Gorge. This rail project would support an increased number of oil and coal trains traveling at higher speeds through the Gorge and pose an unacceptable increased risk to people and the environment.

The rail project would pass through a Special Management Area, the most sensitive lands within the National Scenic Area. The project is inconsistent with National Scenic Area Act requirements. It would cause adverse impacts to wetlands, scenic resources, and open space.

Sending millions of gallons of explosive crude oil on trains through the Columbia Gorge every day is a disaster waiting to happen. On June 3rd, what could have been a catastrophe was narrowly averted only because the wind wasn't blowing that day. If the same derailment had happened 24 hours earlier, there would have been 35 mph gusts and the fire could have spread to all 96 cars instead of just 16 cars. The entire town of Mosier and the surrounding area could have been destroyed and the river seriously polluted.

The proposed double track project greatly increases the chances of another accident. It does nothing to address the overall safety.

As far as negative impacts from this proposed project, where do you start? It would negatively impact everyone and everything along the route with the only beneficiary being Union Pacific. Wasco County should deny this request.

Sincerely,

Phil Swaim
3300 Vensel Rd.
Mosier, Oregon 97040

August 16, 2016

Dear Wasco County Commissioners,

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As far as negative impacts from this proposed project, where do you start? It would negatively impact everyone and everything along the route with the only beneficiary being Union Pacific. Wasco County should deny this request.

Sincerely,

Phil Swaim
3300 Vensel Rd.
Mosier, Oregon 97040

RECEIVED
AUG 18 2016

Aug. 15, 2016

Dear Madam,

Please stop Union Pacific from its plan to expand tracks in Mosier, as well as its plan to install a second track in the area. As a resident of Mosier I would state unequivably that I am against any Union Pacific expansion that would affect my quality of life here in beautiful and peaceful Mosier.

Yours truly,
Michael Eng

Michael Eng
#3 Mosier Place
Mosier, Oregon 97040

August 12, 2016

RECEIVED
AUG 18 2016

Gary Lindemyer
105 Kingdom Avenue
Mosier, OR 97040

Wasco County Planning and Development Office
2705 East Second Street
The Dalles, OR 97058

To Whom It May Concern:

I am writing in regards to the proposal from Union Pacific to install a second track, with access roads and utility buildings in Mosier.

I ask that you DENY this expansion as it will increase rail traffic not only through our community but the entire Gorge. In addition to increased rail traffic there are increased dangers and noise that will adversely effect our community.

Please deny Union Pacific's proposal for expansion in this area.

Thank you,

Gary A. Lindemyer

Gary Lindemyer

August 12, 2016

RECEIVED
AUG 16 2016

Kim Lindemyer
105 Kingdom Avenue
Mosier, OR 97040

Wasco County Planning and Development Office
2705 East Second Street
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I ask that you DENY this expansion as it will increase rail traffic not only through our community but the entire Gorge. In addition to increased rail traffic there are increased dangers and noise that will adversely effect our community.

Please deny Union Pacific's proposal for expansion in this area.

Thank you,

Kim Lindemyer

Kim Lindemyer

August 15, 2016

Dear Wasco County Planning Commission,

I am writing to express my opposition to Union Pacific's request to double-track trains through Mosier. Approval of this request would create an unacceptable risk to the Columbia River Gorge, especially in light of the June derailment in Mosier.

This rail expansion would undermine the National Scenic Act, which was created to protect the unique resources of the gorge. Construction of new tracks would endanger wetlands, fish and wildlife habitat, cultural resources, recreation and public safety.

More trains would kill wildlife, endanger people and sensitive species, destroy habitat, and negatively Impact recreation sites such as Memaloose Park and nearby hiking areas. It would mean more risk of collisions and oil spills, including into the surrounding waterways. It would create unsafe and dangerous air pollution through the release of toxic coal dust, which would affect ground, water, and air quality.

Historically Union Pacific has shown a lack of commitment to safety. In 2015, Union Pacific lobbied against Oregon House Bill 3225 which would have resulted in stronger oversight of oil trains moving through the Northwest.

As the recent derailment proved, transporting crude oil by train is unsafe with no local public safety entity having the ability to fight an oil train fire. Double tracks would increase the risk by resulting in more large trains moving at higher speeds.

Please put our safety above corporate profits. We don't want to be vaporized like the citizens of Lac-Megantic, Quebec. A fire under windy conditions could destroy not only the entire town of Mosier, but also spread over 7 Mile Hill, Mosier Creek, and who knows where. The 2002 Sheldon Ridge fire changed direction with the wind.

Union Pacific's proposal would create an unacceptable risk to the Columbia River Gorge and its application should be denied.

Sincerely,

Sheila Dooley
3300 Vensel Rd.
Mosier, Oregon 97040

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sat, Aug 13, 2016 at 12:48 PM

Robert Johnston <robert.johnston@nau.edu>
Reply-To: robert.johnston@nau.edu
To: wcplanning@co.wasco.or.us

Robert Johnston
816 14th St.
Bellingham, WA 98225

August 13, 2016

Dear Wasco County Planning Commission,

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.

• 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 Johnston

Angie Brewer <angieb@co.wasco.or.us>

Please DENY Union Pacific's Expansion Proposal in Mosier

1 message

Fri, Aug 12, 2016 at 4:16 PM

Kim Lindemyer <divinejuju@hotmail.com>
To: "angieb@co.wasco.or.us" <angieb@co.wasco.or.us>

Dear Angie,

I am writing in regards to the proposal from Union Pacific to install a second track, with access roads

and utility buildings in Mosier.

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the entire Gorge. In addition to increased rail traffic there are increased dangers and noise that will adversely effect our community.

Please deny Union Pacific's proposal for expansion in this area.

Thank you,

Kim Lindemyer
105 Kingdom Ave.
Mosier, OR 97040

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Aug 12, 2016 at 4:44 PM

Greg Thompson <g.s.thompson67@gmail.com>
Reply-To: g.s.thompson67@gmail.com
To: wcplanning@co.wasco.or.us

Greg Thompson
85336 Forest Hill Ln
Eugene, OR 97405-9457

August 12, 2016

Dear Wasco County Planning Commission,

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,
Greg Thompson

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Aug 12, 2016 at 3:03 PM

Troy Horton <troyhorton@centurytel.net>
Reply-To: troyhorton@centurytel.net
To: wcplanning@co.wasco.or.us

Troy Horton
71257 Northshore Dr
Birkenfeld, OR 97016-7281

August 12, 2016

Dear Wasco County Planning Commission,

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,
Troy Horton

Angie Brewer <angieb@co.wasco.or.us>

PLASAR-15-01-0004

1 message

Wed, Aug 10, 2016 at 1:21 PM

ronalie milne <ronalierae@yahoo.com>
Reply-To: ronalie milne <ronalierae@yahoo.com>
To: "angieb@co.wasco.or.us" <angieb@co.wasco.or.us>

Re: Hearing on Sept 6th, 2016
Comment to Planning Commission:
Please TURN DOWN Union Pacific 's proposal to expand tracks, roads and buildings in Wasco County, specifically along the Columbia River and through Mosier.
Thank you,
Ronalie Milne
1725 Fircrest Rd
Mosier, OR

PS I attempted to send this to you through another app that I cannot verify was sent successfully, so this may be a duplicate.

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

2 messages

Lois Bancroft <loisbanc@gorge.net>
Reply-To: loisbanc@gorge.net
To: wcplanning@co.wasco.or.us

Thu, Jul 28, 2016 at 9:41 PM

Lois Bancroft
50 Moore Rd
White Salmon, WA 98672-8213

July 29, 2016

Dear Wasco County Planning Commission,

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

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Sincerely,
Lois Bancroft

Lois Bancroft <loisbanc@gorge.net> Thu, Jul 28, 2016 at 9:41 PM
Reply-To: loisbanc@gorge.net
To: wcplanning@co.wasco.or.us

[Quoted text hidden]

Dustin Nilsen

From: Susan Froehlich
Sent: Monday, July 25, 2016 9:29 AM
To: angieb@co.wasco.or.us
Cc: Arlene Burns; Peter Cornelison; dustinn@co.wasco.or.us
Subject: Mosier - UNP Proposed Siding

Subject: Mosier - UNP siding

Dear Ms. Brewer, Mr. Nielsen and Planning Commisioners,

This letter is in reference to file#PLASAR-15-01-004, the Proposed plan by Union Pacific to build a second track in/around Mosier. Please include it in any testimony that you will be receiving.

As a resident of our wonderful town, Mosier, I am writing to you to ask you to deny Union Pacific Railroad's request to build a two track system anywhere even close to Mosier, yet alone through Mosier. We have enough rail traffic through our town - day and night - and it is quite disruptive to the development of our little town, to add any more tracks and trains.

If you agree to allow UNP to build additional sidings/tracks, this traffic will only increase 2-3-4 fold. This is unacceptable to any town, esp given the safety record of UNP! The most recent oil train derailment, after being inspected only 4 days previously, was found to be the fault of UNP. As a town, we suffered. . .no water/sewage capabilities for days, evacuation, fear, business disruption, school shutdown, no access to beach/trails. . . . And now groundwater contamination.

Wasco County receives a good amount of property taxes from Mosier. If an additional track were to be placed in or around Mosier, it would kill the town that we are trying to develop, which would mean that the taxes received from Mosier would also dry up. It would not be a win-win situation for anyone. We, in Mosier, are trying to develop ourselves into a completely functioning town. . .Please help us to do this - don't hurt us in our efforts.

I ask that you deny UNP's request to build an additional track in/around Mosier. It would not be beneficial, even if UNP gave Mosier land/etc. We don't need their handouts. We deal with their noise almost hourly already - we don't want it every 15 minutes. Please deny UNP's application.

Thank you

Susan Froehlich
PO Box 312
Mosier, Or. 97040

Sent from my iPad

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tue, Jul 5, 2016 at 12:26 PM

Maxine Schwartz <blackkatz@comcast.net>
Reply-To: blackkatz@comcast.net
To: wcplanning@co.wasco.or.us

Maxine Schwartz
8325 SE 11th Ave
Portland, OR 97202-6916

July 5, 2016

Dear Wasco County Planning Commission,

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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Maxine Schwartz

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tue, Jul 5, 2016 at 2:06 PM

Gretchen Olsen <gretchenolsen1@gmail.com>
Reply-To: gretchenolsen1@gmail.com
To: wcplanning@co.wasco.or.us

Gretchen Olsen
45 Buck Lane
Goldendale, WA 98620

July 5, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Mon, Jul 4, 2016 at 10:01 AM

Linda Whealin <lcwhealin@gmail.com>
Reply-To: lcwhealin@gmail.com
To: wcplanning@co.wasco.or.us

Linda Whealin
648 NE 25th St
Gresham, OR 97030

July 4, 2016

Dear Wasco County Planning Commission,

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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,
Linda Whealin

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Mon, Jul 4, 2016 at 11:52 AM

Ann Bronson <bop@gorge.net>
Reply-To: bop@gorge.net
To: wcplanning@co.wasco.or.us

Ann Bronson
678 Larch Ct
Hood River, OR 97031-7802

July 4, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Ann Bronson

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Mon, Jul 4, 2016 at 6:23 PM

James Nielson <james@megafauna.org>
Reply-To: james@megafauna.org
To: wcplanning@co.wasco.or.us

James Nielson
8125 NE Wygant St
Portland, OR 97218

July 4, 2016

Dear Wasco County Planning Commission,

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

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Mon, Jul 4, 2016 at 7:54 PM

d goldsmith <dell.goldsmith@gmail.com>
Reply-To: dell.goldsmith@gmail.com
To: wcplanning@co.wasco.or.us

d goldsmith
7150 sw newton pl
portland, OR 97225

July 4, 2016

Dear Wasco County Planning Commission,

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d goldsmith

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sun, Jul 3, 2016 at 7:09 AM

Teresa Allen <allenterri@comcast.net>
Reply-To: allenterri@comcast.net
To: wcplanning@co.wasco.or.us

Teresa Allen
6184 North Fork Rd.
Deming, WA 98244

July 3, 2016

Dear Wasco County Planning Commission,

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Teresa Allen

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sun, Jul 3, 2016 at 8:49 AM

Jeffrey White <rogue576@gmail.com>
Reply-To: rogue576@gmail.com
To: wcplanning@co.wasco.or.us

Jeffrey White
42852 SW Dudney Avenue
Forest Grove, OR 97116-8523

July 3, 2016

Dear Wasco County Planning Commission,

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Jeffrey and Betsy White

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sun, Jul 3, 2016 at 12:59 PM

Sandra Smith <7schipperkes@gmail.com>
Reply-To: 7schipperkes@gmail.com
To: wcplanning@co.wasco.or.us

Sandra Smith
329 17th Avenue
Seattle, WA 98122

July 3, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sun, Jul 3, 2016 at 1:09 PM

Nadine LaVonne <nlavonne@comcast.net>
Reply-To: nlavonne@comcast.net
To: wcplanning@co.wasco.or.us

Nadine LaVonne
2031 NW 59th St. #303
Seattle, WA 98107

July 3, 2016

Dear Wasco County Planning Commission,

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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or that the sale would further the public interest.

