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 #7

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

MEMORANDUM TABLE OF CONTENTS Volume 7

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 7 of 8

Item Page

Public Comments

PLASAR-15-01-0004 UPRR

Public Comments

WASCO COUNTY

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

Bernhard Masterson
3100 SE Westview Ave.
Oak Grove, OR 97267

May 4, 2016

Dear Angie Brewer,

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

• 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 7-2875

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,
Bernhard Masterson

PC 1 7-2876

WASCO COUNTY

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

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

1 message

Susan Dornfeld <dornfelds@hotmail.com> Tue, May 3, 2016 at 1:00 PM
Reply-To: dornfelds@hotmail.com
To: angieb@co.wasco.or.us

Susan Dornfeld
P.O. Box 8305
Portland, OR 97207

May 3, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-2877

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Susan Dornfeld

PC 1 7-2878

WASCO COUNTY

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

Mon, May 2, 2016 at 12:32 PM

julie blenn
444 el camino real
white salmon, WA 98672

May 2, 2016

Dear Angie Brewer,

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

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

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

• The project is 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 7-2879

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,
julie blenn

PC 1 7-2880

WASCO COUNTY

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

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

1 message

Sissy Aron <sissy2537@charter.net> Mon, May 2, 2016 at 11:52 AM
Reply-To: sissy2537@charter.net
To: angieb@co.wasco.or.us

Sissy Aron
10 Brookview Ln
New Milford, CT 06776-2532

May 2, 2016

Dear Angie Brewer,

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

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

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

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

• 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 7-2881

• 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,
Sissy Aron

PC 1 7-2882

WASCO COUNTY

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

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

1 message

Ryan Rittenhouse <ryanrittenhouse@gmail.com> Mon, May 2, 2016 at 11:12 AM
Reply-To: ryanrittenhouse@gmail.com
To: angieb@co.wasco.or.us

Ryan Rittenhouse
8706 N Curtis Ave
Portland, OR 97217-7116

May 2, 2016

Dear Angie Brewer,

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

• 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 7-2883

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,
Ryan Rittenhouse

PC 1 7-2884

WASCO COUNTY

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

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

1 message

David Milholland <encanto@ochcom.org>
Reply-To: encanto@ochcom.org
To: angieb@co.wasco.or.us

Mon, May 2, 2016 at 10:52 AM

David Milholland
2000 NE 42nd #1
Portland, OR 97213

May 2, 2016

Dear Angie Brewer,

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

• 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 7-2885

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
David Milholland

PC 1 7-2886

WASCO COUNTY

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

Mon, May 2, 2016 at 10:01 AM

Nora Polk
6405 SE 62nd Ave
Portland, OR 97206

May 2, 2016

Dear Angie Brewer,

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

• 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 7-2887

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,
Nora Polk

PC 1 7-2888

WASCO COUNTY

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

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

1 message

Judy Todd <judy@yournatureconnect.com> Mon, May 2, 2016 at 8:31 AM
Reply-To: judy@yournatureconnect.com
To: angieb@co.wasco.or.us

Judy Todd
1631 NE Broadway St.
Portland, OR 97232

May 2, 2016

Dear Angie Brewer,

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

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

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

• The project is 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 7-2889

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Judy Todd

PC 1 7-2890

WASCO COUNTY

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

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

1 message

Carolyn Boatsman <c.boatsman@comcast.net> Mon, May 2, 2016 at 2:32 PM
Reply-To: c.boatsman@comcast.net
To: wcplanning@co.wasco.or.us

Carolyn Boatsman
3210 74th AVE SE
Mercer Island, WA 98040

May 2, 2016

Dear Wasco County Planning Commission,

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

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

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

Sincerely,
Carolyn Boatsman

PC 1 7-2891

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

Mon, May 2, 2016 at 8:43 PM

Gisela Ray
85 SE 16th Court
Gresham, OR 97080

May 2, 2016

Dear Wasco County Planning Commission,

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

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

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

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

• The project would harm the community of Mosier:

• The project would harm air quality:

• The project should be reviewed as a new use:

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

• Adverse impacts to scenic resources:

• Harm to parks and recreation resources:

• Harm to wetlands:

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

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

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

PC 1 7-2892

• 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

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 Sullivan <bobert1041@gmail.com>
Reply-To: bobert1041@gmail.com
To: wcplanning@co.wasco.or.us

Sun, May 1, 2016 at 1:29 AM

Robert Sullivan
2022 N Willamette Blvd
Portland, OR 97217-4405

May 1, 2016

Dear Wasco County Planning Commission,

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

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

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

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

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

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

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

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

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail

PC 1 7-2894

service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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

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

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

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

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

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

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

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

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

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

Sincerely,
Robert Sullivan

PC 1 7-2895

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> Mon, May 2, 2016 at 8:31 AM
Reply-To: judy@yournatureconnect.com
To: wcplanning@co.wasco.or.us

Judy Todd
1631 NE Broadway St.
Portland, OR 97232

May 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 7-2896

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Judy Todd

PC 1 7-2897

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

Mon, May 2, 2016 at 10:01 AM

Nora Polk
6405 SE 62nd Ave
Portland, OR 97206

May 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 7-2898

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,
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

David Milholland <encanto@ochcom.org>
Reply-To: encanto@ochcom.org
To: wcplanning@co.wasco.or.us

Mon, May 2, 2016 at 10:52 AM

David Milholland
2000 NE 42nd #1
Portland, OR 97213

May 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 7-2900

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
David Milholland

WASCO COUNTY

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

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

1 message

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

Mon, May 2, 2016 at 11:12 AM

Ryan Rittenhouse
8706 N Curtis Ave
Portland, OR 97217-7116

May 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 7-2902

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,
Ryan Rittenhouse

WASCO COUNTY

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

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

1 message

Sissy Aron <sissy2537@charter.net>
Reply-To: sissy2537@charter.net
To: wcplanning@co.wasco.or.us

Mon, May 2, 2016 at 11:52 AM

Sissy Aron
10 Brookview Ln
New Milford, CT 06776-2532

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

• 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 7-2904

• 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,
Sissy Aron

PC 1 7-2905

WASCO COUNTY

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

Mon, May 2, 2016 at 12:32 PM

julie blenn
444 el camino real
white salmon, WA 98672

May 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 7-2906

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,
julie blenn

PC 1 7-2907

WASCO COUNTY

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

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

1 message

Carolyn Boatsman <c.boatsman@comcast.net> Mon, May 2, 2016 at 2:32 PM
Reply-To: c.boatsman@comcast.net
To: angieb@co.wasco.or.us

Carolyn Boatsman
3210 74th AVE SE
Mercer Island, WA 98040

May 2, 2016

Dear Angie Brewer,

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

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

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

Sincerely,
Carolyn Boatsman

PC 1 7-2908

WASCO COUNTY

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

Mon, May 2, 2016 at 8:43 PM

Gisela Ray
85 SE 16th Court
Gresham, OR 97080

May 2, 2016

Dear Angie Brewer,

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

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

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

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

• The project would harm the community of Mosier:

• The project would harm air quality:

• The project should be reviewed as a new use:

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

• Adverse impacts to scenic resources:

• Harm to parks and recreation resources:

• Harm to wetlands:

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

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

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

PC 1 7-2909

• 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

PC 1 7-2910

WASCO COUNTY

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

Sun, May 1, 2016 at 9:31 PM

carol douglass
821 columbia st
hood river, OR 97031

May 2, 2016

Dear Angie Brewer,

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

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

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

• The project is 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 7-2911

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 douglass

PC 1 7-2912

WASCO COUNTY

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

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

1 message

Luan Pinson <pinwil@q.com>
Reply-To: pinwil@q.com
To: angieb@co.wasco.or.us

Sun, May 1, 2016 at 5:20 PM

Luan Pinson
826 SE Morgan Road
Vancouver, WA 98664

May 1, 2016

Dear Angie Brewer,

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

• 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 7-2913

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,
Luan Pinson

WASCO COUNTY

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

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

1 message

Jonnel Covault <jonnelcovault@gmail.com>
Reply-To: jonnelcovault@gmail.com
To: angieb@co.wasco.or.us

Sun, May 1, 2016 at 1:00 PM

Jonnel Covault
14114 SE Redwood Ave
Portland, OR 97267-1436

May 1, 2016

Dear Angie Brewer,

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

• 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 7-2915

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,
Jonnel Covault

PC 1 7-2916

WASCO COUNTY

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

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

1 message

Mike Ryan <mpresq@q.com> Sun, May 1, 2016 at 11:50 AM
Reply-To: mpresq@q.com
To: angieb@co.wasco.or.us

Mike Ryan
2891 SW Fairview
Portland, OR 97205

May 1, 2016

Dear Angie Brewer,

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

• 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 7-2917

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,
Mike Ryan

WASCO COUNTY

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

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

1 message

Saundra Kice <nedandsandykice@charter.net>
Reply-To: nedandsandykice@charter.net
To: angieb@co.wasco.or.us

Sun, May 1, 2016 at 10:20 AM

Saundra Kice
6618 Mill Creek Rd
The Dalles, OR 97058-8508

May 1, 2016

Dear Angie Brewer,

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

• 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 7-2919

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,
Saundra Kice (Sandy and Edward, Ned) also

PC 1 7-2920

WASCO COUNTY

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

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

1 message

Thomas Nelson <tomnelson@comcast.net>
Reply-To: tomnelson@comcast.net
To: angieb@co.wasco.or.us

Sun, May 1, 2016 at 8:10 AM

Thomas Nelson
4115 SW Cullen Blvd.
Portland, OR 97221

May 1, 2016

Dear Angie Brewer,

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

• 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 7-2921

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,
Thomas Nelson

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 Sullivan <bobert1041@gmail.com>
Reply-To: bobert1041@gmail.com
To: angieb@co.wasco.or.us

Sun, May 1, 2016 at 1:29 AM

Robert Sullivan
2022 N Willamette Blvd
Portland, OR 97217-4405

May 1, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail

PC 1 7-2923

service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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

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

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

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

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

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

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

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

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

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

Sincerely,
Robert Sullivan

PC 1 7-2924

WASCO COUNTY

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

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

1 message

Thomas Nelson <tomnelson@comcast.net>
Reply-To: tomnelson@comcast.net
To: wcplanning@co.wasco.or.us

Sun, May 1, 2016 at 8:10 AM

Thomas Nelson
4115 SW Cullen Blvd.
Portland, OR 97221

May 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 7-2925

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,
Thomas Nelson

PC 1 7-2926

WASCO COUNTY

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

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

1 message

Saundra Kice <nedandsandykice@charter.net>
Reply-To: nedandsandykice@charter.net
To: wcplanning@co.wasco.or.us

Sun, May 1, 2016 at 10:20 AM

Saundra Kice
6618 Mill Creek Rd
The Dalles, OR 97058-8508

May 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 17-2927

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,
Saundra Kice (Sandy and Edward, Ned) also

WASCO COUNTY

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

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

1 message

Mike Ryan <mpresq@q.com>
Reply-To: mpresq@q.com
To: wcplanning@co.wasco.or.us

Sun, May 1, 2016 at 11:50 AM

Mike Ryan
2891 SW Fairview
Portland, OR 97205

May 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 7-2929

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,
Mike Ryan

WASCO COUNTY

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

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

1 message

Jonnel Covault <jonnelcovault@gmail.com>
Reply-To: jonnelcovault@gmail.com
To: wcplanning@co.wasco.or.us

Sun, May 1, 2016 at 1:00 PM

Jonnel Covault
14114 SE Redwood Ave
Portland, OR 97267-1436

May 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 7-2931

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,
Jonnel Covault

WASCO COUNTY

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

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

1 message

Luan Pinson <pinwil@q.com>
Reply-To: pinwil@q.com
To: wcplanning@co.wasco.or.us

Sun, May 1, 2016 at 5:20 PM

Luan Pinson
826 SE Morgan Road
Vancouver, WA 98664

May 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 7-2933

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,
Luan Pinson

PC 1 7-2934

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

Sun, May 1, 2016 at 9:31 PM

carol douglass
821 columbia st
hood river, OR 97031

May 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 7-2935

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 douglass

WASCO COUNTY

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

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

1 message

Mana-Jean Wagnon <jwagnon@pacifier.com> Sat, Apr 30, 2016 at 8:18 AM
Reply-To: jwagnon@pacifier.com
To: angieb@co.wasco.or.us

Mana-Jean Wagnon
2834 Johnson Ave
Alameda, CA 94501

April 30, 2016

Dear Angie Brewer,

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

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

Please protect the air, water, and land.