I'm doing my job - now do yours,
Nadine LaVonne

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sat, Jul 2, 2016 at 7:02 AM

Robert Connor <sheserafarms@gorge.net>
Reply-To: sheserafarms@gorge.net
To: wcplanning@co.wasco.or.us

Robert Connor
50 Moore Rd
White Salmon, WA 98672-8213

July 2, 2016

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Sincerely,
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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sat, Jul 2, 2016 at 8:22 AM

Samuel Taylor <sgtiv@icloud.com>
Reply-To: sgtiv@icloud.com
To: wcplanning@co.wasco.or.us

Samuel Taylor
2330 Old Dalles Dr.
Hood River, OR 97031

July 2, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sat, Jul 2, 2016 at 11:42 AM

julie blenn <biz@qnect.net>
Reply-To: biz@qnect.net
To: wcplanning@co.wasco.or.us

julie blenn
444 el camino
ws, WA 98672

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julie blenn

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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1 message

Sat, Jul 2, 2016 at 1:02 PM

Janiece Staton <ms.jdstaton@frontier.com>
Reply-To: ms.jdstaton@frontier.com
To: wcplanning@co.wasco.or.us

Janiece Staton
817 SW 171st Avenue
Beaverton, OR 97006

July 2, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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1 message

Sat, Jul 2, 2016 at 2:03 PM

Sherry Wolfson <Sherry.Wolfson@gmail.com>
Reply-To: Sherry.Wolfson@gmail.com
To: wcplanning@co.wasco.or.us

Sherry Wolfson
1215 SE 49th Ave
Portland, OR 97215

July 2, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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2 messages

Annie McCuen <mccuen7691@comcast.net> Fri, Jul 1, 2016 at 8:49 AM
Reply-To: mccuen7691@comcast.net
To: wcplanning@co.wasco.or.us

Annie McCuen
1825 Fairmunt Ave S
Salem, OR 97302

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Sincerely,
Francoise McCuen

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PC 1 6-2429

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 1:09 AM

Marcia Denison <marciadenison555@gmail.com>
Reply-To: marciadenison555@gmail.com
To: wcplanning@co.wasco.or.us

Marcia Denison
PO Box 1463
Rainier, OR 97048

July 1, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Marcia Denison

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 6:49 AM

Michelle Sheldon <buddybird3@comcast.net>
Reply-To: buddybird3@comcast.net
To: wcplanning@co.wasco.or.us

Michelle Sheldon
2880 NW 156th Pl
Beaverton, OR 97006

July 1, 2016

Dear Wasco County Planning Commission,

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Michelle Sheldon

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 9:00 AM

Holly Bard <hollybard@comcast.net>
Reply-To: hollybard@comcast.net
To: wcplanning@co.wasco.or.us

Holly Bard
PO Box 1010
Vancouver, WA 98607

July 1, 2016

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Holly Bard

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 10:20 AM

Michael Roberts <michael.roberts@comcast.net>
Reply-To: michael.roberts@comcast.net
To: wcplanning@co.wasco.or.us

Michael Roberts
1515 SE 104th CT
VANCOUVER, WA 98664-4777

July 1, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 11:10 AM

Lisa Vollins <Castinggreen@gmail.com>
Reply-To: Castinggreen@gmail.com
To: wcplanning@co.wasco.or.us

Lisa Vollins
33233 NE Mershon Rd
Corbett, OR 97019

July 1, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 11:10 AM

Tammie Murray <tlcm515@gmail.com>
Reply-To: tlcm515@gmail.com
To: wcplanning@co.wasco.or.us

Tammie Murray
82270 RED BLUFF ROAD
SEASIDE, OR 97138-5037

July 1, 2016

Dear Wasco County Planning Commission,

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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

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 11:30 AM

Sarah Grummert <sbgrummert@gmail.com>
Reply-To: sbgrummert@gmail.com
To: wcplanning@co.wasco.or.us

Sarah Grummert
6436 NE 37th Ave
Portland, OR 97211

July 1, 2016

Dear Wasco County Planning Commission,

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

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 1:40 PM

Helen Jaskoski <hjpeace@fastmail.fm>
Reply-To: hjpeace@fastmail.fm
To: wcplanning@co.wasco.or.us

Helen Jaskoski
p.o. box 66074
Portland, OR 97290

July 1, 2016

Dear Wasco County Planning Commission,

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,
Helen Jaskoski

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 3:00 PM

Jennifer Ouzounian <jabouzounian@gmail.com>
Reply-To: jabouzounian@gmail.com
To: wcplanning@co.wasco.or.us

Jennifer Ouzounian
305 Prospect Ave
Hood River, OR 97031

July 1, 2016

Dear Wasco County Planning Commission,

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. Not only for Wasco County but all of the Gorge, and my county Hood River included. 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,
Jennifer Ouzounian

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 3:00 PM

Barbara Tombleson <bjt@coho.net>
Reply-To: bjt@coho.net
To: wcplanning@co.wasco.or.us

Barbara Tombleson
7526 SW Capitol Hill Rd.
Portland, OR 97219

July 1, 2016

Dear Wasco County Planning Commission,

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Barbara Tombleson

PC 1 6-2443

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 7:00 PM

Nick Engelfried <nicke.activism@gmail.com>
Reply-To: nicke.activism@gmail.com
To: wcplanning@co.wasco.or.us

Nick Engelfried
985 NE 47th Ave
Hillsboro, OR 97124

July 1, 2016

Dear Wasco County Planning Commission,

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Sincerely,
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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Fri, Jul 1, 2016 at 8:00 PM

Gina Fuller <Ginafuller3@gmail.com>
Reply-To: Ginafuller3@gmail.com
To: wcplanning@co.wasco.or.us

Gina Fuller
41 Kelly-Henke rd
Stevenson, WA 98648

July 1, 2016

Dear Wasco County Planning Commission,

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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,
Gina Fuller

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 2:58 PM

Jeff Stookey <jstookey108@gmail.com>
Reply-To: jstookey108@gmail.com
To: wcplanning@co.wasco.or.us

Jeff Stookey
3656 NE Wasco St
Portland, OR 97232

June 30, 2016

Dear Wasco County Planning Commission,

I live less than three blocks from rail lines in Portland. 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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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 3:08 PM

Kelly O'Hanley <kohanley@gmail.com>
Reply-To: kohanley@gmail.com
To: wcplanning@co.wasco.or.us

Kelly O'Hanley
6134 NE Alameda Street
Portland, OR 97213

June 30, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 3:08 PM

Gloria Ladum <glovos@comcast.net>
Reply-To: glovos@comcast.net
To: wcplanning@co.wasco.or.us

Gloria Ladum
11023 SW Summerfield Dr Apt 2
Tigard, OR 97224-3374

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 3:08 PM

Deborah Miller <pdxdjmiller@aol.co>
Reply-To: pdxdjmiller@aol.co
To: wcplanning@co.wasco.or.us

Deborah Miller
3233 NW Wilson Street
Portland, OR 97210

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 3:28 PM

Sandy Wood <columbiagrove@msn.com>
Reply-To: columbiagrove@msn.com
To: wcplanning@co.wasco.or.us

Sandy Wood
P O Box 871660
Vancouver, WA 98687

June 30, 2016

Dear Wasco County Planning Commission,

Those of us who live along, work, play, and treasure the Columbia River do not want oil trains on either the Oregon or the Washington side of the river.
We are living with the constant fear of a derailment, and the resulting fire and destruction.
The Union Pacific derailment, obviously due to their lack of responsible behavior, is only the warning shot.
If we continue to ignore the danger of oil train traffic, we are betting that we will survive. The reality is that we will not.

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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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 3:28 PM

Rainbow Nelson <rainbow.cheyenne@gmail.com>
Reply-To: rainbow.cheyenne@gmail.com
To: wcplanning@co.wasco.or.us

Rainbow Nelson
2629 SE 69th Ave
Portland, OR 96206

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Sincerely,
Rainbow Nelson

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 3:38 PM

Lee Bhattacharji <somdevlee4@earthlink.net>
Reply-To: somdevlee4@earthlink.net
To: wcplanning@co.wasco.or.us

Lee Bhattacharji
685 Kelly Rd
Arkville, NY 12406-1552

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 3:38 PM

Alice Suter <ahsuter@comcast.net>
Reply-To: ahsuter@comcast.net
To: wcplanning@co.wasco.or.us

Alice Suter
1106 NE Tillamook St.
Portland, OR 97212

June 30, 2016

Dear Wasco County Planning Commission,

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Alice Suter

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 3:58 PM

Heather Dennett <heathervanhoof@hotmail.com>
Reply-To: heathervanhoof@hotmail.com
To: wcplanning@co.wasco.or.us

Heather Dennett
6835 N Wall Ave
Portland, OR 97203

June 30, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 4:28 PM

Melody Shapiro <melodyshapiro28@gmail.com>
Reply-To: melodyshapiro28@gmail.com
To: wcplanning@co.wasco.or.us

Melody Shapiro
PO Box 674
Hood River, OR 97031

June 30, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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1 message

Thu, Jun 30, 2016 at 4:28 PM

Sarah Collmer <Sicollmer@gmail.com>
Reply-To: Sicollmer@gmail.com
To: wcplanning@co.wasco.or.us

Sarah Collmer
704 W 20th St.
Vancouver, WA 98660

June 30, 2016

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PC 1 6-2469

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 4:38 PM

Carrie Nobles <bcnobles@comcast.net>
Reply-To: bcnobles@comcast.net
To: wcplanning@co.wasco.or.us

Carrie Nobles
12125 SW 18th Avenue
Portland, OR 97219

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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,
Carrie Nobles

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 4:48 PM

Hal Glidden <hglid@comcast.net>
Reply-To: hglid@comcast.net
To: wcplanning@co.wasco.or.us

Hal Glidden
419 Briar Rd
Bellingham, WA 98225

June 30, 2016

Dear Wasco County Planning Commission,

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,
Hal Glidden

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 5:08 PM

William White <evermove@cableone.net>
Reply-To: evermove@cableone.net
To: wcplanning@co.wasco.or.us

William White
1867 N Tin Strap Trail
Prescott Valley, AZ 86314

June 30, 2016

Dear Wasco County Planning Commission,

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Sincerely,
William White

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 5:49 PM

Michael Schulte <ms97213@earthlink.net>
Reply-To: ms97213@earthlink.net
To: wcplanning@co.wasco.or.us