Sincerely,
Mana-Jean Wagnon

PC 1 7-2937

WASCO COUNTY

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

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

1 message

Jerry Zaret <jerryzaret@mac.com> Sat, Apr 30, 2016 at 12:48 PM
Reply-To: jerryzaret@mac.com
To: angieb@co.wasco.or.us

Jerry Zaret
1600 SE Division St
Portland, OR 97202-1143

April 30, 2016

Dear Angie Brewer,

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

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

• 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,
Jerry Zaret

PC 1 7-2939

WASCO COUNTY

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

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

1 message

John Russ <jncruss@comcast.net> Sat, Apr 30, 2016 at 2:38 PM
Reply-To: jncruss@comcast.net
To: angieb@co.wasco.or.us

John Russ
536 NE Floral Place
Portland, OR 97232

April 30, 2016

Dear Angie Brewer,

To Whom It May Concern:

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

Very truly yours
John Russ

PC 1 7-2940

WASCO COUNTY

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

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

1 message

Annie Francoise and Gary McCuen <mccuen7691@comcast.net> Sat, Apr 30, 2016 at 5:48 PM
Reply-To: mccuen7691@comcast.net
To: angieb@co.wasco.or.us

Annie Francoise and Gary McCuen
1825 Fairmount Ave S
Salem, OR 97302

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2941

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.

WASCO COUNTY

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

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

1 message

Emily Meyer <emeyer1935@comcast.net>
Reply-To: emeyer1935@comcast.net
To: angieb@co.wasco.or.us

Sat, Apr 30, 2016 at 8:49 PM

Emily Meyer
8608 NW Old Orchard Dr
Vancouver, WA 98665-7758

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2943

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,
Emily Meyer

WASCO COUNTY

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

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

1 message

p. sydney herbert <psydneyh1@msn.com>
Reply-To: psydneyh1@msn.com
To: angieb@co.wasco.or.us

Sat, Apr 30, 2016 at 3:48 PM

p. sydney herbert
5125 SW Dosch Rd
Portland, OR 97239-1252

April 30, 2016

Dear Angie Brewer,

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

• 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 7-2945

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,
p. sydney herbert

PC 1 7-2946

WASCO COUNTY

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

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

1 message

Heather Chapin <Heatherchapin@comcast.net>
Reply-To: Heatherchapin@comcast.net
To: angieb@co.wasco.or.us

Sat, Apr 30, 2016 at 1:38 PM

Heather Chapin
7126 N Interstate Ave
Portland, OR 97217

April 30, 2016

Dear Angie Brewer,

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

• 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 7-2947

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.

In Gratitude,
Heather Chapin

WASCO COUNTY

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

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

1 message

Benjamin Ward <benw0523@hotmail.com>
Reply-To: benw0523@hotmail.com
To: angieb@co.wasco.or.us

Sat, Apr 30, 2016 at 12:58 PM

Benjamin Ward
4014 SE Ash St
Portland, OR 97214-2018

April 30, 2016

Dear Angie Brewer,

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

• 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 7-2949

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,
Benjamin Ward

PC 1 7-2950

WASCO COUNTY

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

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

1 message

Stephanie Sigmon <sesigmon11@gmail.com>
Reply-To: sesigmon11@gmail.com
To: angieb@co.wasco.or.us

Sat, Apr 30, 2016 at 12:38 PM

Stephanie Sigmon
10226 SE Ellis
Portland, OR 97266

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2951

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,
Stephanie E. Sigmon

WASCO COUNTY

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

Sat, Apr 30, 2016 at 11:48 AM

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

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2953

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,
Barbara Nelson

WASCO COUNTY

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

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

1 message

Leo Pillifant <lcpillifant@gmail.com> Sat, Apr 30, 2016 at 10:28 AM
Reply-To: lcpillifant@gmail.com
To: angieb@co.wasco.or.us

Leo Pillifant
5835 N Wilbur Ave
Portland, OR 97217-4226

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2955

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,
Leo Pillifant

WASCO COUNTY

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

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

1 message

Martha Stevenson <marthazstevenson@gmail.com> Sat, Apr 30, 2016 at 10:08 AM
Reply-To: marthazstevenson@gmail.com
To: angieb@co.wasco.or.us

Martha Stevenson
PO Box 1878
White Salmon, WA 98672

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2957

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,
Martha Stevenson

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 Orlet <Christyorlet@charter.net>
Reply-To: Christyorlet@charter.net
To: angieb@co.wasco.or.us

Sat, Apr 30, 2016 at 8:48 AM

Christine Orlet
3821 SE Main Street
Portland, OR 97214

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2959

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 Orlet

PC 1 7-2960

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 Orlet <Christyorlet@charter.net> Sat, Apr 30, 2016 at 8:38 AM
Reply-To: Christyorlet@charter.net
To: angieb@co.wasco.or.us

Christine Orlet
3821 SE Main Street
Portland, OR 97214

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2961

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 Orlet

PC 1 7-2962

WASCO COUNTY

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

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

1 message

George Cummings <gcmmings@gmail.com> Sat, Apr 30, 2016 at 8:28 AM
Reply-To: gcmmings@gmail.com
To: angieb@co.wasco.or.us

George Cummings
3816 NE 17th Ave
Portland, OR 97212-1335

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2963

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,
George Cummings

WASCO COUNTY

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

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

1 message

Constance McConnell <murphydog2005@comcast.net> Sat, Apr 30, 2016 at 8:18 AM
Reply-To: murphydog2005@comcast.net
To: angieb@co.wasco.or.us

Constance McConnell
170 Mt Adams Hwy
Glenwood, WA 98619

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2965

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,
Constance McConnell

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

Sat, Apr 30, 2016 at 8:08 AM

Robert Connor
50 Moore Rd
White Salmon, WA 98672-8213

April 30, 2016

Dear Angie Brewer,

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

• 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 7-2967

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 Connor

PC 1 7-2968

WASCO COUNTY

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

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

1 message

Benita Legarza <nuggle_bug@hotmail.com>
Reply-To: nuggle_bug@hotmail.com
To: angieb@co.wasco.or.us

Sat, Apr 30, 2016 at 7:28 AM

Benita Legarza
221 NW 5th Ave #428
Portland, OR 97209

April 30, 2016

Dear Angie Brewer,

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

• 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 7-2969

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,
Benita Legarza

WASCO COUNTY

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

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

1 message

Margaret Welling <margewelling@icloud.com> Sat, Apr 30, 2016 at 7:18 AM
Reply-To: margewelling@icloud.com
To: angieb@co.wasco.or.us

Margaret Welling
549 N Hayden Bay Drive
Portland, OR 97217

April 30, 2016

Dear Angie Brewer,

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

• 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 7-2971

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,
Margaret Welling

PC 1 7-2972

WASCO COUNTY

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

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

1 message

Carol Edwards <caroledwards18@msn.com> Sat, Apr 30, 2016 at 6:58 AM
Reply-To: caroledwards18@msn.com
To: angieb@co.wasco.or.us

Carol Edwards
13700 Knaus Road
Lake Oswego, OR 97034

April 30, 2016

Dear Angie Brewer,

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

• 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 7-2973

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 Edwards

PC 1 7-2974

WASCO COUNTY

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

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

1 message

Maija Wells <m4ij4w@gmail.com>
Reply-To: m4ij4w@gmail.com
To: angieb@co.wasco.or.us

Sat, Apr 30, 2016 at 5:58 AM

Maija Wells
7315 NE Everett St
Portland, OR 97213-5657

April 30, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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 7-2975

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,
Maija Wells

WASCO COUNTY

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

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

1 message

Ann Cookman <way2smile@comcast.net> Sat, Apr 30, 2016 at 12:37 AM
Reply-To: way2smile@comcast.net
To: angieb@co.wasco.or.us

Ann Cookman
2055 NE Holman St
Portland, OR 97211-5478

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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 7-2977

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,
Ann Cookman

PC 1 7-2978

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 Russ <jncruss@comcast.net> Sat, Apr 30, 2016 at 2:38 PM
Reply-To: jncruss@comcast.net
To: wcplanning@co.wasco.or.us

John Russ
536 NE Floral Place
Portland, OR 97232

April 30, 2016

Dear Wasco County Planning Commission,

To Whom It May Concern:

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

Very truly yours
John Russ

PC 1 7-2979

WASCO COUNTY

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

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

1 message

Jerry Zaret <jerryzaret@mac.com>
Reply-To: jerryzaret@mac.com
To: wcplanning@co.wasco.or.us

Sat, Apr 30, 2016 at 12:48 PM

Jerry Zaret
1600 SE Division St
Portland, OR 97202-1143

April 30, 2016

Dear Wasco County Planning Commission,

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

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

• 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,
Jerry Zaret

PC 1 7-2981

WASCO COUNTY

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

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

1 message

Mana-Jean Wagnon <jwagnon@pacifier.com> Sat, Apr 30, 2016 at 8:18 AM
Reply-To: jwagnon@pacifier.com
To: wcplanning@co.wasco.or.us

Mana-Jean Wagnon
2834 Johnson Ave
Alameda, CA 94501

April 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.

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

Please protect the air, water, and land.

Sincerely,
Mana-Jean Wagnon

PC 1 7-2982

WASCO COUNTY

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

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

1 message

john goeckermann <misterg@wizzards.net> Fri, Apr 29, 2016 at 5:26 PM
Reply-To: misterg@wizzards.net
To: angieb@co.wasco.or.us

john goeckermann
hugo road
grants pass, OR 97528

April 29, 2016

Dear Angie Brewer,

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

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

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

• 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

PC 1 7-2983

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,
john goeckermann

WASCO COUNTY

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

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

1 message

Bonnie New <bnew1@live.com> Fri, Apr 29, 2016 at 5:16 PM
Reply-To: bnew1@live.com
To: angieb@co.wasco.or.us

Bonnie New
4045 Stonegate Dr
Hood River, OR 97031-7752

April 29, 2016

Dear Angie Brewer,

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

Sincerely,
Bonnie New

PC 1 7-2985

WASCO COUNTY

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

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

1 message

Megan Pingree <meganpingree@comcast.net> Fri, Apr 29, 2016 at 4:56 PM
Reply-To: meganpingree@comcast.net
To: angieb@co.wasco.or.us

Megan Pingree
2804 SW Hillsboro St
Portland, OR 97239

April 29, 2016

Dear Angie Brewer,

To Whom It may Concern

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

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

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

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

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

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

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

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

PC 1 7-2986

project outside of the National Scenic Area.