Michael Schulte
3612 NE 44th Ave
Portland, OR 97213-1020

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 6:49 PM

Jane Camero <janeo@gorge.net>
Reply-To: janeo@gorge.net
To: wcplanning@co.wasco.or.us

Jane Camero
1027 Columbia St
Hood River, OR 97031

June 30, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Jane Camero

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 7:29 PM

Mary Knoth <mary.knoth@gmail.com>
Reply-To: mary.knoth@gmail.com
To: wcplanning@co.wasco.or.us

Mary Knoth
10800 SE 17th Circle
Vancouver, WA 98664

June 30, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Mary Knoth

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 10:59 PM

james hipp <jrhipp010@gmail.com>
Reply-To: jrhipp010@gmail.com
To: wcplanning@co.wasco.or.us

james hipp
609 rosette ct
bellingham, WA 98226

July 1, 2016

Dear Wasco County Planning Commission,

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,
james hipp

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 11:29 PM

Jay Russo <stellarjay1@gmail.com>
Reply-To: stellarjay1@gmail.com
To: wcplanning@co.wasco.or.us

Jay Russo
1262 Duncan Creek Rd
Stevenson, WA 98648-6177

July 1, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 11:39 PM

Laurel Hagner <Laurelhagner@gmail.com>
Reply-To: Laurelhagner@gmail.com
To: wcplanning@co.wasco.or.us

Laurel Hagner
4005 White Fir Dr
Mt hood/Parkdale, OR 97041

July 1, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 11:59 PM

Joy Jaquillard <decker02@nwlink.com>
Reply-To: decker02@nwlink.com
To: wcplanning@co.wasco.or.us

Joy Jaquillard
2725 NE Cesar E Chavez Blvd
Portland, OR 97212-2928

July 1, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 1:38 PM

Christopher Kralik <misterkite@comcast.net>
Reply-To: misterkite@comcast.net
To: wcplanning@co.wasco.or.us

Christopher Kralik
631 NW 18th Loop
Camas, WA 98607-9362

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Thu, Jun 30, 2016 at 9:08 AM

Debra Garner <dgarner7@gmail.com>
Reply-To: dgarner7@gmail.com
To: wcplanning@co.wasco.or.us

Debra Garner
PO Box 355
White Salmon, WA 98672

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lois bancroft <loisbanc@gorge.net>
Reply-To: loisbanc@gorge.net
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:18 AM

Lois bancroft
50 Moore Rd
White Salmon, WA 98672-8213

June 30, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Lois bancroft

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Ron Bloodworth <ronpdx@comcast.net>
Reply-To: ronpdx@comcast.net
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 11:58 AM

Ron Bloodworth
1932 NE Ridgewood Dr.
Portland, OR 97212

June 30, 2016

Dear Wasco County Planning Commission,

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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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Bruce Barnum <bbarnum@windermere.com>
Reply-To: bbarnum@windermere.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 11:58 AM

Bruce Barnum
3220 NW Esplanade
Seattle, WA 98117

June 30, 2016

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Bruce Barnum

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Edward Stover <stovered@gmail.com>
Reply-To: stovered@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 12:28 PM

Edward Stover
3506 W Chestnut Ave
Yakima, WA 98902

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Joel Rosenblit <rosenblitj@gmail.com>
Reply-To: rosenblitj@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 12:28 PM

Joel Rosenblit
2208 Joplin Ct. South
Salem, OR 97302

June 30, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Heidi Venture <heidiadventure@gmail.com>
Reply-To: heidiadventure@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 12:58 PM

Heidi Venture
713 Katie's Lane
Hood River, OR 97031

June 30, 2016

Dear Wasco County Planning Commission,

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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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Virginia White <pvonc@olypen.com>
Reply-To: pvonc@olypen.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 1:08 PM

Virginia White
1229 - 29th St.
Port Townsend, WA 98368

June 30, 2016

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Virginia White

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tom Keys <tkeyshike@msn.com>
Reply-To: tkeyshike@msn.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 1:08 PM

Tom Keys
1103 SE 21st Ct
Gresham, OR 97080-9340

June 30, 2016

Dear Wasco County Planning Commission,

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.

Sincerely,
Tom Keys

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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1 message

Greg Martin <baja4me2@peoplepc.com>
Reply-To: baja4me2@peoplepc.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 1:18 PM

Greg Martin
413 W 39th St
Vancouver, WA 98660-1961

June 30, 2016

Dear Wasco County Planning Commission,

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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Greg Martin

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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1 message

Jeffrey White <rogue576@gmail.com>
Reply-To: rogue576@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 1:38 PM

Jeffrey White
42852 SW Dudney Avenue
Forest Grove, OR 97116-8523

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Kristin Bussmann <kbussmann@gmail.com>
Reply-To: kbussmann@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 1:38 PM

Kristin Bussmann
7717 N Emerald Ave
Portland, OR 97217

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Stephen Couche <steveco1948@comcast.net>
Reply-To: steveco1948@comcast.net
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 1:38 PM

Stephen Couche
4718 SE 31st Ave.
Portland, OR 97202-3662

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.

In addition, the heat generated by the oil train fires have proven beyond the capacity of most rural fire districts to put out, and puts these communities, human lives, and natural resources at extreme risk from the continued movement of oil trains through the Columbia River gorge.

Sincerely,
Stephen Couche

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

sherry meier <sherry.meier@gmail.com>
Reply-To: sherry.meier@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 1:38 PM

sherry meier
4161 Post Canyon Dr.
Hood River, OR 97031

June 30, 2016

Dear Wasco County Planning Commission,

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sherry meier

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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1 message

Meryle A. Korn <meryle.korn@gmail.com>
Reply-To: meryle.korn@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 1:38 PM

Meryle A. Korn
2821 Huron St.
Bellingham, WA 98226

June 30, 2016

Dear Wasco County Planning Commission,

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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• 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,
Meryle A. Korn

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sandra Hill <sandhill-13@comcast.net>
Reply-To: sandhill-13@comcast.net
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 2:38 PM

Sandra Hill
13110 SE River Road
Portland, OR 97222

June 30, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Sandra Hill

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Craig Heverly <heverlyjc@hevanet.com>
Reply-To: heverlyjc@hevanet.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 2:48 PM

Craig Heverly
3712 SE 9th Avenue
Portland, OR 97202

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Josh Bickley <josh.bickley@gmail.com>
Reply-To: josh.bickley@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:28 AM

Josh Bickley
6426 NE 36th Ave
Portland, OR 97211

June 30, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Josh Bickley

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

john cornelison <friends@vashondesign.com>
Reply-To: friends@vashondesign.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:28 AM

john cornelison
10506 sw 132nd pl
vashon, WA 98070

June 30, 2016

Dear Wasco County Planning Commission,

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.

Union Pacific prematurely 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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PC 1 6-2528

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Chris Dennett <dennettc@gmail.com>
Reply-To: dennettc@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:38 AM

Chris Dennett
6835 N. Wall Ave
Portland, OR 97203

June 30, 2016

Dear Wasco County Planning Commission,

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.

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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

PC 1 6-2531

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Blaine Ackley <blaineackley@me.com>
Reply-To: blaineackley@me.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:38 AM

Blaine Ackley
655 NW 229th Ave.
Hillsboro, OR 97124-6572

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PC 1 6-2532

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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,
Blaine Ackley

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Ruth Darden <dseattlered@seanet.com>
Reply-To: dseattlered@seanet.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:48 AM

Ruth Darden
6524 Parkpoint Lane NE
Seattle, WA 98115

June 30, 2016

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PC 1 6-2534

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Sincerely,
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PC 1 6-2535

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Allie Smith <allies@oregonhumane.org>
Reply-To: allies@oregonhumane.org
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:48 AM

Allie Smith
1513 NE 91st Ave
Vancouver, WA 98664

June 30, 2016

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Allie Smith

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sharlane Blaise <sharlane@sblaise.com>
Reply-To: sharlane@sblaise.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:48 AM

Sharlane Blaise
2545 SW Terwilliger Blvd 314
Portland, OR 97201

June 30, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

David Richmond <dbrucerichmond@hotmail.com>
Reply-To: dbrucerichmond@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:48 AM

David Richmond
2137 NE 40th Ave
Portland, OR 97212-5406

June 30, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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1 message

Patrick Newman <patmandue@gmail.com>
Reply-To: patmandue@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:58 AM

Patrick Newman
PO Box 472
Mosier, OR 97040

June 30, 2016

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1 message

Debra Asakawa <d_asakawa@hotmail.com>
Reply-To: d_asakawa@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 9:58 AM

Debra Asakawa
3747 SW 50th Ave
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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 Asakawa

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sheelagh Oliveria <shee0106@msn.com>
Reply-To: shee0106@msn.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 10:08 AM

Sheelagh Oliveria
5904 SE Knight St.
Portland, OR 97206

June 30, 2016

Dear Wasco County Planning Commission,

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PC 1 6-2546

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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.

The earth is on the brink of extinction. Coal is tantamount to eating your children -

Sincerely,
Sheelagh Oliveria

PC 1 6-2547

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tim Murphy <tim@murphylawfirm.biz>
Reply-To: tim@murphylawfirm.biz
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 10:08 AM

Tim Murphy
Sunderland Lane
Hood River, OR 97031

June 30, 2016

Dear Wasco County Planning Commission,

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PC 1 6-2548

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Sincerely,
Tim Murphy

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sharilyn Cohn <sharilyn@easystreet.net>
Reply-To: sharilyn@easystreet.net
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 10:18 AM

Sharilyn Cohn
128 ne 43rd
portland, OR 97213

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Crissy Trask <crissytee@gmail.com>
Reply-To: crissytee@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 10:18 AM

Crissy Trask
Kept Private
White Salmon, WA 98672

June 30, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2552

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sandra Joos <joosgalefamily@comcast.net>
Reply-To: joosgalefamily@comcast.net
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 10:18 AM

Sandra Joos
4259 SW Patrick Pl
Portland, OR 97239-7202

June 30, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Sandra Joos

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Julie DeSmith <jdejp@embarqmail.com>
Reply-To: jdejp@embarqmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 10:28 AM

Julie DeSmith
PO Box 551
Carson, WA 98610

June 30, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2555

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Sincerely,
Julie DeSmith

PC 1 6-2556

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Vince Ready <vready@spiretech.com>
Reply-To: vready@spiretech.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 10:28 AM

Vince Ready
4270 West Ridge Drive
Hood River, OR 97031

June 30, 2016

Dear Wasco County Planning Commission,

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.

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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,
Vince Ready

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Carolyn Gerould <Carolynschirmacher@me.com> Thu, Jun 30, 2016 at 10:38 AM
Reply-To: Carolynschirmacher@me.com
To: wcplanning@co.wasco.or.us

Carolyn Gerould
3307 SW Dosch Rd
Portland, OR 97239

June 30, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Carolyn Gerould

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Teresa McFarland <terefarlan@gmail.com>
Reply-To: terefarlan@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 10:48 AM

Teresa McFarland
10740 SW 11th Drive
Portland, OR 97219

June 30, 2016

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Anna Carmichael <revannacarmichael@gmail.com> Thu, Jun 30, 2016 at 10:58 AM
Reply-To: revannacarmichael@gmail.com
To: wcplanning@co.wasco.or.us

Anna Carmichael
1401 Belmont Ave #15
Hood River, OR 97031

June 30, 2016

Dear Wasco County Planning Commission,

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

john mooney <mooneykites@gmail.com>
Reply-To: mooneykites@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 11:08 AM

john mooney
264 el camino real
white salmon, WA 98672

June 30, 2016

Dear Wasco County Planning Commission,

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PC 1 6-2565

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Sincerely,
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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Todd Corbett <htcorbett@hotmail.com>
Reply-To: htcorbett@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 11:18 AM

Todd Corbett
10815 Hubbard Creek Rd
Umpqua, OR 97486

June 30, 2016

Dear Wasco County Planning Commission,

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PC 1 6-2567

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wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jack West <jpwest@teleport.com>
Reply-To: jpwest@teleport.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 11:28 AM

Jack West
3914 S E Licyntra Lane
Milwaukie, OR 97222

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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.