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

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

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

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

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

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

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

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

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

Sincerely,
Megan Pingree

WASCO COUNTY

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

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

1 message

David Booth <dbconsulting@sterling.net> Fri, Apr 29, 2016 at 4:26 PM
Reply-To: dbconsulting@sterling.net
To: angieb@co.wasco.or.us

David Booth
3005 N. Pacific Hwy W.
Rickreall, OR 97371

April 29, 2016

Dear Angie Brewer,

David interrupts this message to say DUH! This is obvious. We need to stop burning fossil fuels. We need to stop ruining critical natural areas. We need to stop creating dangerous situations for both humans and the environment!!!

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

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

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

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

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

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

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

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less

PC 1 7-2988

adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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

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

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

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

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

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

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

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

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

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

Sincerely,
David Booth

PC 1 7-2989

WASCO COUNTY

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

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

1 message

Rick Ray <rick@rickray.com> Fri, Apr 29, 2016 at 3:46 PM
Reply-To: rick@rickray.com
To: angieb@co.wasco.or.us

Rick Ray
30649 NE Hurt Rd
Troutdale, OR 97060-9380

April 29, 2016

Dear Angie Brewer,

I live in the Gorge, near Corbett.

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

• 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 7-2990

• 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,
Rick Ray

PC 1 7-2991

WASCO COUNTY

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

Please deny the Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

C Bradley <cbradley@bradleyaudio.com>
Reply-To: cbradley@bradleyaudio.com
To: angieb@co.wasco.or.us

Fri, Apr 29, 2016 at 4:56 PM

C Bradley
1383 Tucker Rd
Hood River, OR 97031-8608

April 29, 2016

Dear Angie Brewer,

As a gorge resident, 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

PC 1 7-2992

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,
C Bradley

PC 1 7-2993

WASCO COUNTY

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

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

1 message

Gayle Janzen <cgjanzen@comcast.net> Fri, Apr 29, 2016 at 9:47 PM
Reply-To: cgjanzen@comcast.net
To: angieb@co.wasco.or.us

Gayle Janzen
11232 Dayton Ave N
Seattle, WA 98133

April 30, 2016

Dear Angie Brewer,

On Wednesday, the Oregon Parks Commission unanimously voted against the land transfer for the rail expansion proposal Union Pacific wanted through Memaloose State Park. I urge the Wasco County Planning Commission to follow their lead and keep Union Pacific out of this beautiful area which draws millions of tourists annually. Allowing an increase of oil and coal trains to be going through there so close to the Columbia River is a disaster waiting to happen. People will not want to pay tourist dollars if they have to battle oil trains in an area where they are trying to find peace and quiet. Our parks should not be offered up to be destroyed by the dirty energy industry. This will create air pollution, destroy the environment, the wetlands and wreak havoc for the animals who will end up getting hit by the trains. This is a win for Union Pacifc only. It is a lose-lose for the surrounding community.

Therefore, please REJECT Union Pacific Railroad's application to construct a new rail track near Mosier, OR.

The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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 7-2994

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,
Gayle Janzen

PC 1 7-2995

WASCO COUNTY

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

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

1 message

Walter Mintkeski <mintkeski@juno.com> Fri, Apr 29, 2016 at 10:27 PM
Reply-To: mintkeski@juno.com
To: angieb@co.wasco.or.us

Walter Mintkeski
6815 SE 31st Ave
Portland, OR 97202-8633

April 30, 2016

Dear Angie Brewer,

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

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 will 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.

• 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.

• 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.

PC 1 7-2996

• 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.

• 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.

Sincerely,
Walter Mintkeski

PC 1 7-2997

WASCO COUNTY

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

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

1 message

Stephen Bachhuber <srbachhuber1@gmail.com>
Reply-To: srbachhuber1@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 9:07 PM

Stephen Bachhuber
3428 SE 9th Ave
Portland, OR 97202-2717

April 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:

• 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 7-2998

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,
Stephen Bachhuber

PC 1 7-2999

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 Bachman <bobgbach@gmail.com>
Reply-To: bobgbach@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 6:06 PM

Robert Bachman
102 Panorama Pl
Friday Harbor, WA 98250-8432

April 29, 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 7-3000

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

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

• 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 Bachman

PC 1 7-3001

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 Ely <rpely@sbcglobal.net> Fri, Apr 29, 2016 at 5:16 PM
Reply-To: rpely@sbcglobal.net
To: wcplanning@co.wasco.or.us

Robert Ely
12705 SE River Rd
Milwaukie, OR 97222

April 29, 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. Aside from the fact the fossil fuel trains are dangerous the expansion is the wrong way to go. In the recent climate change accord the signing nations have all agreed to reduce fossil fuel consumption and I believe that by the end of the century fossil fuel will be relegated to emergency backup status. That is already happening faster than predicted. The expansion is unnecessary. Please deny the project.

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

• 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 Ely

WASCO COUNTY

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

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

1 message

Deena Grossman <deenatgrossman@gmail.com>
Reply-To: deenatgrossman@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 5:16 PM

Deena Grossman
7234 SE 17th Ave
Portland, OR 97202

April 29, 2016

Dear Wasco County Planning Commission,

Dear Ms. Brewer and Wasco Co. 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 7-3004

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.

Sincerely Yours,
Deena T. Grossman

WASCO COUNTY

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

Fri, Apr 29, 2016 at 5:16 PM

sherry meier
4161 Post Canyon Dr
Hood River, OR 97031

April 29, 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 7-3006

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.

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

Sincerely,
sherry meier

PC 1 7-3007

WASCO COUNTY

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

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

1 message

Alice Shapiro <alice.shapiro2@gmail.com>
Reply-To: alice.shapiro2@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 4:06 PM

Alice Shapiro
7426 SE 21st Ave
Portland, OR 97202

April 29, 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 7-3008

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.

The Columbia Gorge and the river are treasures. Please do not allow them to be further damaged.

Sincerely,
Alice Shapiro

WASCO COUNTY

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

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

1 message

Walter Mintkeski <mintkeski@juno.com>
Reply-To: mintkeski@juno.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 10:27 PM

Walter Mintkeski
6815 SE 31st Ave
Portland, OR 97202-8633

April 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.

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 will 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.

• 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.

• 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.

PC 1 7-3010

• 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.

• 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.

Sincerely,
Walter Mintkeski

PC 1 7-3011

WASCO COUNTY

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

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

1 message

Lothar F. Warneke <warnekesc@gmail.com>
Reply-To: warnekesc@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 10:07 PM

Lothar F. Warneke
716 Dennis Street SE
Tumwater, WA 98501

April 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:

• 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 7-3012

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

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

Sincerely,
Lothar F. Warneke

PC 1 7-3013

WASCO COUNTY

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

Fri, Apr 29, 2016 at 3:06 PM

Phillip Callaway
PO Box 542
Philomath, OR 97370-0542

April 29, 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 7-3014

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,
Phillip Callaway

PC 1 7-3015

WASCO COUNTY

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

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

1 message

Julie Stream <juliestream1@comcast.net>
Reply-To: juliestream1@comcast.net
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:16 PM

Julie Stream
4702 NE 126th Circle
Vancouver, WA 98686

April 29, 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 7-3016

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,
Julie Stream

PC 1 7-3017

WASCO COUNTY

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

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

1 message

Joanna Smith <jrs@eastgate.net>
Reply-To: jrs@eastgate.net
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:16 PM

Joanna Smith
1007 Cascade Ave
Hood River, OR 97031-1401

April 29, 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 7-3018

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,
Joanna Smith

PC 1 7-3019

WASCO COUNTY

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

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

1 message

Keith Brown and Teresa Robbins <humansol@teleport.com> Fri, Apr 29, 2016 at 3:16 PM
Reply-To: humansol@teleport.com
To: wcplanning@co.wasco.or.us

Keith Brown and Teresa Robbins
211 Malfait Tracts Rd
Washougal, WA 98671-7822

April 29, 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 7-3020

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 denied 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,
Keith Brown and Teresa Robbins

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 Parker <mikpar@prodigy.net>
Reply-To: mikpar@prodigy.net
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:16 PM

Michael Parker
6825 N Fenwick Ave
Portland, OR 97217-5303

April 29, 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,
Michael Parker

WASCO COUNTY

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

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

1 message

Lynda Byers <lebyers484@gmail.com>
Reply-To: lebyers484@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:16 PM

Lynda Byers
1669 Fir Crest Rd
Mosier, OR 97040

April 29, 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,
Lynda Byers

WASCO COUNTY

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

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

1 message

Jean Teach <jteach@webtv.net>
Reply-To: jteach@webtv.net
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:16 PM

Jean Teach
3708 E. Evergreen Blvd.
Vancouver, WA 98661

April 29, 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 7-3026

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,
Jean Teach

PC 1 7-3027

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 Kirkland <jlkirkland3@comcast.net>
Reply-To: jlkirkland3@comcast.net
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:16 PM

John Kirkland
289 Fearrington Post
Pittsboro, NC 27312-5501

April 29, 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 7-3028

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 Kirkland

PC 1 7-3029

WASCO COUNTY

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

Fri, Apr 29, 2016 at 3:26 PM

Carrie Nobles
12125 SW 18th Avenue
Portland, OR 97219

April 29, 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,
Carrie Nobles

WASCO COUNTY

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

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

1 message

Charles&Betty Brasher&Lavis <brasherlavis@comcast.net> Fri, Apr 29, 2016 at 3:36 PM
Reply-To: brasherlavis@comcast.net
To: wcplanning@co.wasco.or.us

Charles&Betty Brasher&Lavis
7709 NE 57th Cir
Vancouver, WA 98662-6239

April 29, 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 7-3032

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,
Charles&Betty Brasher&Lavis

PC 1 7-3033

WASCO COUNTY

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

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

1 message

Gary Bushman <Gdbushman@gmail.com>
Reply-To: Gdbushman@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:36 PM

Gary Bushman
Methodist Rd
Hood River, OR 97031

April 29, 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,
Gary Bushman

WASCO COUNTY

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

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

1 message

Matthew Barmann <chiakacomm@mac.com>
Reply-To: chiakacomm@mac.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:36 PM

Matthew Barmann
417 17th Street
Hood River, OR 97031

April 29, 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,
Matthew Barmann

WASCO COUNTY

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

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

1 message

Adina Parsley <dickandpat3@gmail.com>
Reply-To: dickandpat3@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:46 PM

Adina Parsley
20420 Marine Dr, Apt P2
Stanwood, WA 98292

April 29, 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 7-3038

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,
Adina Parsley

PC 1 7-3039

WASCO COUNTY

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

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

1 message

Alex Prentiss <alex@imcclains.com>
Reply-To: alex@imcclains.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:56 PM

Alex Prentiss
15685 sw 116th ave
king city, OR 97224

April 29, 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 7-3040

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,
Alex Prentiss

PC 1 7-3041

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

Fri, Apr 29, 2016 at 3:56 PM

Lisa Hull
PO Box 771
Sandy, OR 97055

April 29, 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,
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