PC 1 6-2569

• 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.

• 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,
Jack West

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Susan Hull <Susanhull72@hotmail.com>
Reply-To: Susanhull72@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 11:38 AM

Susan Hull
2480 Sherman Ave.
Hood River, OR 97031

June 30, 2016

Dear Wasco County Planning Commission,

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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• 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 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,
Susan Hull

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Peggy Lalor <peggylalor@gmail.com>
Reply-To: peggylalor@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 11:48 AM

Peggy Lalor
1009 Columbia Street
Hood River, OR 97031

June 30, 2016

Dear Wasco County Planning Commission,

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,
Peggy Lalor

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

M. Lee Zucker <lee@thelocomotive.com>
Reply-To: lee@thelocomotive.com
To: wcplanning@co.wasco.or.us

Thu, Jun 30, 2016 at 11:48 AM

M. Lee Zucker
1966 Orchard St
Eugene, OR 97403-2040

June 30, 2016

Dear Wasco County Planning Commission,

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Sincerely,
M. Lee Zucker

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jayne Elken <jee@gorge.net>
Reply-To: jee@gorge.net
To: wcplanning@co.wasco.or.us

Wed, Jun 29, 2016 at 8:06 AM

Jayne Elken
P.O. Box 1017
Hood River, OR 97031

June 29, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2577

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.

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

PC 1 6-2578

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Susan Dornfeld <dornfelds@hotmail.com>
Reply-To: dornfelds@hotmail.com
To: wcplanning@co.wasco.or.us

Mon, Jun 27, 2016 at 8:21 AM

Susan Dornfeld
PO Box 8305
Portland, OR 97207

June 27, 2016

Dear Wasco County Planning Commission,

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 6-2579

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Susan Dornfeld

PC 1 6-2580

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sandra Siegner <ssiegner3@gmail.com>
Reply-To: ssiegner3@gmail.com
To: wcplanning@co.wasco.or.us

Mon, Jun 27, 2016 at 8:31 AM

Sandra Siegner
9640 SW Lancaster Rd
Portland, OR 97219

June 27, 2016

Dear Wasco County Planning Commission,

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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.

• 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

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Nora Polk <nora.mattek@gmail.com>
Reply-To: nora.mattek@gmail.com
To: wcplanning@co.wasco.or.us

Mon, Jun 27, 2016 at 10:33 AM

Nora Polk
6405 SE 62nd Ave
Portland, OR 97206

June 27, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2583

• 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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• 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,
Nora Polk

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sarah Cook <strangelilgirl427@gmail.com>
Reply-To: strangelilgirl427@gmail.com
To: wcplanning@co.wasco.or.us

Mon, Jun 27, 2016 at 2:55 PM

Sarah Cook
316 E. 13th Street
The Dalles, OR 97058

June 27, 2016

Dear Wasco County Planning Commission,

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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• 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.

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• 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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PC 1 6-2585

• 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.

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

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Christine Yun <cpypdx@gmail.com>
Reply-To: cpypdx@gmail.com
To: wcplanning@co.wasco.or.us

Mon, Jun 27, 2016 at 9:13 PM

Christine Yun
1915 SE Alder ST.
Portland, OR 97214

June 28, 2016

Dear Wasco County Planning Commission,

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 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.

PC 1 6-2587

• 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.

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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

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Marian Hennings <cashme327@comcast.net>
Reply-To: cashme327@comcast.net
To: wcplanning@co.wasco.or.us

Sun, Jun 26, 2016 at 4:23 PM

Marian Hennings
327 East Broad Avenue
Spokane, WA 99207

June 26, 2016

Dear Wasco County Planning Commission,

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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• 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

PC 1 6-2590

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Bernhard Masterson <bernhard_masterson@hotmail.com> Sat, Jun 25, 2016 at 8:04 AM
Reply-To: bernhard_masterson@hotmail.com
To: wcplanning@co.wasco.or.us

Bernhard Masterson
3100 SE Westview Ave.
Oak Grove, OR 97267

June 25, 2016

Dear Wasco County Planning Commission,

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,
Bernhard Masterson

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Joel Kay <jjkof1@msn.com>
Reply-To: jjkof1@msn.com
To: wcplanning@co.wasco.or.us

Sat, Jun 25, 2016 at 11:05 AM

Joel Kay
10707 SE Stanley Ave
Milwaukie, OR 97222-4362

June 25, 2016

Dear Wasco County Planning Commission,

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,
Joel Kay

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Darya Minovi <darya@dorood.com>
Reply-To: darya@dorood.com
To: wcplanning@co.wasco.or.us

Sat, Jun 25, 2016 at 12:45 PM

Darya Minovi
127 SE 12th Ave
Portland, OR 97214

June 25, 2016

Dear Wasco County Planning Commission,

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,
Darya Minovi

PC 1 6-2596

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Ann Littlewood <annlittlewood3@gmail.com>
Reply-To: annlittlewood3@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 8:13 PM

Ann Littlewood
2915 NE 21st Avenue
Portland, OR 97212

June 24, 2016

Dear Wasco County Planning Commission,

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 6-2597

• 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,
Ann Littlewood

PC 1 6-2598

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sarah Brooks <sassafrasi@hotmail.com>
Reply-To: sassafrasi@hotmail.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 1:01 AM

Sarah Brooks
1817 SE Mulberry Ave
Portland, OR 97214

June 24, 2016

Dear Wasco County Planning Commission,

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 6-2599

• 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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• 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,
Sarah Brooks

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Barbara Miller <Bj@millerrealty.net>
Reply-To: Bj@millerrealty.net
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 7:12 AM

Barbara Miller
P O a Box 416
White Salmon, WA 98672

June 24, 2016

Dear Wasco County Planning Commission,

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 6-2601

• 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,
Barbara Miller

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Craig Loftin <crloftin@msn.com>
Reply-To: crloftin@msn.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 7:12 AM

Craig Loftin
1500 SW 5th Avenue
Portland, OR 97201

June 24, 2016

Dear Wasco County Planning Commission,

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PC 1 6-2603

• 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,
Craig Loftin

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lori Bennis <lbennis6@gmail.com>
Reply-To: lbennis6@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 8:02 AM

Lori Bennis
4240 SE 79th Ave
Portland, OR 97206

June 24, 2016

Dear Wasco County Planning Commission,

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 6-2605

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Sincerely,
Lori Bennis

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sally Oakes <sallyo216@msn.com>
Reply-To: sallyo216@msn.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 7:52 AM

Sally Oakes
4900 SE 61st Avenue
Portland, OR 97206

June 24, 2016

Dear Wasco County Planning Commission,

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 6-2607

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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,
Sally Oakes

PC 1 6-2608

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

linda sawaya <linda@lindasawaya.com>
Reply-To: linda@lindasawaya.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 8:32 AM

linda sawaya
po box 91192
portland, OR 97291

June 24, 2016

Dear Wasco County Planning Commission,

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.

PC 1 6-2609

• 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,
linda sawaya

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Constance McConnell <murphydog2005@comcast.net> Fri, Jun 24, 2016 at 8:42 AM
Reply-To: murphydog2005@comcast.net
To: wcplanning@co.wasco.or.us

Constance McConnell
3122 SE Main St
Portland, OR 97214

June 24, 2016

Dear Wasco County Planning Commission,

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.

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PC 1 6-2611

• 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,
Constance McConnell

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

corinne mcwilliams <cmcw@nwlink.com>
Reply-To: cmcw@nwlink.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 9:02 AM

corinne mcwilliams
6325 ne lessard rd
camas, WA 98607

June 24, 2016

Dear Wasco County Planning Commission,

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 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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PC 1 6-2613

• 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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Sincerely,
corinne mcwilliams

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lev Tsypin <lev@levelos.com>
Reply-To: lev@levelos.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 9:02 AM

Lev Tsypin
4225 SE Morrison
Portland, OR 97215

June 24, 2016

Dear Wasco County Planning Commission,

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 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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PC 1 6-2615

• 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,
Lev Tsypin

PC 1 6-2616

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Mark Newbrook <nbrk@hotmail.com>
Reply-To: nbrk@hotmail.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 9:02 AM

Mark Newbrook
845 sw stratton road
white salmon, WA 98672

June 24, 2016

Dear Wasco County Planning Commission,

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 6-2617

• 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,
Mark Newbrook

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Karen Edwards <4tarn2swim@methownet.com>
Reply-To: 4tarn2swim@methownet.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 9:52 AM

Karen Edwards
PO Box 754
Winthrop, WA 98862-0754

June 24, 2016

Dear Wasco County Planning Commission,

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 6-2619

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Sincerely,
Karen Edwards

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

julie blenn <biz@qnect.net>
Reply-To: biz@qnect.net
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 11:22 AM

julie blenn
444 el camino
ws, WA 98672

June 24, 2016

Dear Wasco County Planning Commission,

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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• 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.

PC 1 6-2621

• 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,
julie blenn

PC 1 6-2622

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Larry Petersen <larryzoe@gmail.com>
Reply-To: larryzoe@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 12:33 PM

Larry Petersen
1000 N W 3
Gresham, OR 97030

June 24, 2016

Dear Wasco County Planning Commission,

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.

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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.

• 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,
Larry Petersen

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Michael Wolf <mchlwlf@lycos.com>
Reply-To: mchlwlf@lycos.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 1:13 PM

Michael Wolf
3126 NE 7th Ave.
Portland, OR 97212

June 24, 2016

Dear Wasco County Planning Commission,

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.

PC 1 6-2625

• 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,
Michael Wolf

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

barb jackson <athenabarbe@msn.com>
Reply-To: athenabarbe@msn.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 2:03 PM

barb jackson
4107 E 15th St
Vancouver, WA 98661

June 24, 2016

Dear Wasco County Planning Commission,

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.

PC 1 6-2627

• 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, Barb Jackson
barb jackson

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Catriona Buhayar <cat@bluesweatshirt.com>
Reply-To: cat@bluesweatshirt.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 3:03 PM

Catriona Buhayar
1927 NE Clackamas St.
Portland, OR 97232

June 24, 2016

Dear Wasco County Planning Commission,

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.

• 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

PC 1 6-2629

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.

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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

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Katjleen Frei <dandkfrei@gmail.com>
Reply-To: dandkfrei@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Jun 24, 2016 at 4:43 PM

Katjleen Frei
2 36th Place
Longview, WA 98632

June 24, 2016

Dear Wasco County Planning Commission,

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 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,
Kathleen

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Scott Tegtmeyer <scott2048@gmail.com>
Reply-To: scott2048@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 6:11 PM

Scott Tegtmeyer
13305 NE 4th Ct
Vancouver, WA 98685-2662

June 23, 2016

Dear Wasco County Planning Commission,

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 6-2633

• 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,
Scott Tegtmeyer

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Don Jacobson <donjphoto@gmail.com>
Reply-To: donjphoto@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 6:21 PM

Don Jacobson
2545 SW Terwilliger Blvd Apt 314
Portland, OR 97201-6304

June 23, 2016

Dear Wasco County Planning Commission,

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.

• 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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PC 1 6-2635

• 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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• 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.

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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,
Don Jacobson

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Ruth Flemming <ruth6462@gmail.com>
Reply-To: ruth6462@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 6:21 PM

Ruth Flemming
10320 NE 20th Circle
Vancouver, WA 98664

June 23, 2016

Dear Wasco County Planning Commission,

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 6-2637

• 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,
Ruth Flemming

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Kaitlin Grammer <grammerk@comcast.net>
Reply-To: grammerk@comcast.net
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 6:31 PM

Kaitlin Grammer
2104 NE 55th Ave
Portland, OR 97213

June 23, 2016

Dear Wasco County Planning Commission,

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 6-2639

• 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,
Kaitlin Grammer

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Ken Zeman <snowind@me.com>
Reply-To: snowind@me.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 6:31 PM

Ken Zeman
4121 51st Ave S # 118
Seattle, WA 98118-1265

June 23, 2016

Dear Wasco County Planning Commission,

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 6-2641

• 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,
Ken Zeman

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Virginia White <pvonc@olypen.com>
Reply-To: pvonc@olypen.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 6:41 PM

Virginia White
1229 - 29th St.
Port Townsend, WA 98368

June 23, 2016

Dear Wasco County Planning Commission,

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 6-2643

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Sincerely,
Virginia White

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tom Keys <tkeyshike@msn.com>
Reply-To: tkeyshike@msn.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 6:51 PM

Tom Keys
1103 SE 21st Ct
Gresham, OR 97080-9340

June 23, 2016

Dear Wasco County Planning Commission,

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 6-2645

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Sincerely,
Tom Keys

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sheelagh Oliveria <shee0106@msn.com>
Reply-To: shee0106@msn.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 7:01 PM

Sheelagh Oliveria
5904 SE Knight St
Portland, OR 97206

June 23, 2016

Dear Wasco County Planning Commission,

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 6-2647

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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,
Sheelagh Oliveria

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Martin J. Velez <martinjvelez@hotmail.com>
Reply-To: martinjvelez@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 7:01 PM

Martin J. Velez
6118 NE 32nd Ave.
Portland, OR 97211

June 23, 2016

Dear Wasco County Planning Commission,

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.

PC 1 6-2649

• 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,
Martin J. Velez

PC 1 6-2650

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Brenda Peterson <brendap21@hotmail.com>
Reply-To: brendap21@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 7:01 PM

Brenda Peterson
6601 SW OAK ST
TIGARD, OR 97223-9119

June 23, 2016

Dear Wasco County Planning Commission,

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.

PC 1 6-2651

• 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,
Brenda Peterson

PC 1 6-2652

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Gisela Ray <giselaray@frontier.com>
Reply-To: giselaray@frontier.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 7:31 PM

Gisela Ray
85 SE 16th Court
Gresham, OR 97080

June 23, 2016

Dear Wasco County Planning Commission,

To build more fossil fuel infrastructure when we know we have to phase out those fuels is utter folly in my book. There are of course so many other reasons - as described below - to deny expansion of the track to accommodate more and faster oil trains. Please, keep our towns safe!!

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

PC 1 6-2653

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.

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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,
Gisela Ray

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Alea Kent <aleakent@gmail.com>
Reply-To: aleakent@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 7:31 PM

Alea Kent
810 CambridgeStreet
Ashland, OR 97520

June 23, 2016

Dear Wasco County Planning Commission,

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.

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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.

PC 1 6-2655

• 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,
Alea Kent

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Robert Connor <sheserafarms@gorge.net>
Reply-To: sheserafarms@gorge.net
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 7:31 PM

Robert Connor
50 Moore Rd
White Salmon, WA 98672-8213

June 23, 2016

Dear Wasco County Planning Commission,

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.

• 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.

PC 1 6-2657

• 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 Connor

PC 1 6-2658

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sandra Joos <joosgalefamily@comcast.net>
Reply-To: joosgalefamily@comcast.net
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 7:41 PM

Sandra Joos
4259 SW Patrick Pl
Portland, OR 97239-7202

June 23, 2016

Dear Wasco County Planning Commission,

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.

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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.

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PC 1 6-2659

• 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,
Sandra Joos

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Cort Brumfield <kanos64@gmail.com>
Reply-To: kanos64@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 7:51 PM

Cort Brumfield
9002 N. E. Webster Street
Portland, OR 97220

June 23, 2016

Dear Wasco County Planning Commission,

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 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.

PC 1 6-2661

• 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,
Cort Brumfield

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Phillip Callaway <phillip_callaway@msn.com>
Reply-To: phillip_callaway@msn.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 7:51 PM

Phillip Callaway
PO Box 542
Philomath, OR 97370-0542

June 23, 2016

Dear Wasco County Planning Commission,

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.

PC 1 6-2663

• 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.

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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,
Phillip Callaway

PC 1 6-2664

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sara Grigsby <sara@healthysystems.net>
Reply-To: sara@healthysystems.net
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 8:11 PM

Sara Grigsby
PO Box 146
Corbett, OR 97019-0146

June 23, 2016

Dear Wasco County Planning Commission,

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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• 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.

PC 1 6-2665

• 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.

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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,
Sara Grigsby

PC 1 6-2666

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lewis Sternberg <tmp@star-mountain.com>
Reply-To: tmp@star-mountain.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 8:31 PM

Lewis Sternberg
7635 SW 32nd Ave
Portland, OR 97219-1818

June 23, 2016

Dear Wasco County Planning Commission,

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.

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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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PC 1 6-2667

• 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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• 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

PC 1 6-2668

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Steve Goldstein <stevegoldstein@hotmail.com>
Reply-To: stevegoldstein@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 8:41 PM

Steve Goldstein
16601 S. Archer Dr.
Oregon City, OR 97045

June 23, 2016

Dear Wasco County Planning Commission,

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 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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PC 1 6-2669

• 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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• 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,
Steve Goldstein

PC 1 6-2670

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Debra Asakawa <d_asakawa@hotmail.com>
Reply-To: d_asakawa@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 8:51 PM

Debra Asakawa
3747 SW 50th Ave
Portland, OR 97221

June 23, 2016

Dear Wasco County Planning Commission,

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 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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PC 1 6-2671

• 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,
Debra Asakawa

PC 1 6-2672

wcplanning wcplanning <wcplanning@co.wasco.or.us>

Important Message, Do not ignore: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Liz Trojan <elizat8@pobox.com>
Reply-To: elizat8@pobox.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 9:11 PM

Liz Trojan
12320 SW 60th Ave
Portland, OR 97219

June 24, 2016

Dear Wasco County Planning Commission,

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 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

PC 1 6-2673

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,
Liz Trojan

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Derek Gendvil <dgendvil@gmail.com>
Reply-To: dgendvil@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 9:11 PM

Derek Gendvil
9030 W. Sahara Ave. #360
Las Vegas, NV 89117

June 24, 2016

Dear Wasco County Planning Commission,

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.

PC 1 6-2675

• 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,
Derek Gendvil

PC 1 6-2676

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Susan Hartford <shartford@embarqmail.com>
Reply-To: shartford@embarqmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 9:11 PM

Susan Hartford
3580 Thomsen Rd
Hood River, OR 97031-8404

June 24, 2016

Dear Wasco County Planning Commission,

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 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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PC 1 6-2677

• 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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• 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 Hartford

PC 1 6-2678

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Laurie Fisher <lauriefisher55@gmail.com>
Reply-To: lauriefisher55@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 9:41 PM

Laurie Fisher
10414 SW Bonanza Way
Tigard, OR 97224-4339

June 24, 2016

Dear Wasco County Planning Commission,

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 6-2679

• 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,
Laurie Fisher

PC 1 6-2680

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Barbara Branham <barbhb@comcast.net>
Reply-To: barbhb@comcast.net
To: wcplanning@co.wasco.or.us

Thu, Jun 23, 2016 at 9:41 PM

Barbara Branham
3070 SW Garden View Avenue
Portland, OR 97225

June 24, 2016

Dear Wasco County Planning Commission,

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 6-2681

• 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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• 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,
Barbara Branham

PC 1 6-2682

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Terry Neal <tjneal@comcast.net> Tue, Jun 21, 2016 at 9:28 AM
Reply-To: tjneal@comcast.net
To: wcplanning@co.wasco.or.us

Terry Neal
18389 SW Colfelt Lane
Sherwood, OR 97140

June 21, 2016

Dear Wasco County Planning Commission,

Please say NO to UPRR's application to construct new rail tracks near Mosier, OR.
If for no other reason, please deny the RR request as a matter of public safety. The recent derailment, oil spill, and fire in Mosier could have resulted in mass casualties. Think about how close those burning oil tank cars were to the children in school.
Oil and coal trains do not belong in the Columbia River Gorge National Scenic Area.
Please do your duty to protect humans, wildlife, and the scenic resources in Wasco County.
Thank you,
Terry Neal

Sincerely,
Terry Neal

PC 1 6-2683

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lani Roberts <lanirob@gmail.com>
Reply-To: lanirob@gmail.com
To: wcplanning@co.wasco.or.us

Mon, Jun 20, 2016 at 4:37 PM

Lani Roberts
3515 Belmont Drive
Hood River, OR 97031

June 20, 2016

Dear Wasco County Planning Commission,

I am a fifth generation Oregonian from the Gorge. I grew up in a house in The Dalles built in 1868 by my great-great grandparents. This is my home with deep roots.

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.

• 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. My great nephew was evacuated from school merely 200 yards from the recent derailment and fire.

• The project would harm air quality.

• 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.

• 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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• 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.

PC1 6-2684

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.

• 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.

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

To expand the tracks would be to *increase the risk* of those who live and work in the Gorge and there remains *no, that is zero, benefit* to these same people. How can it be justified to increase personal and ecological risks with no benefit whatsoever.

Regards,
Lani Roberts

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jan Simon <Jans1790@gmail.com>
Reply-To: Jans1790@gmail.com
To: wcplanning@co.wasco.or.us

Sat, Jun 18, 2016 at 2:31 PM

Jan Simon
1790 State Rd
Mosier, OR 97040

June 18, 2016

Dear Wasco County Planning Commission,

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 6-2686

• 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,
Jan Simon

PC 1 6-2687

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Leni Horst <Lenihorst@live.com>
Reply-To: Lenihorst@live.com
To: wcplanning@co.wasco.or.us

Sat, Jun 18, 2016 at 6:13 AM

Leni Horst
2020 State Road
Mosier, OR 97040

June 18, 2016

Dear Wasco County Planning Commission,

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 6-2688

• 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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• 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,
Leni Horst

PC 1 6-2689

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Heide Smith <heide@embarqmail.com>
Reply-To: heide@embarqmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 16, 2016 at 5:25 PM

Heide Smith
1350 Root Road
Mosier, OR 97040

June 16, 2016

Dear Wasco County Planning Commission,

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

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

PO-1-6-2690

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,
Heide Smith

PC 1 6-2691

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Kurt Smith <kurtissmith@hotmail.com>
Reply-To: kurtissmith@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 16, 2016 at 5:25 PM

Kurt Smith
1350 Root Road
Mosier, OR 97040

June 16, 2016

Dear Wasco County Planning Commission,

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.

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.

• 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

PC 1 S-2602

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.

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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,
Kurt Smith

PC 1 6-2693

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lilian Smith <slilian@pdx.edu>
Reply-To: slilian@pdx.edu
To: wcplanning@co.wasco.or.us

Thu, Jun 16, 2016 at 5:35 PM

Lilian Smith
1350 Root Road
Mosier, OR 97040

June 16, 2016

Dear Wasco County Planning Commission,

As a resident of Mosier and former student at Mosier Charter school I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier. My parents had to comply with numerous building restrictions due to the National Scenic Act and with the Endangered Species regulations for the protection of the Western Pond Turtles when we build our home in Mosier.There seem to be less restrictions on the railroads than on the residents of the Gorge!