Wm. Fowlie <bbfowlie@gorge.net>
Reply-To: bbfowlie@gorge.net
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 4:06 PM

Wm. Fowlie
261 Wess Rd.
Underwood, WA 98651

April 29, 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, Billl Fowlie
Wm. Fowlie

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 Eskridge <mtn_hiker@hotmail.com>
Reply-To: mtn_hiker@hotmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 4:06 PM

John Eskridge
PO Box 771
Sandy, OR 97055-0771

April 29, 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 7-3046

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 Eskridge

PC 1 7-3047

WASCO COUNTY

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

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

1 message

Helen Chadsey <chadsey@webtv.net>
Reply-To: chadsey@webtv.net
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 4:16 PM

Helen Chadsey
2705 SW Summit Drive
Portland, OR 97201

April 29, 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,
Helen Chadsey

WASCO COUNTY

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

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

1 message

phyllis decristofaro <pdecrist@yahoo.com>
Reply-To: pdecrist@yahoo.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 4:16 PM

phyllis decristofaro
472 n hayden island drive
portland, OR 97217

April 29, 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,
phyllis decristofaro

WASCO COUNTY

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

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

1 message

Kathleen Barta <calbart@comcast.net>
Reply-To: calbart@comcast.net
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 4:26 PM

Kathleen Barta
1538 Pine St.
Lake Oswego, OR 97034

April 29, 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 7-3052

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,
Kathleen Barta

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 Romano <judy92809@gmail.com>
Reply-To: judy92809@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 4:36 PM

Judy Romano
2058 SE Elliott
Portland, OR 97214

April 29, 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,
Judy Romano

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

Fri, Apr 29, 2016 at 4:46 PM

Joe Wiederhold
1405 Edwards St
BELLINGHAM, WA 98229

April 29, 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,
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

Joe Wiederhold <jwiederhold47@gmail.com>
Reply-To: jwiederhold47@gmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 4:46 PM

Joe Wiederhold
1405 Edwards St
BELLINGHAM, WA 98229

April 29, 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,
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

Maryli Sisson <marylisisson@hotmail.com>
Reply-To: marylisisson@hotmail.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 6:16 PM

Maryli Sisson
1`687 NW Division # 103
Corvallis, OR 97330

April 29, 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 7-3060

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,
Maryli Sisson

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 goeckermann <misterg@wizzards.net> Fri, Apr 29, 2016 at 5:26 PM
Reply-To: misterg@wizzards.net
To: wcplanning@co.wasco.or.us

john goeckermann
hugo road
grants pass, OR 97528

April 29, 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

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

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

• 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

PC 1 7-3062

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,
john goeckermann

PC 1 7-3063

WASCO COUNTY

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

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

1 message

Bonnie New <bnew1@live.com> Fri, Apr 29, 2016 at 5:16 PM
Reply-To: bnew1@live.com
To: wcplanning@co.wasco.or.us

Bonnie New
4045 Stonegate Dr
Hood River, OR 97031-7752

April 29, 2016

Dear Wasco County Planning Commission,

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

Sincerely,
Bonnie New

PC 1 7-3064

WASCO COUNTY

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

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

1 message

Megan Pingree <meganpingree@comcast.net>
Reply-To: meganpingree@comcast.net
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 4:56 PM

Megan Pingree
2804 SW Hillsboro St
Portland, OR 97239

April 29, 2016

Dear Wasco County Planning Commission,

To Whom It may Concern

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

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

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

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

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

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

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

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

project outside of the National Scenic Area.

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

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

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

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

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

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

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

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

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

Sincerely,
Megan Pingree

WASCO COUNTY

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

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

1 message

David Booth <dbconsulting@sterling.net> Fri, Apr 29, 2016 at 4:26 PM
Reply-To: dbconsulting@sterling.net
To: wcplanning@co.wasco.or.us

David Booth
3005 N. Pacific Hwy W.
Rickreall, OR 97371

April 29, 2016

Dear Wasco County Planning Commission,

David interrupts this message to say DUH! This is obvious. We need to stop burning fossil fuels. We need to stop ruining critical natural areas. We need to stop creating dangerous situations for both humans and the environment!!!

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

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

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

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

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

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

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

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less

PC 1 7-3067

adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

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

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

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

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

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

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

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

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

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

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

Sincerely,
David Booth

PC 1 7-3068

WASCO COUNTY

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

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

1 message

Rick Ray <rick@rickray.com>
Reply-To: rick@rickray.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 3:46 PM

Rick Ray
30649 NE Hurt Rd
Troutdale, OR 97060-9380

April 29, 2016

Dear Wasco County Planning Commission,

I live in the Gorge, near Corbett.

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

• 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 7-3069

• 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,
Rick Ray

WASCO COUNTY

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

Please deny the Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

C Bradley <cbradley@bradleyaudio.com>
Reply-To: cbradley@bradleyaudio.com
To: wcplanning@co.wasco.or.us

Fri, Apr 29, 2016 at 4:56 PM

C Bradley
1383 Tucker Rd
Hood River, OR 97031-8608

April 29, 2016

Dear Wasco County Planning Commission,

As a gorge resident, 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 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,
C Bradley

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

Fri, Apr 29, 2016 at 9:47 PM

Gayle Janzen
11232 Dayton Ave N
Seattle, WA 98133

April 30, 2016

Dear Wasco County Planning Commission,

On Wednesday, the Oregon Parks Commission unanimously voted against the land transfer for the rail expansion proposal Union Pacific wanted through Memaloose State Park. I urge the Wasco County Planning Commission to follow their lead and keep Union Pacific out of this beautiful area which draws millions of tourists annually. Allowing an increase of oil and coal trains to be going through there so close to the Columbia River is a disaster waiting to happen. People will not want to pay tourist dollars if they have to battle oil trains in an area where they are trying to find peace and quiet. Our parks should not be offered up to be destroyed by the dirty energy industry. This will create air pollution, destroy the environment, the wetlands and wreak havoc for the animals who will end up getting hit by the trains. This is a win for Union Pacifc only. It is a lose-lose for the surrounding community.

Therefore, please REJECT Union Pacific Railroad's application to construct a new rail track near Mosier, OR.

The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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 7-3073

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,
Gayle Janzen

PC 1 7-3074

WASCO COUNTY

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

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

1 message

Maryli Sisson <marylisisson@hotmail.com>
Reply-To: marylisisson@hotmail.com
To: angieb@co.wasco.or.us

Fri, Apr 29, 2016 at 6:16 PM

Maryli Sisson
1`687 NW Division # 103
Corvallis, OR 97330

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-3075

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,
Maryli Sisson

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 Bachman <bobgbach@gmail.com>
Reply-To: bobgbach@gmail.com
To: angieb@co.wasco.or.us

Fri, Apr 29, 2016 at 6:06 PM

Robert Bachman
102 Panorama Pl
Friday Harbor, WA 98250-8432

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-3077

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

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

• 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 Bachman

PC 1 7-3078

WASCO COUNTY

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

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

1 message

Patricia Garoutte <debnpat@charter.net> Fri, Apr 29, 2016 at 6:06 PM
Reply-To: debnpat@charter.net
To: angieb@co.wasco.or.us

Patricia Garoutte
4349 Midway Ave
Grants Pass, OR 97527

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-3079

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,
Patricia Garoutte

WASCO COUNTY

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

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

1 message

Tascha Babitch <amiwoman@gmail.com> Fri, Apr 29, 2016 at 5:56 PM
Reply-To: amiwoman@gmail.com
To: angieb@co.wasco.or.us

Tascha Babitch
2011 SE 12th Ave
Portland, OR 97214

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-3081

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,
Tascha Babitch

WASCO COUNTY

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

Fri, Apr 29, 2016 at 5:56 PM

Fredrick Seil
1 Twain Ave
Berkeley, CA 94708-1734

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-3083

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,
Fredrick Seil

WASCO COUNTY

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

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

1 message

john mooney <mooneykites@gmail.com> Fri, Apr 29, 2016 at 5:56 PM
Reply-To: mooneykites@gmail.com
To: angieb@co.wasco.or.us

john mooney
264 el camino real
white salmon, WA 98672

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-3085

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 mooney

PC 1 7-3086

WASCO COUNTY

Angie Brewer <angieb@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> Fri, Apr 29, 2016 at 5:46 PM
Reply-To: lee@thelocomotive.com
To: angieb@co.wasco.or.us

m. lee zucker
1966 Orchard St
Eugene, OR 97403-2040

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-3087

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,
m. lee zucker

PC 1 7-3088

WASCO COUNTY

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

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

1 message

Jane Williams-Grube <Jwmsgrube@gmail.com> Fri, Apr 29, 2016 at 5:36 PM
Reply-To: Jwmsgrube@gmail.com
To: angieb@co.wasco.or.us

Jane Williams-Grube
3717 SE Cooper Street
Portland, OR 97202

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-3089

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,
Jane Williams-Grube

PC 1 7-3090

WASCO COUNTY

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

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

1 message

Sammy Low <cougarcreek7@gmail.com> Fri, Apr 29, 2016 at 5:36 PM
Reply-To: cougarcreek7@gmail.com
To: angieb@co.wasco.or.us

Sammy Low
20420 Marine Dr, Apt P2
Stanwood, WA 98292

April 29, 2016

Dear Angie Brewer,

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

• 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 7-3091

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,
Sammy Low

WASCO COUNTY

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

Fri, Apr 29, 2016 at 5:26 PM

Delores Porch
2677 NW Ginseng Pl
Corvallis, OR 97330-3312

April 29, 2016

Dear Angie Brewer,

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

• 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 7-3093

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,
Delores Porch

WASCO COUNTY

Angie Brewer <angieb@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> Fri, Apr 29, 2016 at 5:16 PM
Reply-To: sherry.meier@gmail.com
To: angieb@co.wasco.or.us

sherry meier
4161 Post Canyon Dr
Hood River, OR 97031

April 29, 2016

Dear Angie Brewer,

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

• 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 7-3095

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.

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

Sincerely,
sherry meier

PC 1 7-3096

WASCO COUNTY

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

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

1 message

Susan Hebert <susan@ecobre.com> Fri, Apr 29, 2016 at 5:16 PM
Reply-To: susan@ecobre.com
To: angieb@co.wasco.or.us

Susan Hebert
2018 NW Irving St
Portland, OR 97209-1233

April 29, 2016

Dear Angie Brewer,

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

• 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 7-3097

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Susan Hebert

PC 1 7-3098

WASCO COUNTY

Angie Brewer <angieb@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> Fri, Apr 29, 2016 at 10:57 PM
Reply-To: martinjvelez@hotmail.com
To: angieb@co.wasco.or.us

Martin J. Velez
6118 NE 32nd Ave.
Portland, OR 97211

April 30, 2016

Dear Angie Brewer,

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

• 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,
Martin J. Velez

WASCO COUNTY

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

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

1 message

Grant Fujii <dzfujii@hotmail.com> Fri, Apr 29, 2016 at 10:47 PM
Reply-To: dzfujii@hotmail.com
To: angieb@co.wasco.or.us

Grant Fujii
5906 N Depauw
Portland, OR 97203

April 30, 2016

Dear Angie Brewer,

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

• 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,
Grant Fujii

WASCO COUNTY

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

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

1 message

Lothar F. Warneke <warnekesc@gmail.com>
Reply-To: warnekesc@gmail.com
To: angieb@co.wasco.or.us

Fri, Apr 29, 2016 at 10:07 PM

Lothar F. Warneke
716 Dennis Street SE
Tumwater, WA 98501

April 30, 2016

Dear Angie Brewer,

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

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

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

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

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

Sincerely,
Lothar F. Warneke

PC 1 7-3104

WASCO COUNTY

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

Fri, Apr 29, 2016 at 9:27 PM

Karen Edwards
PO Box 754
Winthrop, WA 98862-0754

April 30, 2016

Dear Angie Brewer,

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

• 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,
Karen Edwards

WASCO COUNTY

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

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

1 message

Michael Wilson <mavalentinewilson@comcast.net> Fri, Apr 29, 2016 at 9:27 PM
Reply-To: mavalentinewilson@comcast.net
To: angieb@co.wasco.or.us

Michael Wilson
1405 SE Taylor St
Portland, OR 97214

April 30, 2016

Dear Angie Brewer,

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

• 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 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, 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 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.

Sincerely,
Michael Wilson

WASCO COUNTY

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

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

1 message

Stephen Bachhuber <srbachhuber1@gmail.com> Fri, Apr 29, 2016 at 9:07 PM
Reply-To: srbachhuber1@gmail.com
To: angieb@co.wasco.or.us

Stephen Bachhuber
3428 SE 9th Ave
Portland, OR 97202-2717

April 30, 2016

Dear Angie Brewer,

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

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

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

• 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,
Stephen Bachhuber

WASCO COUNTY

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

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

1 message

Susan Hartford <shartford@embarqmail.com> Fri, Apr 29, 2016 at 9:07 PM
Reply-To: shartford@embarqmail.com
To: angieb@co.wasco.or.us

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

April 30, 2016

Dear Angie Brewer,

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

• 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 7-3111

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Susan Hartford

WASCO COUNTY

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

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

1 message

Luisa Zini <Peldenchodron@gmail.com>
Reply-To: Peldenchodron@gmail.com
To: angieb@co.wasco.or.us

Fri, Apr 29, 2016 at 8:47 PM

Luisa Zini
13400 NW Germantown rd
Portland, OR 97231

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Luisa Zini

WASCO COUNTY

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

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

1 message

Judi Chilton <janddchilton@gorge.net> Fri, Apr 29, 2016 at 8:07 PM
Reply-To: janddchilton@gorge.net
To: angieb@co.wasco.or.us

Judi Chilton
4 Knoll Ridge Road
Lyle, WA 98635

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Judi Chilton

WASCO COUNTY

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

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

1 message

jennifer nielsen <ja_nielsen@hotmail.com> Fri, Apr 29, 2016 at 7:56 PM
Reply-To: ja_nielsen@hotmail.com
To: angieb@co.wasco.or.us

jennifer nielsen
2806 se 47th ave
portland, OR 97206

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Jennifer Nielsen

WASCO COUNTY

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

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

1 message

Laurie & Dave King <landd_2@q.com> Fri, Apr 29, 2016 at 7:56 PM
Reply-To: landd_2@q.com
To: angieb@co.wasco.or.us

Laurie & Dave King
8728 N Edison
Portland, OR 97203

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Laurie & Dave King

WASCO COUNTY

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

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

1 message

Deena Grossman <deenatgrossman@gmail.com>
Reply-To: deenatgrossman@gmail.com
To: angieb@co.wasco.or.us

Fri, Apr 29, 2016 at 5:16 PM

Deena Grossman
7234 SE 17th Ave
Portland, OR 97202

April 29, 2016

Dear Angie Brewer,

Dear Ms. Brewer and Wasco Co. 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 7-3121

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.

Sincerely Yours,
Deena T. Grossman

PC 1 7-3122

WASCO COUNTY

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

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

1 message

Craig Heverly <heverlyjc@hevanet.com> Fri, Apr 29, 2016 at 7:26 PM
Reply-To: heverlyjc@hevanet.com
To: angieb@co.wasco.or.us

Craig Heverly
4814 SE 30th Ave Apt 131
Portland, OR 97202-4419

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Craig Heverly

WASCO COUNTY

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

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

1 message

Walter Vitatoe <tvitatoe@hotmail.com> Fri, Apr 29, 2016 at 7:16 PM
Reply-To: tvitatoe@hotmail.com
To: angieb@co.wasco.or.us

Walter Vitatoe
PO Box 2104
Battle Ground, WA 98604

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

• 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,
Walter Vitatoe

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 Steinke <crVanWash@gmail.com> Fri, Apr 29, 2016 at 7:06 PM
Reply-To: crVanWash@gmail.com
To: angieb@co.wasco.or.us

Don Steinke
4833 ne 238 ave
Vancouver, WA 98682

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-3127

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 Steinke

WASCO COUNTY

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

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

1 message

Rebecca Clark <bjclark@siderial.com> Fri, Apr 29, 2016 at 7:06 PM
Reply-To: bjclark@siderial.com
To: angieb@co.wasco.or.us

Rebecca Clark
5035 N Depauw St
Portland, OR 97203-4418

April 29, 2016

Dear Angie Brewer,

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

• 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,
Rebecca Clark

WASCO COUNTY

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

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

1 message

Barb Richarson <barbarakayrich@gmail.com> Fri, Apr 29, 2016 at 7:06 PM
Reply-To: barbarakayrich@gmail.com
To: angieb@co.wasco.or.us

Barb Richarson
po box 268
Kamas, UT 84036

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

PC 1 7-3131

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,
Barb Richarson

WASCO COUNTY

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

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

1 message

Serena Vigg <serenavigg@gmail.com> Fri, Apr 29, 2016 at 6:56 PM
Reply-To: serenavigg@gmail.com
To: angieb@co.wasco.or.us

Serena Vigg
42418 E. Larch Mt. Rd.
Corbett, OR 97019

April 29, 2016

Dear Angie Brewer,

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

• 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,
Serena Vigg

WASCO COUNTY

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

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

1 message

Lindsy Wright <Lindsywright@gmail.com> Fri, Apr 29, 2016 at 6:56 PM
Reply-To: Lindsywright@gmail.com
To: angieb@co.wasco.or.us

Lindsy Wright
2311 Capitol Way S
Olympia, WA 98501

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Lindsy Wright

WASCO COUNTY

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

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

1 message

Marianne Larkins-Strawn <mari.larkinss@gmail.com> Fri, Apr 29, 2016 at 6:36 PM
Reply-To: mari.larkinss@gmail.com
To: angieb@co.wasco.or.us

Marianne Larkins-Strawn
16415 NE 11th St
Vancouver, WA 98684-9414

April 29, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Marianne Larkins-Strawn

WASCO COUNTY

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

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

1 message

Michael Litt <littm10@comcast.net> Wed, Apr 27, 2016 at 10:34 AM
Reply-To: littm10@comcast.net
To: angieb@co.wasco.or.us

Michael Litt
13100 SE River Rd
Portland, OR 97222-8031

April 27, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Michael Litt

WASCO COUNTY

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

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

1 message

Deborah Solheim <deborahsolheim@juno.com> Wed, Apr 27, 2016 at 9:04 AM
Reply-To: deborahsolheim@juno.com
To: angieb@co.wasco.or.us

Deborah Solheim
9217 N Berkeley Av
Portland, OR 97203

April 27, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

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

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

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

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

Sincerely,
Deborah Solheim

WASCO COUNTY

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

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

1 message

Peter Frothingham <p145f246@gorge.net> Tue, Apr 26, 2016 at 8:23 PM
Reply-To: p145f246@gorge.net
To: angieb@co.wasco.or.us

Peter Frothingham
PO Box 408
Odell, OR 97044

April 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 would harm the community of Mosier: The proposed double-track through the Mosier Urban Area will negatively impact the local community by increasing train noise pollution around the clock.

• The project would harm air quality: Diesel emissions from an increase in train traffic is especially toxic. It 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 already has an extended double track east from Rowena that should be used for rail traffic instead of car storage before any additional track is permitted.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park. 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.

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

PC 1 7-3143

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

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

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

WASCO COUNTY

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

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

1 message

Tom Keys <tkeyshike@msn.com> Fri, Apr 22, 2016 at 3:13 PM
Reply-To: tkeyshike@msn.com
To: angieb@co.wasco.or.us

Tom Keys
1103 SE 21st Ct
Gresham, OR 97080

April 22, 2016

Dear Angie Brewer,

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

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

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

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

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

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

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

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

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

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

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

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

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

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

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

• 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

WASCO COUNTY

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

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

1 message

Brenda Peterson <brendap21@hotmail.com> Sun, Apr 17, 2016 at 10:56 PM
Reply-To: brendap21@hotmail.com
To: angieb@co.wasco.or.us

Brenda Peterson
6601 SW OAK ST
TIGARD, OR 97223-9119

April 18, 2016

Dear Angie Brewer,

I lived in the Gorge (The Dalles) for most of my childhood years, from age 5 to 23. I have 15 family members who still live in the local communities. I hike, bike, bird watch, seek out wildflower displays and spend lots of time and money in those local communities, including Mosier. I believe a new rail track is inappropriate for this community and for the National Scenic Area.

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

PC 1 7-3147

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.

• 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

WASCO COUNTY

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

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

1 message

Hal Glidden <hglid@comcast.net> Sat, Apr 16, 2016 at 2:17 PM
Reply-To: hglid@comcast.net
To: angieb@co.wasco.or.us

Hal Glidden
419 Briar Rd
Bellingham, WA 98225

April 16, 2016

Dear Angie Brewer,

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

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

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

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Hal Glidden

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Mariah Currey <mariahnightfire@gmail.com>
Reply-To: mariahnightfire@gmail.com
To: angieb@co.wasco.or.us

Wed, Apr 13, 2016 at 11:16 AM

Mariah Currey
3921 NE 79th AVE
Portland, OR 97213

April 13, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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.

• 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,
Mariah Currey

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

Comment on Union Pacific Rail Expansion near Mosier, OR

1 message

judy@yournatureconnect.com <judy@yournatureconnect.com> Wed, Apr 13, 2016 at 11:09 AM
Reply-To: judy@yournatureconnect.com
To: "angieb@co.wasco.or.us" <angieb@co.wasco.or.us>

Good day Ms. Brewer,
Thanks for taking my comments below regarding the proposed expansion.

While 4 miles of track seems innocent enough, and is purported to improve safety, I don't believe it. I don't believe the interests of the rail company are in the best interests of the Gorge, its citizens, and the planet's current challenges due to the release of fossil fuels in all its forms. Scientific evidence, research and current litigations stand with me.

I also don't believe the 'story' crafted in the proposal. Again and again, the real story, confirmed after-the-fact of such proposals flying through the approval process, reveals the mythology, misrepresentations, and outright lies.

These actions, in support of 'more interstate commerce' are destroying our world, piece by piece. I can not stand nor sit idly by. We must all begin to change this deadly system and stop these ill-conceived, industry-profit motivated, bad proposals. Keep this track from being added to this incredibly sensitive, beleaguered place!
Thank you.

Judy Todd, citizen activist grandmother
Portland, Oregon
503-260-4995 (talk or text)

PC 1 7-3153

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

Notice List Request, PLASAR-15-01-0004

1 message

Lauren Goldberg <lauren@columbiariverkeeper.org> Tue, Apr 12, 2016 at 9:27 AM
To: angieb@co.wasco.or.us

Good morning,

Please add me to the notice list for the matter PLASAR-15-01-0004 (Applicant: Union Pacific Railroad). Please confirm receipt of this email. Thanks.