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 Memorial State

PC1-6-2694

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,
Lilian Smith

PC 1 6-2695

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Ned Randell <nedrandell@gmail.com> Mon, Jun 13, 2016 at 9:29 AM
Reply-To: nedrandell@gmail.com
To: wcplanning@co.wasco.or.us

Ned Randell
8320 SW Maverick Terrace
Beaverton, OR 97008

June 13, 2016

Dear Wasco County Planning Commission,

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".

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

PC 1 6-2696

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Joseph Leitschuh <joelightshoe@gmail.com>
Reply-To: joelightshoe@gmail.com
To: wcplanning@co.wasco.or.us

Mon, Jun 13, 2016 at 2:54 PM

Joseph Leitschuh
1816 SE 12th Ave
Portland, OR 97214

June 13, 2016

Dear Wasco County Planning Commission,

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.

PC 1 6-2697

• 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,
Joseph Leitschuh

PC 1 6-2698

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Michelle Mayfield <mmayfield@gorge.net>
Reply-To: mmayfield@gorge.net
To: wcplanning@co.wasco.or.us

Mon, Jun 13, 2016 at 6:54 PM

Michelle Mayfield
222 El Camino Real
White Salmon, WA 98672

June 13, 2016

Dear Wasco County Planning Commission,

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 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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PC 1 6-2699

• 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,
Michelle Mayfield

PC 1 6-2700

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Mark Friedman <Me_friedman@comcast.net>
Reply-To: Me_friedman@comcast.net
To: wcplanning@co.wasco.or.us

Sun, Jun 12, 2016 at 4:36 PM

Mark Friedman
17355 SW 105th Ave
Tualatin, OR 97062

June 12, 2016

Dear Wasco County Planning Commission,

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 6-2701

• 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,
Mark Friedman

PC 1 6-2702

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

McKay Nutt <mckaynutt@msn.com>
Reply-To: mckaynutt@msn.com
To: wcplanning@co.wasco.or.us

Sat, Jun 11, 2016 at 9:06 AM

McKay Nutt
3820 SW Mt. Adams Drive
Portland, OR 97239

June 11, 2016

Dear Wasco County Planning Commission,

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.

PC 1 6-2703

• 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,
McKay Nutt

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

James Davis <jdavis@davisgroupltd.net>
Reply-To: jdavis@davisgroupltd.net
To: wcplanning@co.wasco.or.us

Sat, Jun 11, 2016 at 4:21 PM

James Davis
225 Eagle Crest Drive
Longview, WA 98632

June 11, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2705

• 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,
James Davis

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jordan Struck <j.struck88@gmail.com>
Reply-To: j.struck88@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 9, 2016 at 10:37 AM

Jordan Struck
Liberty Way
The Dalles, OR 97031

June 9, 2016

Dear Wasco County Planning Commission,

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 6-2707

• 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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• 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

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Greg Chokas <gchokas@hotmail.com>
Reply-To: gchokas@hotmail.com
To: wcplanning@co.wasco.or.us

Wed, Jun 8, 2016 at 5:46 PM

Greg Chokas
414 Montello Ave.
Hood River, OR 97031

June 8, 2016

Dear Wasco County Planning Commission,

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 6-2709

• 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,
Greg Chokas

PC 1 6-2710

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

request to deny new rail tracks in Wasco County

1 message

A Shapiro <alice.shapiro2@gmail.com> Sun, Jun 5, 2016 at 7:37 PM
To: "angieb@co.wasco.or.us" <angieb@co.wasco.or.us>

To the planning commissioners of Wasco County:

I am opposed to the proposal by Union Pacific Railroad to construct four miles of mainline track through the Columbia River Gorge National Scenic Area near Mosier, OR. Of course I am particularly concerned and worried since the derailment that occurred earlier this week. As you know, Bakken crude oil was spilled in our precious Gorge and fire burned for many hours causing school evacuations and risk to the health of the population. The pollution caused and environmental degradation is likely to have effects for many months/years to come.

The rail expansion would allow more and/or longer trains to pass through the Gorge and negatively impact recreation sites, wetlands, Native American cultural resources, and communities in the Gorge. The proposed new track would pass through some of the most ecologically sensitive lands in the Gorge.

It would also facilitate long, heavy trains traveling at high speeds and carrying even more explosive crude oil bound for terminal proposed throughout the Northwest, risking even more derailments and spills. This includes the Tesoro Savage oil terminal proposal in Vancouver, potentially the largest oil-by-rail terminal in North America.

Please protect our treasure of the Gorge and the health and safety of all concerned.

Regards,

Alice Shapiro

Portland, OR

PC 1 6-2711

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

UPRR application to widen track near Mosier, OR

1 message

Howard Shapiro <howeird3@gmail.com> Sun, Jun 5, 2016 at 8:06 PM
To: angieb@co.wasco.or.us
Cc: Alice Shapiro <alice.shapiro2@gmail.com>

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

PC 1 6-2712

--
Howard Shapiro

PC 1 6-2713

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

teresa mcgrath <bone1953@msn.com> Sat, Jun 4, 2016 at 5:35 AM
Reply-To: bone1953@msn.com
To: wcplanning@co.wasco.or.us

teresa mcgrath
3344 ne 15th
portland, OR 97212

June 4, 2016

Dear Wasco County Planning Commission,

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.

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

PC 1 6-2714

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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Sincerely,
teresa mcgrath

PC 1 6-2715

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Gretchen Olsen <gretchenolsen1@gmail.com>
Reply-To: gretchenolsen1@gmail.com
To: wcplanning@co.wasco.or.us

Sat, Jun 4, 2016 at 7:26 AM

Gretchen Olsen
45 Buck Lane
Goldendale, WA 98620

June 4, 2016

Dear Wasco County Planning Commission,

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 6-2716

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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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Sincerely,
Gretchen Olsen

PC 1 6-2717

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Judith Nappe <judikn@mac.com>
Reply-To: judikn@mac.com
To: wcplanning@co.wasco.or.us

Sat, Jun 4, 2016 at 8:36 AM

Judith Nappe
PO Box 531
North Bonneville, WA 98649

June 4, 2016

Dear Wasco County Planning Commission,

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:

• 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

PC 1 6-2718

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,
Judith Nappe

PC 1 6-2719

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Darlene Wood <tdwood@embarqmail.com>
Reply-To: tdwood@embarqmail.com
To: wcplanning@co.wasco.or.us

Sat, Jun 4, 2016 at 8:56 AM

Darlene Wood
950 Pomona W #167
The Dalles, OR 97058

June 4, 2016

Dear Wasco County Planning Commission,

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.

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

PC 1 6-2720

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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• 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.

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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,
Darlene Wood

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lisa Jean Hoefner <Lisajean1953@gmail.com> Sat, Jun 4, 2016 at 9:26 AM
Reply-To: Lisajean1953@gmail.com
To: wcplanning@co.wasco.or.us

Lisa Jean Hoefner
4880 SW Scholls Ferry Rd
Portland, OR 97225

June 4, 2016

Dear Wasco County Planning Commission,

I am now doubly 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

PC 1 6-2722

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 yours,
Lisa Jean Hoefner

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Laurie Kruczek <CG4BERNIE@gmail.com> Sat, Jun 4, 2016 at 9:36 AM
Reply-To: CG4BERNIE@gmail.com
To: wcplanning@co.wasco.or.us

Laurie Kruczek
2021 W Scenic DR
Portland, OR 97058

June 4, 2016

Dear Wasco County Planning Commission,

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 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

PC 1 6-2724

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.

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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,
Laurie Kruczek

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Leon Fishlyn <noparking28@hotmail.com>
Reply-To: noparking28@hotmail.com
To: wcplanning@co.wasco.or.us

Sat, Jun 4, 2016 at 12:46 PM

Leon Fishlyn
1927 SE Clinton st
Portland, OR 97202

June 4, 2016

Dear Wasco County Planning Commission,

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 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

PC 1 6-2726

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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• 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,
Leon Fishlyn

PC 1 6-2727

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sandra Siegner <ssiegner3@gmail.som>
Reply-To: ssiegner3@gmail.som
To: wcplanning@co.wasco.or.us

Sat, Jun 4, 2016 at 4:26 PM

Sandra Siegner
9640 SW Lancaster Rd
Portland, OR 97219

June 4, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2728

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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• 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.

Just look at Mosier!

Sincerely,
Sandra Siegner

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Judith Eda <judyeda@gmail.com>
Reply-To: judyeda@gmail.com
To: wcplanning@co.wasco.or.us

Sat, Jun 4, 2016 at 5:17 PM

Judith Eda
4655 NE Killingsworth St. #33
Portland, OR 97218

June 4, 2016

Dear Wasco County Planning Commission,

Mosier is VERY VERY lucky that Friday's derailment and fire were not a replay of the Lac Megantic disaster. There is no reason whatever to grant Union Pacific Railroad's application to construct a new rail track near Mosier. 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 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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PC 1 6-2730

• 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,
Judith Eda

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

John Chao <sacredridgejc@gmail.com> Sat, Jun 4, 2016 at 5:57 PM
Reply-To: sacredridgejc@gmail.com
To: wcplanning@co.wasco.or.us

John Chao
1400 State Rd.
Mosier, OR 97040

June 4, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2732

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,
John Chao

PC 1 6-2733

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sigrid Asmus <essay@nwlink.com>
Reply-To: essay@nwlink.com
To: wcplanning@co.wasco.or.us

Fri, Jun 3, 2016 at 3:43 AM

Sigrid Asmus
4009 24th Ave W
Seattle, WA 98199

June 3, 2016

Dear Wasco County Planning Commission,

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.

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

PC 1 6-2734

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.

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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,
Sigrid Asmus

PC 1 6-2735

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Jenny Holmes <jehrestore@emoregon.org> Fri, Jun 3, 2016 at 7:13 AM
Reply-To: jehrestore@emoregon.org
To: wcplanning@co.wasco.or.us

Jenny Holmes
2325 NE 44th Ave
Portland, OR 97213

June 3, 2016

Dear Wasco County Planning Commission,

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:

• 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.

PC 1 6-2736

• 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.

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

PC 1 6-2737

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

James Marquard <james.marquard@gmail.com>
Reply-To: james.marquard@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Jun 3, 2016 at 5:24 PM

James Marquard
9329 NW Old Skyline Blvd.
Portland, OR 97231

June 3, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2738

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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• 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,
James Marquard

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Susan Gabay <susanbgabay@gmail.com> Fri, Jun 3, 2016 at 8:05 PM
Reply-To: susanbgabay@gmail.com
To: wcplanning@co.wasco.or.us

Susan Gabay
2050 Mosier Creek Rd
Mosier, OR 97040

June 3, 2016

Dear Wasco County Planning Commission,

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.

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

PC 1 6-2740

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, and most passionately given today's experience!
Susan Gabay

PC 1 6-2741

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Erin Bradshaw <lcsw.erin@gmail.com>
Reply-To: lcsw.erin@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Jun 3, 2016 at 8:45 PM

Erin Bradshaw
435 NE 103rd Ave.
Portland, OR 97220

June 3, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2742

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,
Erin Bradshaw

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Richard Chase Jr. <Straybike@gmail.com>
Reply-To: Straybike@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Jun 3, 2016 at 9:15 PM

Richard Chase Jr.
PO Box 675
Mosier, OR 97040

June 4, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2744

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,
Richard Chase Jr.

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Katharine Salzmann <katharinesalzmann@gmail.com> Fri, Jun 3, 2016 at 9:15 PM
Reply-To: katharinesalzmann@gmail.com
To: wcplanning@co.wasco.or.us

Katharine Salzmann
SE Woodward St
Portland, OR 97202

June 4, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2746

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,
Katharine Salzmann

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Maureen Lauran <maureenlauran@gmail.com> Fri, Jun 3, 2016 at 10:55 PM
Reply-To: maureenlauran@gmail.com
To: wcplanning@co.wasco.or.us

Maureen Lauran
509 Montello Ave.
Hood River, OR 97031

June 4, 2016

Dear Wasco County Planning Commission,

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.