Lauren

--

Displaying CKlogo1.5in.jpg

Lauren Goldberg | Staff Attorney
Columbia Riverkeeper | 111 Third St. Hood River, OR 97031
541.965.0985 | lauren@columbiariverkeeper.org

www.columbiariverkeeper.org

PC 1 7-3154

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Katie Frei <dandkfrei@gmail.com> Tue, Apr 12, 2016 at 11:23 AM
Reply-To: dandkfrei@gmail.com
To: angieb@co.wasco.or.us

Katie Frei
2 36 th Place
Longview, WA 98632

April 12, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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.

• 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,
Katie Frei

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Susan Millis <sjohnson@millisandco.com> Tue, Apr 12, 2016 at 3:40 PM
Reply-To: sjohnson@millisandco.com
To: angieb@co.wasco.or.us

Susan Millis
23011 Moulton Pkwy Suite I-9
Laguna Hills, CA 92653

April 12, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Susan Millis

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

John Rogers <jrogers1849@gmail.com>
Reply-To: jrogers1849@gmail.com
To: angieb@co.wasco.or.us

Tue, Apr 12, 2016 at 5:41 PM

John Rogers
2014 Lonely Lane
Mosier, OR 97040

April 12, 2016

Dear Angie Brewer,

I am a family physician who lives in Mosier and sees patients in The Dalles. I ask that you deny this application to avoid the potential health risks to the patients and communities that I serve and where I live.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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.

• 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 Rogers, MD, MPH, MEd

WASCO COUNTY

Angie Brewer <angieb@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> Mon, Apr 11, 2016 at 10:22 AM
Reply-To: nora.mattek@gmail.com
To: angieb@co.wasco.or.us

Nora Polk
6405 SE 62nd Ave
Portland, OR 97206

April 11, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Nora Polk

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Linda Schmoldt <linda@schmoldt.us> Mon, Apr 11, 2016 at 1:47 PM
Reply-To: linda@schmoldt.us
To: angieb@co.wasco.or.us

Linda Schmoldt
2731 SE Market St
Portland, OR 97214-4948

April 11, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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.

• 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 Schmoldt

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Timothy Sherburne <tim@sherb.org> Sun, Apr 10, 2016 at 9:28 PM
Reply-To: tim@sherb.org
To: angieb@co.wasco.or.us

Timothy Sherburne
2501 NE 57th
Vancouver, WA 98663

April 11, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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.

• 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,
Timothy Sherburne

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Angela Perstein <radarangel@msn.com> Sun, Apr 10, 2016 at 2:09 PM
Reply-To: radarangel@msn.com
To: angieb@co.wasco.or.us

Angela Perstein
3306 E Terrace St
Seattle, WA 98122

April 10, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Angela Perstein

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Gretchen Randolph <grandolph.np@gmail.com> Sun, Apr 10, 2016 at 1:48 PM
Reply-To: grandolph.np@gmail.com
To: angieb@co.wasco.or.us

Gretchen Randolph
13525 saw 115 ave
Tigard, OR 97223

April 10, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Gretchen Randolph

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 Yun <cpypdx@gmail.com> Sun, Apr 10, 2016 at 12:38 PM
Reply-To: cpypdx@gmail.com
To: angieb@co.wasco.or.us

Christine Yun
1915 SE Alder St.
Portland, OR 97214

April 10, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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 Yun

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Carolyn Williams <carolyn76@gmail.com> Sun, Apr 10, 2016 at 10:47 AM
Reply-To: carolyn76@gmail.com
To: angieb@co.wasco.or.us

Carolyn Williams
3322 NE 127th Ave
portland, OR 97230

April 10, 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 7-3173

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.

• 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,
Carolyn Williams

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

John Eskridge <mtn_hiker@hotmail.com> Sun, Apr 10, 2016 at 9:35 AM
Reply-To: mtn_hiker@hotmail.com
To: angieb@co.wasco.or.us

John Eskridge
PO Box 771
Sandy, OR 97055

April 10, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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 Eskridge

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Holly Schmitz <hollyschmitz@gorge.net> Sun, Apr 10, 2016 at 9:15 AM
Reply-To: hollyschmitz@gorge.net
To: angieb@co.wasco.or.us

Holly Schmitz
1010 Panorama Pt. Rd.
White Salmon, WA 98672

April 10, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Holly Schmitz

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Robbie Moller <berte@gorge.net> Sun, Apr 10, 2016 at 2:19 PM
Reply-To: berte@gorge.net
To: angieb@co.wasco.or.us

Robbie Moller
425 Eugene St
Hood River, OR 97031

April 10, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. . I ask you to deny this application for the following reasons:

The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

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.

Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

Oregon Parks Department 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 strongly urge you to deny this application for the aforementioned reasons.

Sincerely,
Robbie Moller

PC 1 7-3179

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Lisa Brice <lbhikes@msn.com> Sat, Apr 9, 2016 at 8:38 PM
Reply-To: lbhikes@msn.com
To: angieb@co.wasco.or.us

Lisa Brice
8525 SW Wilson Ln
Wilsonville, OR 97070

April 9, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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 7-3180

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.

• 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,
Lisa Brice

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Holly Bard <hollybard@comcast.net> Sat, Apr 9, 2016 at 12:05 PM
Reply-To: hollybard@comcast.net
To: angieb@co.wasco.or.us

Holly Bard
PO Box 1010
Vancouver, WA 98666-1010

April 9, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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.

• 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,
Holly Bard

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Karen Edwards <4tarn2swim@methownet.com> Sat, Apr 9, 2016 at 11:55 AM
Reply-To: 4tarn2swim@methownet.com
To: angieb@co.wasco.or.us

Karen Edwards
PO Box 754
Winthrop, WA 98862-0754

April 9, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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.

• 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,
Karen Edwards

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Shari Jenkins <sharijenkins@gmail.com> Sat, Apr 9, 2016 at 6:51 AM
Reply-To: sharijenkins@gmail.com
To: angieb@co.wasco.or.us

Shari Jenkins
3890 Belmont Drive
Hood River, OR 97931

April 9, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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.

• 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,
Shari Jenkins

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Rainbow Nelson <rainbow.cheyenne@gmail.com> Fri, Apr 8, 2016 at 8:39 PM
Reply-To: rainbow.cheyenne@gmail.com
To: angieb@co.wasco.or.us

Rainbow Nelson
2629 SE 69th Ave
Portland, OR 97206

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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.

• 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,
Rainbow Nelson

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Steven Woolpert <stevenwoolpert@gmail.com> Fri, Apr 8, 2016 at 8:39 PM
Reply-To: stevenwoolpert@gmail.com
To: angieb@co.wasco.or.us

Steven Woolpert
PO Box 3
Lyle, WA 98635-0001

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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 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, 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.

• 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,
Steven Woolpert

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Rebecca Clark <bjclark@siderial.com> Fri, Apr 8, 2016 at 6:28 PM
Reply-To: bjclark@siderial.com
To: angieb@co.wasco.or.us

Rebecca Clark
5035 N Depauw St
Portland, OR 97203-4418

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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.

• 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,
Rebecca Clark

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

John Morris <jcmorris61@comcast.net> Fri, Apr 8, 2016 at 1:05 PM
Reply-To: jcmorris61@comcast.net
To: angieb@co.wasco.or.us

John Morris
6636 SW Burlingame Ave.
Portland, OR 97239

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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.

• 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 Morris

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Fredrick Seil <seilf@comcast.net> Fri, Apr 8, 2016 at 12:24 PM
Reply-To: seilf@comcast.net
To: angieb@co.wasco.or.us

Fredrick Seil
1 Twain Ave
Berkeley, CA 94708-1734

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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 7-3196

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.

• 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,
Fredrick Seil

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Judy Henderson <judyjudypdx@gmail.com>
Reply-To: judyjudypdx@gmail.com
To: angieb@co.wasco.or.us

Fri, Apr 8, 2016 at 12:03 PM

Judy Henderson
2541 SW Miles St
Portland, OR 97219

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Judy Henderson

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Susan Peterson <Susiempeterson@gmail.com> Fri, Apr 8, 2016 at 8:22 AM
Reply-To: Susiempeterson@gmail.com
To: angieb@co.wasco.or.us

Susan Peterson
7330 se franklin st
portland, OR 97206

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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 7-3200

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.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Susan Peterson

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Martha Stevenson <marthazstevenson@gmail.com> Fri, Apr 8, 2016 at 8:02 AM
Reply-To: marthazstevenson@gmail.com
To: angieb@co.wasco.or.us

Martha Stevenson
PO Box 1878
White Salmon, WA 98672

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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.

• 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,
Martha Stevenson

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Kimber Nelson <kimber_nelson@hotmail.com> Fri, Apr 8, 2016 at 8:02 AM
Reply-To: kimber_nelson@hotmail.com
To: angieb@co.wasco.or.us

Kimber Nelson
7827 SE 66th Avenue
Portland, OR 97206

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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.

• 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,
Kimber Nelson

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Ilene Le Vee <leveeis@comcast.net> Fri, Apr 8, 2016 at 7:52 AM
Reply-To: leveeis@comcast.net
To: angieb@co.wasco.or.us

Ilene Le Vee
2030 Wingate Dr SE
Olympia, WA 98513-3433

April 8, 2016

Dear Angie Brewer,

Paramount to my concern with Union Pacific Railroad's application to construct a new rail track near Mosier, OR is the fact that adding tracks ALWAYS results in a siding area wherein trains may park for extended periods of time. This results in parked trains belching out diesel smoke, sometimes for hours at a time, before moving forward thus allowing economically preferred traffic to pass through. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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.

• 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,
Ilene Le Vee

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

David Shaw <davidshaw0944@gmail.com> Fri, Apr 8, 2016 at 9:02 AM
Reply-To: davidshaw0944@gmail.com
To: angieb@co.wasco.or.us

David Shaw
2660 SW Hamilton Ct
Portland, OR 97239-1216

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR.

There would be negligible economic benefit to the residents of the Gorge and of the region. A few short term construction jobs and the income from oil or coal terminals is not worth the potential damage to the Gorge. This is exactly the type of project that needs to be rejected to encourage the transition away from fossil fuels. If we are going to reduce the impact of climate change we have to start by rejecting this kind of development.

The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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.

Sincerely,
David Shaw

PC 1 7-3208

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Mike Ryan <mpresq@q.com> Fri, Apr 8, 2016 at 5:58 PM
Reply-To: mpresq@q.com
To: angieb@co.wasco.or.us

Mike Ryan
2891 SW Fairview
Portland, OR 97205

April 8, 2016

Dear Angie Brewer,

Please deny the expansion application.More and/or larger trains passing thru the Gorge would adversely impact wetlands, recreation sites and Gorge communities.

We do not want an oil pipeline on rails in the Gorge.

.

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 other resources.

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.

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.

PC 1 7-3209

Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

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 use in violation of the Clean Air Act.

Sincerely,
Mike Ryan

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Duane Ray <duaneray@frontier.com> Thu, Apr 7, 2016 at 7:54 AM
Reply-To: duaneray@frontier.com
To: angieb@co.wasco.or.us

Duane Ray
85 SE 16th Court
Gresham, OR 97080

April 7, 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.