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

PC 1 6-2748

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,
Maureen Lauran

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Peter Christ <peteroboe@comcast.net>
Reply-To: peteroboe@comcast.net
To: wcplanning@co.wasco.or.us

Fri, Jun 3, 2016 at 12:22 AM

Peter Christ
28818 NE Hancock Rd
Camas, WA 98607-7146

June 3, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2750

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,
Peter Christ

PC 1 6-2751

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Dan and Janet W. Blair <jandanbee@gmail.com> Thu, Jun 2, 2016 at 9:21 AM
Reply-To: jandanbee@gmail.com
To: wcplanning@co.wasco.or.us

Dan and Janet W. Blair
PO Box 330
Joseph, OR 97846-0330

June 2, 2016

Dear Wasco County Planning Commission,

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.

PC 1 6-2752

• 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.

• The County ordinance requires field surveys by a 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.

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

Sincerely,
Dan and Janet W. Blair

PC 1 6-2753

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Nora Polk <nora.mattek@gmail.com>
Reply-To: nora.mattek@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 1:11 PM

Nora Polk
6405 SE 62nd Ave
Portland, OR 97206-6605

June 2, 2016

Dear Wasco County Planning Commission,

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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• 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

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Kelly McConnell <prvt@2ezgroup.com> Thu, Jun 2, 2016 at 1:21 PM
Reply-To: prvt@2ezgroup.com
To: wcplanning@co.wasco.or.us

Kelly McConnell
11375 SW Erste Pl
Tigard, OR 97223-3950

June 2, 2016

Dear Wasco County Planning Commission,

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.

• 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.

PC 1 6-2756

• 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,
Kelly McConnell

PC 1 6-2757

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lisa Grant <lgrant73@hotmail.com>
Reply-To: lgrant73@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 1:31 PM

Lisa Grant
2178 Prospect Ave
Hood River, OR 97031

June 2, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2758

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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Sincerely,
Lisa Grant

PC 1 6-2759

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Judy Todd <judy@yournatureconnect.com>
Reply-To: judy@yournatureconnect.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 1:41 PM

Judy Todd
1631 NE Broadway St # 723
Portland, OR 97232-1425

June 2, 2016

Dear Wasco County Planning Commission,

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 Todd

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lisa Hull <lhull@lhs.org>
Reply-To: lhull@lhs.org
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 1:41 PM

Lisa Hull
3217 NE 158th Ct
Vancouver, WA 98682

June 2, 2016

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PC 1 6-2762

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Sincerely,
Lisa Hull

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Irene Zimmerman <miz@gorge.net>
Reply-To: miz@gorge.net
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 2:11 PM

Irene Zimmerman
1021 Cascade
Hood River, OR 97031

June 2, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Irene Zimmerman

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Tom Hopkins <appgol@gmail.com>
Reply-To: appgol@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 2:11 PM

Tom Hopkins
19698 SE Cottonwood St.
Milwaukie, OR 97267

June 2, 2016

Dear Wasco County Planning Commission,

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Sincerely,
Tom Hopkins

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

William Fowlie <bbfowlie@gorge.net>
Reply-To: bbfowlie@gorge.net
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 2:31 PM

William Fowlie
261 Wess Rd
Underwood, WA 98651-9205

June 2, 2016

Dear Wasco County Planning Commission,

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

Sincerely, Billl Fowlie
William Fowlie

PC 1 6-2769

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Martin Velez <martinjvelez@hotmail.com>
Reply-To: martinjvelez@hotmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 2:41 PM

Martin Velez
6118 NE 32nd Ave
Portland, OR 07211

June 2, 2016

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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

PC 1 6-2770

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,
Martin Velez

PC 1 6-2771

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

Important message, Do not ignore: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Liz Trojan <elizat8@pobox.com>
Reply-To: elizat8@pobox.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 1:31 PM

Liz Trojan
12320 SW 60th Ave
Portland, OR 97219

June 2, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2772

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,
Liz Trojan

PC 1 6-2773

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Peggy Lalor <peggylalor@gmail.com>
Reply-To: peggylalor@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 3:01 PM

Peggy Lalor
1009 Columbia St
Hood River, OR 97031

June 2, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2774

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,
Peggy Lalor

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Chris Bekemeier <cbekemeier@msn.com>
Reply-To: cbekemeier@msn.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 3:21 PM

Chris Bekemeier
3045 NE Flanders
Portland, OR 97232

June 2, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2776

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,
Chris Bekemeier

PC 1 6-2777

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

dick harmon <dickwisingup@hevanet.com>
Reply-To: dickwisingup@hevanet.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 4:11 PM

dick harmon
1023 se bidwell street
portland, OR 97202

June 2, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2778

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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• 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,
dick harmon

PC 1 6-2779

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Sandra Joos <joosgalefamily@comcast.net>
Reply-To: joosgalefamily@comcast.net
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 4:21 PM

Sandra Joos
4259 SW Patrick Pl
Portland, OR 97239-7202

June 2, 2016

Dear Wasco County Planning Commission,

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 6-2780

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.

Sincerely,
Sandra Joos

PC 1 6-2781

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Robert Connor <sheserafarms@gorge.net>
Reply-To: sheserafarms@gorge.net
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 5:02 PM

Robert Connor
50 Moore Road
White Salmon, WA 98672

June 2, 2016

Dear Wasco County Planning Commission,

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 6-2782

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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Sincerely,
Robert Connor

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Bruce Barnum <bbarnum@windermere.com>
Reply-To: bbarnum@windermere.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 5:02 PM

Bruce Barnum
3220 NW Esplanade
Seattle, WA 98117

June 2, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2784

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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• 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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• 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,
Bruce Barnum

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Craig Heverly <heverlyjc@hevanet.com>
Reply-To: heverlyjc@hevanet.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 5:02 PM

Craig Heverly
4814 SE 30th Ave Apt 131
Portland, OR 97202-4419

June 2, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2786

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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Sincerely,
Craig Heverly

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

John Christensen <nagarkot247@gmail.com> Thu, Jun 2, 2016 at 6:02 PM
Reply-To: nagarkot247@gmail.com
To: wcplanning@co.wasco.or.us

John Christensen
39825 SE Gordon Creek Rd
Corbett, OR 97019-8752

June 2, 2016

Dear Wasco County Planning Commission,

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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PC 1 6-2788

• 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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• 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 Christensen

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Astrid Diek <roas@cablespeed.com>
Reply-To: roas@cablespeed.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 6:22 PM

Astrid Diek
50561 State Hwy 14
Stevenson, WA 98648

June 2, 2016

Dear Wasco County Planning Commission,

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

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Patricia Ward <ptrcwrd@gmail.com>
Reply-To: ptrcwrd@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 6:32 PM

Patricia Ward
3463 SE Roswell St
Milwaukie, OR 97222

June 2, 2016

Dear Wasco County Planning Commission,

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

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Gisela Ray <giselaray@frontier.com>
Reply-To: giselaray@frontier.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 6:42 PM

Gisela Ray
85 SE 16th Court
grsham, OR 97080

June 2, 2016

Dear Wasco County Planning Commission,

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!

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 6-2794

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Sincerely,
Gisela Ray

PC 1 6-2795

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

MIchael Meacham <mikemeacham1@gmail.com> Thu, Jun 2, 2016 at 6:42 PM
Reply-To: mikemeacham1@gmail.com
To: wcplanning@co.wasco.or.us

MIchael Meacham
15313 N.E. 12th. St.
Vancouver, WA 98684

June 2, 2016

Dear Wasco County Planning Commission,

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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.

• 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,
MIchael Meacham

PC 1 6-2797

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Rich Ddeline <Rich.deline@gmail.com>
Reply-To: Rich.deline@gmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 7:12 PM

Rich Ddeline
Box 10026
Bainbridge, WA 98110

June 2, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2798

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.

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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.

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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,
Rich Ddeline

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

M. Lee Zucker <lee@thelocomotive.com> Thu, Jun 2, 2016 at 7:32 PM
Reply-To: lee@thelocomotive.com
To: wcplanning@co.wasco.or.us

M. Lee Zucker
1966 Orchard St
Eugene, OR 97403-2040

June 2, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2800

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,
M. Lee Zucker

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

sally newell <scoop@embarqmail.com>
Reply-To: scoop@embarqmail.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 9:02 PM

sally newell
po box 186
Underwood, WA 98651

June 3, 2016

Dear Wasco County Planning Commission,

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:

• 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

PC 1 6-2802

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,
sally newell

PC 1 6-2803

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Peter von Christierson <pvonc@olypen.com>
Reply-To: pvonc@olypen.com
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 10:12 PM

Peter von Christierson
1229 - 29th St.
Port Townsend, WA 98368

June 3, 2016

Dear Wasco County Planning Commission,

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 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

PC 1 6-2804

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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• 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,
Peter von Christierson

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Gayle Janzen <cgjanzen@comcast.net>
Reply-To: cgjanzen@comcast.net
To: wcplanning@co.wasco.or.us

Thu, Jun 2, 2016 at 10:12 PM

Gayle Janzen
11232 Dayton Ave N
Seattle, WA 98133

June 3, 2016

Dear Wasco County Planning Commission,

Please DENY Union Pacific Railroad's application to construct a new rail track near Mosier, OR. While UP says this is just a curtesy because they say that federal law says they can do whatever they want since they already have tracks in this area, it is also a federally designated Scenic Area which is also a federal law. And trains add no beauty to this special place. All UP cares about is profits so if their increased railroad activity pollutes the environment and causes all kinds of traffic backups, or their railcars explode, they don't care. Well, the people who live in the area care and they already have to put up with dangerous oil trains speeding through their communities, so allowing even more explosive oil trains through this fragile area is a really bad idea.

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 agree with the following reasons and ask you to deny this application:

• 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.

PC 1 6-2806

• 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,
Gayle Janzen

PC 1 6-2807

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Kalama Reuter <kalama@embarqmail.com>
Reply-To: kalama@embarqmail.com
To: wcplanning@co.wasco.or.us

Wed, Jun 1, 2016 at 3:29 PM

Kalama Reuter
920 NE Fields Ave
White Salmon, WA 98672-0440

June 1, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2808

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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• 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,
Kalama Reuter

PC 1 6-2809

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Cecile Gernez <sasgernez@gmail.com>
Reply-To: sasgernez@gmail.com
To: wcplanning@co.wasco.or.us

Wed, Jun 1, 2016 at 12:49 PM

Cecile Gernez
4040 7th ave NE
Seattle, WA 98105

June 1, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2810

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,
Cecile Gernez

PC 1 6-2811

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

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

1 message

James Fuller <thomking@live.com> Tue, May 31, 2016 at 9:13 PM
Reply-To: thomking@live.com
To: angieb@co.wasco.or.us

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:

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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

PC 1 6-2812

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. Shareholders' hegemony be damned

Sincerely,
James Fuller

PC 1 6-2813

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

beth Hartwell <bdh@gorge.net>
Reply-To: bdh@gorge.net
To: wcplanning@co.wasco.or.us

Tue, May 31, 2016 at 12:30 PM

beth Hartwell
PO Box 1536
Hood River, OR 97031-0536

May 31, 2016

Dear Wasco County Planning Commission,

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 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

PC 1 6-2814

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,
Beth Hartwell

PC 1 6-2815

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

j angell <jangell@earthlink.net>
Reply-To: jangell@earthlink.net
To: wcplanning@co.wasco.or.us

Tue, May 31, 2016 at 5:21 PM

j angell
ponderosa rd
rescue, CA 95672

May 31, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2816

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,
j angell

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Joe Wiederhold <jwiederhold47@gmail.com>
Reply-To: jwiederhold47@gmail.com
To: wcplanning@co.wasco.or.us

Tue, May 31, 2016 at 9:10 AM

Joe Wiederhold
1405 Edwards St
Bellingham, WA 98229-5714

May 31, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2818

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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• 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

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Teresa McFarland <terefarlan@gmail.com>
Reply-To: terefarlan@gmail.com
To: wcplanning@co.wasco.or.us

Tue, May 31, 2016 at 5:41 PM

Teresa McFarland
10740 SW 11th Dr.
Portland, OR 97219

May 31, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2820

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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Sincerely,
Teresa McFarland

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

James Fuller <thornking@live.com> Tue, May 31, 2016 at 9:13 PM
Reply-To: thomking@live.com
To: wcplanning@co.wasco.or.us

James Fuller
3670 W Bellewood Pl
Tucson, AZ 85741

June 1, 2016

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

PC 1 6-2822

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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• 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. Shareholders' hegemony be damned

Sincerely,
James Fuller

PC 1 6-2823

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

carol jagiello <cjags91@optonline.net>
Reply-To: cjags91@optonline.net
To: wcplanning@co.wasco.or.us

Tue, May 31, 2016 at 4:51 PM

carol jagiello
91 wood pl
bloomingdale, NJ 07403

May 31, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2824

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,
carol jagiello

PC 1 6-2825

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lee Bhattacharji <somdevlee4@earthlink.net>
Reply-To: somdevlee4@earthlink.net
To: wcplanning@co.wasco.or.us

Tue, May 31, 2016 at 4:51 PM

Lee Bhattacharji
685 Kelly Road
Arkville, NY 12406

May 31, 2016

Dear Wasco County Planning Commission,

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.

• 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

PC 1 6-2826

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,
Lee Bhattacharji

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Liz Terhaar <liz@columbiariverkeeper.org>
Reply-To: liz@columbiariverkeeper.org
To: wcplanning@co.wasco.or.us

Tue, May 31, 2016 at 3:41 PM

Liz Terhaar
710 13th Street
Hood River, OR 97031

May 31, 2016

Dear Wasco County Planning Commission,

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.

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

PC 1 6-2828

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.

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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,
Liz Terhaar

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Judy Jordan <johnandjudyj@gmail.com>
Reply-To: johnandjudyj@gmail.com
To: wcplanning@co.wasco.or.us

Mon, May 30, 2016 at 10:09 AM

Judy Jordan
7067 SE Clinton St
Portland, OR 97206

May 30, 2016

Dear Wasco County Planning Commission,

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.

• 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,
Judy Jordan

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Christine Yun <cpypdx@gmail.com>
Reply-To: cpypdx@gmail.com
To: wcplanning@co.wasco.or.us

Sat, May 28, 2016 at 8:16 PM

Christine Yun
1915 SE Alder St.
Portland, OR 97214

May 28, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2832

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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• 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

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Delores Porch <verandafay@gmail.com>
Reply-To: verandafay@gmail.com
To: wcplanning@co.wasco.or.us

Sat, May 28, 2016 at 7:25 AM

Delores Porch
2677 NW Ginseng Pl
Corvallis, OR 97330-3312

May 28, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2834

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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Sincerely,
Delores Porch

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Linda Browning <lembrowning5@gmail.com>
Reply-To: lembrowning5@gmail.com
To: wcplanning@co.wasco.or.us

Sat, May 28, 2016 at 7:15 AM

Linda Browning
12000 SW 49th Ave
Portland, OR 97219

May 28, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2836

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,
Linda Browning

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Karen Broderick <karen@mcn.org>
Reply-To: karen@mcn.org
To: wcplanning@co.wasco.or.us

Fri, May 27, 2016 at 9:02 AM

Karen Broderick
P.O. Box 461
Mosier, OR 97040

May 27, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2838

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,
Karen Broderick

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Steven Thomson <tetons03@hotmail.com>
Reply-To: tetons03@hotmail.com
To: wcplanning@co.wasco.or.us

Fri, May 27, 2016 at 8:32 AM

Steven Thomson
1120 State Rd.
Mosier, OR 97040

May 27, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2840

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,
Steven Thomson

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Kitty Church <kchurch55@hotmail.com>
Reply-To: kchurch55@hotmail.com
To: wcplanning@co.wasco.or.us

Fri, May 27, 2016 at 1:32 AM

Kitty Church
3610 NE 67th Ave
Portland, OR 97213-5104

May 27, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2842

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,
Kitty Church

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

2 messages

Lewis Sternberg <tmp@star-mountain.com> Thu, May 26, 2016 at 6:31 PM
Reply-To: tmp@star-mountain.com
To: wcplanning@co.wasco.or.us

Lewis Sternberg
7635 SW 32nd Ave
Portland, OR 97219-1818

May 26, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2844

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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• 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

Lewis Sternberg <tmp@star-mountain.com> Thu, Jun 2, 2016 at 1:11 PM
Reply-To: tmp@star-mountain.com
To: wcplanning@co.wasco.or.us

Lewis Sternberg
7635 SW 32nd Ave
Portland, OR 97219-1818

June 2, 2016
[Quoted text hidden]

PC 1 6-2845

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Christine Underwood <christine1000@mac.com> Thu, May 26, 2016 at 2:41 PM
Reply-To: christine1000@mac.com
To: wcplanning@co.wasco.or.us

Christine Underwood
210 SW Dogwood LN
White Salmon, WA 98672

May 26, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2846

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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• 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,
Christine Underwood

PC 1 6-2847

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Lewis Sternberg <tmp@star-mountain.com>
Reply-To: tmp@star-mountain.com
To: wcplanning@co.wasco.or.us

Thu, May 26, 2016 at 6:31 PM

Lewis Sternberg
7635 SW 32nd Ave
Portland, OR 97219-1818

May 26, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2848

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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Sincerely,
Lewis Sternberg

PC 1 6-2849

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

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

1 message

Christine Underwood <christine1000@mac.com>
Reply-To: christine1000@mac.com
To: angieb@co.wasco.or.us

Thu, May 26, 2016 at 2:41 PM

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:

• 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

PC 1 6-2850

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,
Christine Underwood

PC 1 6-2851

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

Increased railroad traffic in the Columbia Gorge

1 message

Marilyn <nighthawk498@comcast.net>
To: wcplanning@co.wasco.or.us

Tue, May 24, 2016 at 8:09 PM

To the commissioners:

I have learned that a hearing will be held regarding allowing more shipments of fossil fuels through the Columbia Gorge.

I was very distressed to learn of an increase of railroad traffic in the Gorge. My family has deep roots in the Gorge. We are descendants of Chief Tumulth, first chief of the Cascade band of Indians. The band's home was near North Bonneville. Many of my ancestors, including my mother, are buried in the Cascade Cemetery very near the site of the Cascades' village.

My family feels very protective of our Gorge homeland and really cringe at the thought of its being defaced by these shipments of oil and coal.

My uncle and I worked long and hard to sell my great-grandmother's land in the Gorge and chose to sell it to the Trust for Public Lands, who in turn sold it to the Fish and Wildlife Department for a wildlife refuge. That is exactly what we had hoped would happen. My great-grandmother was Kalliah, known to white people as "Indian Mary." A creek and a road are named after her in the vicinity of Skamania. She carried the US Mail by horseback in Skamania County. There are also a creek and road on the Oregon side of the Columbia River named for Chief Tumulth.

I am hoping that the Commission will consider the environment of the Gorge above all other considerations. The expansion of these shipments would cause irreversible damage to the environment.

Sincerely,

Marilyn Portwood

PC 1 6-2852

Virus-free. www.avast.com

PC 1 6-2853

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Kareen Messerschmidt <kmesserschmidt@gmail.com> Wed, May 18, 2016 at 8:12 AM
Reply-To: kmesserschmidt@gmail.com
To: wcplanning@co.wasco.or.us

Kareen Messerschmidt
1218 SE 121st Ave
Vancouver, WA 98683-6239

May 18, 2016

Dear Wasco County Planning Commission,

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

PC 1 6-2854

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,
Kareen Messerschmidt

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

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

1 message

Kareen Messerschmidt <kmesserschmidt@gmail.com> Wed, May 18, 2016 at 8:12 AM
Reply-To: kmesserschmidt@gmail.com
To: angieb@co.wasco.or.us

Kareen Messerschmidt
1218 SE 121st Ave
Vancouver, WA 98683-6239

May 18, 2016

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

PC 1 6-2856

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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Sincerely,
Kareen Messerschmidt

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

Robert Lee Underwood <lee@cstarz.com>
Reply-To: lee@cstarz.com
To: wcplanning@co.wasco.or.us

Fri, May 13, 2016 at 8:41 PM

Robert Lee Underwood
210 SW Dogwood Lane
White Salmon, WA 98672

May 13, 2016

Dear Wasco County Planning Commission,

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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• 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 6-2858

• 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,
Robert Lee Underwood

PC 1 6-2859

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

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

1 message

Robert Lee Underwood <lee@cstarz.com> Fri, May 13, 2016 at 8:41 PM
Reply-To: lee@cstarz.com
To: angieb@co.wasco.or.us

Robert Lee Underwood
210 SW Dogwood Lane
White Salmon, WA 98672

May 13, 2016

Dear Angie Brewer,

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

PC 1 6-2860

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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Sincerely,
Robert Lee Underwood

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Peggie Schwarz <pegschwarz@comcast.net>
Reply-To: pegschwarz@comcast.net
To: wcplanning@co.wasco.or.us

Thu, May 5, 2016 at 11:00 AM

Peggie Schwarz
4115 SW Cullen Blvd
Portland, OR 97221

May 5, 2016

Dear Wasco County Planning Commission,

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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RC-1-6-2862

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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Sincerely,
Peggie Schwarz

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

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

1 message

Peggie Schwarz <pegschwarz@comcast.net> Thu, May 5, 2016 at 11:00 AM
Reply-To: pegschwarz@comcast.net
To: angieb@co.wasco.or.us

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4115 SW Cullen Blvd
Portland, OR 97221

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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

PC 1 6-2864

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,
Peggie Schwarz

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

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

1 message

Don Stephens <shreddad@gmail.com> Wed, May 4, 2016 at 8:43 PM
Reply-To: shreddad@gmail.com
To: angieb@co.wasco.or.us

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:

• 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.

PC 1 6-2866

• 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,
Don Stephens

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Don Stephens <shreddad@gmail.com>
Reply-To: shreddad@gmail.com
To: wcplanning@co.wasco.or.us

Wed, May 4, 2016 at 8:43 PM

Don Stephens
908 SE Cora
Portland, OR 97202

May 4, 2016

Dear Wasco County Planning Commission,

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:

• 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.

PC 1 6-2868

• 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,
Don Stephens

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Susan Dornfeld <dornfelds@hotmail.com>
Reply-To: dornfelds@hotmail.com
To: wcplanning@co.wasco.or.us

Tue, May 3, 2016 at 1:00 PM

Susan Dornfeld
P.O. Box 8305
Portland, OR 97207

May 3, 2016

Dear Wasco County Planning Commission,

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.

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

PC 1 6-28-70

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,
Susan Dornfeld

WASCO COUNTY

wcplanning wcplanning <wcplanning@co.wasco.or.us>

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

1 message

Bernhard Masterson <bernhard_masterson@hotmail.com> Tue, May 3, 2016 at 9:11 PM
Reply-To: bernhard_masterson@hotmail.com
To: wcplanning@co.wasco.or.us

Bernhard Masterson
3100 SE Westview Ave.
Oak Grove, OR 97267

May 4, 2016

Dear Wasco County Planning Commission,

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 and

PC1 6-2872

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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Bernhard Masterson