*****
An oil spill into the Columbia River would be a disaster that can not be remedied in our life time. Examples like the Exxon Valdez spill in Alaska show that it takes many decades to recover even superficially. Lingering affects to the environment that impact wildlife persist and will remain for additional decades.
******

• 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.

PC 1 7-3211

• 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.

• 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,
Duane Ray

PC 1 7-3212

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Ineke Deruyter <ideruyter@hotmail.com>
Reply-To: ideruyter@hotmail.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 9:31 PM

Ineke Deruyter
9322 N Oswego Ave
Portland, OR 97203

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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 7-3213

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.

• 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,
Ineke Deruyter

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

William Whitaker <wwhitak@boisestate.edu> Thu, Apr 7, 2016 at 9:20 PM
Reply-To: wwhitak@boisestate.edu
To: angieb@co.wasco.or.us

William Whitaker
1108 G Ave
La Grande, OR 97850

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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.

• 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,
William Whitaker

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Jack Platner <jplatner@gorge.net> Thu, Apr 7, 2016 at 9:20 PM
Reply-To: jplatner@gorge.net
To: angieb@co.wasco.or.us

Jack Platner
2150 Elder Rd
Hood River, OR 97031-8534

April 8, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• 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.

• 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 Platner

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Scott Tegtmeyer <stegt@comcast.net> Thu, Apr 7, 2016 at 7:00 PM
Reply-To: stegt@comcast.net
To: angieb@co.wasco.or.us

Scott Tegtmeyer
13305 NE 4th Ct
Vancouver, WA 98685

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Scott Tegtmeyer

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 Griener <jamesgriener@comcast.net>
Reply-To: jamesgriener@comcast.net
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 6:50 PM

James Griener
PO Box 683
Camas, WA 98607

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
James Griener

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Sammy Low <cougarcreek7@gmail.com> Thu, Apr 7, 2016 at 6:00 PM
Reply-To: cougarcreek7@gmail.com
To: angieb@co.wasco.or.us

Sammy Low
20420 Marine Dr Apt P2
Stanwood, WA 98292-7843

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Sammy Low

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Linda Browning <lembrowning5@gmail.com> Thu, Apr 7, 2016 at 5:40 PM
Reply-To: lembrowning5@gmail.com
To: angieb@co.wasco.or.us

Linda Browning
7855 SW Matheny Dr
Beaverton, OR 97008

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Adina Parsley <dickandpat3@gmail.com>
Reply-To: dickandpat3@gmail.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 5:30 PM

Adina Parsley
20420 Marine Dr, Apt P2
Stanwood, WA 98292

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Adina Parsley

PC 1 7-3228

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Edward Kice III <nedandsandykice@charter.net> Thu, Apr 7, 2016 at 4:50 PM
Reply-To: nedandsandykice@charter.net
To: angieb@co.wasco.or.us

Edward Kice III
6618 Mill Creek Rd
The Dalles, OR 97058-8508

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Edward Kice III

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Matthew Barmann <chiakacomm@mac.com> Thu, Apr 7, 2016 at 3:34 PM
Reply-To: chiakacomm@mac.com
To: angieb@co.wasco.or.us

Matthew Barmann
417 17th Street
Hood River, OR 97031-1211

April 7, 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 7-3231

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.

• 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,
Matthew Barmann

PC 1 7-3232

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Bruce Cantwell <brucec@myenvoy.com> Thu, Apr 7, 2016 at 2:23 PM
Reply-To: brucec@myenvoy.com
To: angieb@co.wasco.or.us

Bruce Cantwell
4838 NE 41st Ave
Portland, OR 97211-8143

April 7, 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 7-3233

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.

• 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 Cantwell

PC 1 7-3234

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

J. Robert Gush <bob.gush@gmail.com> Thu, Apr 7, 2016 at 1:23 PM
Reply-To: bob.gush@gmail.com
To: angieb@co.wasco.or.us

J. Robert Gush
9100 NE 17 St
Vancouver, WA 98664

April 7, 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 7-3235

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.

• 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,
J. Robert Gush

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Keith Brown and Teresa Robbins <humansol@teleport.com> Thu, Apr 7, 2016 at 12:43 PM
Reply-To: humansol@teleport.com
To: angieb@co.wasco.or.us

Keith Brown and Teresa Robbins
211 Malfait Tracts Rd.
washougal, WA 98671

April 7, 2016

Dear Angie Brewer,

We 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 which 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.

• 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 7-3237

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.

• 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,
Keith Brown, Ph. D. and Teresa Robbins

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Debbie Finney <debbiejamisonfinney@gmail.com> Thu, Apr 7, 2016 at 12:33 PM
Reply-To: debbiejamisonfinney@gmail.com
To: angieb@co.wasco.or.us

Debbie Finney
9333 SW 8th Dr
Portland, OR 97219-4763

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Debbie Finney

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Babetta Chiarito <Wtki@sbcglobal.net> Thu, Apr 7, 2016 at 12:14 PM
Reply-To: Wtki@sbcglobal.net
To: angieb@co.wasco.or.us

Babetta Chiarito
9329 NW Skyline Blvd
Portland, OR 07231

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Babetta Chiarito

WASCO COUNTY

Angie Brewer <angieb@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> Thu, Apr 7, 2016 at 12:04 PM
Reply-To: bernhard_masterson@hotmail.com
To: angieb@co.wasco.or.us

Bernhard Masterson
3100 SE Westview Ave
Oak Grove, OR 97267-4640

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Bernhard Masterson

PC 1 7-3244

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

M Field <mfieldlucky1@gmail.com>
Reply-To: mfieldlucky1@gmail.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 12:04 PM

M Field
534 SW 3rd Ave Ste 612
Portland, OR 97204-2512

April 7, 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 7-3245

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.

• 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,
M Field

PC 1 7-3246

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Jean-Michel Bock <vvbock@mac.com> Thu, Apr 7, 2016 at 11:53 AM
Reply-To: vvbock@mac.com
To: angieb@co.wasco.or.us

Jean-Michel Bock
306 May Street
Hood River, OR 97031

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Jean-Michel Bock

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Carolyn Boatsman <c.boatsman@comcast.net> Thu, Apr 7, 2016 at 11:43 AM
Reply-To: c.boatsman@comcast.net
To: angieb@co.wasco.or.us

Carolyn Boatsman
3210 74th AVE SE
Mercer Island, WA 98040

April 7, 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 7-3249

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.

• 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,
Carolyn Boatsman

PC 1 7-3250

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Jamie Caya <lil_pumpkin@comcast.net> Thu, Apr 7, 2016 at 11:33 AM
Reply-To: lil_pumpkin@comcast.net
To: angieb@co.wasco.or.us

Jamie Caya
9401 Silver Star Ave
Vancouver, WA 98664

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Jamie Caya

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Kathleen Shelman <kshelman49@gmail.com>
Reply-To: kshelman49@gmail.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 11:33 AM

Kathleen Shelman
36141 SE Hurlburt Rd.
Corbett, OR 97019

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Kathleen Shelman

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

steve miesen <smiesen@hotmail.com>
Reply-To: smiesen@hotmail.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 11:23 AM

steve miesen
6275 Holmes Street
west linn, OR 97068

April 7, 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 7-3255

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.

• 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,
steve miesen

PC 1 7-3256

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Antony Clarke <tclarke@soest.hawaii.edu> Thu, Apr 7, 2016 at 11:03 AM
Reply-To: tclarke@soest.hawaii.edu
To: angieb@co.wasco.or.us

Antony Clarke
392 Snowberry lane
Washougal ., WA 98671

April 7, 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 7-3257

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.

• 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,
Antony Clarke

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Barbara Amen <bamen@reed.edu> Thu, Apr 7, 2016 at 10:12 AM
Reply-To: bamen@reed.edu
To: angieb@co.wasco.or.us

Barbara Amen
7441 SE 30 Avenue
Portland, OR 97202

April 7, 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 7-3259

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.

• 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,
Barbara Amen

WASCO COUNTY

Angie Brewer <angieb@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> Thu, Apr 7, 2016 at 9:52 AM
Reply-To: nora.mattek@gmail.com
To: angieb@co.wasco.or.us

Nora Polk
6405 SE 62nd Ave
Portland, OR 97206

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Nora Polk

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Katheen Patton <mokpatton@sslv.org> Thu, Apr 7, 2016 at 9:41 AM
Reply-To: mokpatton@sslv.org
To: angieb@co.wasco.or.us

Katheen Patton
1645 24th Avenue
Longview, WA 98632

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Katheen Patton

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Marcia Parker <mparker815@msn.com>
Reply-To: mparker815@msn.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 9:31 AM

Marcia Parker
6124 SE17th Ave
Portland, OR 97202

April 7, 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 7-3265

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.

• 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,
Marcia Parker

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Valoree Hummel <cvkhummel@comcast.net> Thu, Apr 7, 2016 at 9:21 AM
Reply-To: cvkhummel@comcast.net
To: angieb@co.wasco.or.us

Valoree Hummel
13283 Fox Run
Lake Oswego, OR 97034

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Valoree Hummel

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Stephen Bachhuber <srbachhuber1@gmail.com> Thu, Apr 7, 2016 at 9:11 AM
Reply-To: srbachhuber1@gmail.com
To: angieb@co.wasco.or.us

Stephen Bachhuber
3428 SE 9th Ave
Portland, OR 97202-2717

April 7, 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 7-3269

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.

• 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,
Stephen Bachhuber

WASCO COUNTY

Angie Brewer <angieb@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: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 9:11 AM

Lisa Hull
PO Box 771
Sandy, OR 97055

April 7, 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 7-3271

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.

• 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,
Lisa Hull

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Phyllis Newmark <P1Newmark@gmail.com> Thu, Apr 7, 2016 at 9:11 AM
Reply-To: P1Newmark@gmail.com
To: angieb@co.wasco.or.us

Phyllis Newmark
4930 Sw. Barnes Rd.
Portland, OR 97221

April 7, 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 7-3273

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.

• 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,
Phyllis Newmark

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

CharlesBetty BrasherLavis <brasherlavis@comcast.net> Thu, Apr 7, 2016 at 9:00 AM
Reply-To: brasherlavis@comcast.net
To: angieb@co.wasco.or.us

CharlesBetty BrasherLavis
7709 ne 57th circle
Vancouver, WA 98662

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Charles & Betty BrasherLavis

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Mericos Rhodes <Mericos@glassybaby.com> Thu, Apr 7, 2016 at 8:50 AM
Reply-To: Mericos@glassybaby.com
To: angieb@co.wasco.or.us

Mericos Rhodes
220 SE 30th Place
Portland, OR 97214

April 7, 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 7-3277

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.

• 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,
Mericos Rhodes

PC 1 7-3278

WASCO COUNTY

Angie Brewer <angieb@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: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 8:39 AM

Tom Keys
1103 SE 21st Ct
Gresham, OR 97080

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Jane Steadman <janesteadman@gmail.com>
Reply-To: janesteadman@gmail.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 8:39 AM

Jane Steadman
5612 7th Ave. NW
Seattle, WA 98107

April 7, 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 7-3281

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.

• 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,
Jane Steadman

WASCO COUNTY

Angie Brewer <angieb@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> Thu, Apr 7, 2016 at 8:39 AM
Reply-To: the_lazypainter@hotmail.com
To: angieb@co.wasco.or.us

Jeremiah Leipold
39571 Dubarko Rd
Sandy, OR 97055

April 7, 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 7-3283

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.

• 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,
Jeremiah Leipold

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Constance McConnell <murphydog2005@comcast.net> Thu, Apr 7, 2016 at 8:29 AM
Reply-To: murphydog2005@comcast.net
To: angieb@co.wasco.or.us

Constance McConnell
3122 SE Main St
Portland, OR 97214

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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 rural property owner in Washington, I travel in the gorge frequently, but it is not my own welfare I am most concerned about it. Profit should not overshadow what is right.

Sincerely,
Constance McConnell

PC 1 7-3286

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Sarah Atkins <adanrowe@live.com> Thu, Apr 7, 2016 at 7:54 AM
Reply-To: adanrowe@live.com
To: angieb@co.wasco.or.us

Sarah Atkins
2520 Kingsley Rd
Hood River, OR 97031-9605

April 7, 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 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, 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.

• 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.k

• 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 good 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,
Sarah Atkins

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Betsy Schaffer <eassch@comcast.net> Thu, Apr 7, 2016 at 7:54 AM
Reply-To: eassch@comcast.net
To: angieb@co.wasco.or.us

Betsy Schaffer
24 Clover Park Drive #3
Rochester, NY 14618

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Betsy Schaffer

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Mary Grout <mcgrout@msn.com>
Reply-To: mcgrout@msn.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 6:43 AM

Mary Grout
1724 SE Ash st.
Portland, OR 97214

April 7, 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 7-3291

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.

• 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,
Mary Grout

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Shari Bruun <shari.bruun@gmail.com>
Reply-To: shari.bruun@gmail.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 6:43 AM

Shari Bruun
631 NE Garfield Street
Camas, WA 98607

April 7, 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 7-3293

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.

• 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,
Shari Bruun

PC 1 7-3294

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Corey Hiseler <Corey@windguide.com> Thu, Apr 7, 2016 at 6:43 AM
Reply-To: Corey@windguide.com
To: angieb@co.wasco.or.us

Corey Hiseler
5151 Mitchell Point Dr
Hood River, OR 97031

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Corey Hiseler

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Chris Smith <chris.neil.smith@gmail.com> Thu, Apr 7, 2016 at 6:33 AM
Reply-To: chris.neil.smith@gmail.com
To: angieb@co.wasco.or.us

Chris Smith
5817 SE 20th Ave
Portland, OR 97202

April 7, 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 7-3297

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.

• 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,
Chris Smith

PC 1 7-3298

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

LYNDA CUNNINGHAM <LYNDEEE2@gmail.com> Thu, Apr 7, 2016 at 6:12 AM
Reply-To: LYNDEEE2@gmail.com
To: angieb@co.wasco.or.us

LYNDA CUNNINGHAM
14005 SE 38TH ST
VANCOUVER, WA 98683

April 7, 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 7-3299

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.

• 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,
LYNDA CUNNINGHAM

PC 1 7-3300

WASCO COUNTY

Angie Brewer <angieb@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: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 5:42 AM

Nancy Platner
2150 Elder Rd
Hood River, OR 97031-8534

April 7, 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 7-3301

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.

• 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,
Nancy Platner

PC 1 7-3302

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Evelyn Rhodes <Erhodes@colgate.edu>
Reply-To: Erhodes@colgate.edu
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 5:02 AM

Evelyn Rhodes
320 39th ave e
Seattle, WA 98112

April 7, 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 7-3303

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.

• 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,
Evelyn Rhodes

PC 1 7-3304

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

John Kirkland <jlkirkland3@comcast.net>
Reply-To: jlkirkland3@comcast.net
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 3:51 AM

John Kirkland
289 Fearrington Post
Pittsboro, NC 27312

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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 Kirkland

PC 1 7-3306

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Heather Chapin <Heatherchapin@comcast.net> Thu, Apr 7, 2016 at 2:31 AM
Reply-To: Heatherchapin@comcast.net
To: angieb@co.wasco.or.us

Heather Chapin
7126 N Interstate Ave
Portland, OR 97217

April 7, 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 7-3307

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.

• 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.

In Gratitude,
Heather Chapin

PC 1 7-3308

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 hipp <jrhipp010@gmail.com>
Reply-To: jrhipp010@gmail.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 12:31 AM

james hipp
609 rosette ct
bellingham, WA 98226

April 7, 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 7-3309

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.

• 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,
james hipp

PC 1 7-3310

WASCO COUNTY

Angie Brewer <angieb@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, Apr 7, 2016 at 1:03 PM
Reply-To: prvt@2ezgroup.com
To: angieb@co.wasco.or.us

Kelly McConnell
11375 SW Erste
Tigard, OR 97223

April 7, 2016

Dear Angie Brewer,

I want clean air and water. Bringing miles of oil laden rail cars into our most sensitive ecological areas is insane. We have to stop selling everyone out to the greedy rich and that starts with stopping the wholesale abdication of our right to clean air and water.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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.

• 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 7-3312

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Daniel Jaffee <dsjaffee@gmail.com>
Reply-To: dsjaffee@gmail.com
To: angieb@co.wasco.or.us

Thu, Apr 7, 2016 at 10:02 AM

Daniel Jaffee
4723 NE 14th Ave
Portland, OR 97211

April 7, 2016

Dear Angie Brewer,

I am writing you about an urgent issue of environmental protection and human safety.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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 7-3313

• 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.

• 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.

Yours Sincerely,
Daniel Jaffee

PC 1 7-3314

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Bonnie New <bnew1@live.com> Thu, Apr 7, 2016 at 12:00 AM
Reply-To: bnew1@live.com
To: angieb@co.wasco.or.us

Bonnie New
4045 Stonegate Dr
Hood River, OR 97031

April 7, 2016

Dear Angie Brewer,

I am writing to urge you in the strongest possible way to deny Union Pacific Railroad's application for expansion of tracks in Oregon's Columbia River Gorge. We already have too many trains, and they collectively have a negative impact on our recreation sites, wetlands, Native American cultural resources, and quality of life in communities of the Gorge. The proposed new track would pass through some of the most ecologically sensitive lands in the Gorge. And this is a designated National Scenic Area for a reason – it is a unique and pristine treasure, a scenic resource for the entire country. As such, it should not be subjected to more trains, longer trains, faster trains, and/or trains full of combustible, even explosive, materials such as oil. Communities, cities, and counties along the Gorge have made their voices heard, too, that we do not want to be a transit system for fuels causing climate change.

Sincerely,
Bonnie New

PC 1 7-3315

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Tess H. <tesshustead@gmail.com> Wed, Apr 6, 2016 at 8:50 PM
Reply-To: tesshustead@gmail.com
To: angieb@co.wasco.or.us

Tess H.
P.O. Box
Bellingham, WA 98225

April 6, 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 7-3316

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.

• 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,
Tess H.

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Judith Arcana <ja@juditharcana.com> Wed, Apr 6, 2016 at 8:50 PM
Reply-To: ja@juditharcana.com
To: angieb@co.wasco.or.us

Judith Arcana
2034 NE 40th Avenue #416
Portland, OR 97212

April 6, 2016

Dear Angie Brewer,

The Union Pacific Railroad application to construct new track near Mosier, Oregon is unacceptable.

As you must know, laying this track is bad for the health of the entire gorge - indeed, the entire region - and all the species that live in it, including humans.

I hope you will deny this application - the project would be destructive; it has no merit.

Moreover - importantly, Oregon Parks should prohibit the sale of park land for rail expansion. I understand that OPRD is actually not allowed to sell land to Union Pacific without first showing (a) the land is not needed for public use or (b) the sale somehow furthers the public interest. This situation is wrong on both counts.

Sincerely,
Judith Arcana

PC 1 7-3318

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Roger Brewer <rogerbrewer@comcast.net> Wed, Apr 6, 2016 at 8:10 PM
Reply-To: rogerbrewer@comcast.net
To: angieb@co.wasco.or.us

Roger Brewer
5739 SW Downsview Ct
Portland, OR 97221

April 6, 2016

Dear Angie Brewer,

The Columbia River Gorge National Scenic Area must be protected from increased rail tracks and oil-by-rail transit throug the Columbia River Gorge.

• Given the magnitude of the project, it should be reviewed as a new use rather than an expansion of an exiting one.

• 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,
Roger Brewer

PC 1 7-3319

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Barbara Baker <bbakeremail@gmail.com>
Reply-To: bbakeremail@gmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 7:59 PM

Barbara Baker
2826 SE 109th Ave
Portland, OR 97266-1221

April 6, 2016

Dear Angie Brewer,

Since I agree with absolutely every one of the following points, I leave them intact. In addition, since a picture is worth a thousand words, I suggest you take a look at the following; "A UP oil train moves through Mosier (Joe Urmos photographer)
In three words, NO OIL TRAINS! Thank you.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• 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

PC 1 7-3320

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.

• 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,
Barbara Baker

PC 1 7-3321

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Loreley Drach <loreley@gorge.net> Wed, Apr 6, 2016 at 7:59 PM
Reply-To: loreley@gorge.net
To: angieb@co.wasco.or.us

Loreley Drach
PO Box 67
Underwood, WA 98651-0067

April 6, 2016

Dear Angie Brewer,

I am absolutely opposed to the track expansion proposed by Union Pacific in the Mosier area, or anywhere in the Columbia River Gorge National Scenic Area. Yesterday I drove by Hood River, coming home from a hike in the Gorge. I was appalled to see the significant line up of track laying vehicles and equipment on the tracks and wondered what was in the works this time. Well, I guess the proposal says it all. Pretty forward of them, is it not? I am hoping this is not the way things really are going in our country, where people and their local governments are literally railroaded over. The environmental and social damage will be long lasting if the railroad gets their way. Please stand up and insure that this track is in the best interests of the people of Wasco, the Gorge, and Oregon, although, I have a hard time seeing how it could be. Thank you for reading my concerns.

Sincerely,
Loreley Drach

PC 1 7-3322

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Sandra Bacus <sandybacus@hotmail.com>
Reply-To: sandybacus@hotmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:59 PM

Sandra Bacus
91 Sprague Landing Rd.
Stevenson, WA 98648

April 6, 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 7-3323

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.

• 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.

When and how do you plan to consider the loss of life and property when oil trains explode; which has happened on numerous occasions.

Sincerely,
Sandra Bacus

PC 1 7-3324

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 Bachman <bobgbach@gmail.com> Wed, Apr 6, 2016 at 6:49 PM
Reply-To: bobgbach@gmail.com
To: angieb@co.wasco.or.us

Robert Bachman
102 Panorama Pl
Friday Harbor, WA 98250

April 6, 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:

* I agree whole heartily with the following comments, but I wanted to add one more.....Climate Change is also a critical issue -- in fact it is an environmental crises effecting the entire planet. Controlling fossil fuel emissions will be made much more problematic and difficult if we are exporting fossil fuels to foreign countries -- this track modification will allow increased fossil exports when we should be doing everything in our power to decrease those exports.

• 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.

PC 1 7-3325

• 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.

• 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 Bachman

PC 1 7-3326

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Ann Littlewood <annlittlewood3@gmail.com> Wed, Apr 6, 2016 at 10:50 PM
Reply-To: annlittlewood3@gmail.com
To: angieb@co.wasco.or.us

Ann Littlewood
2915 NE 21st Avenue
Portland, OR 97212

April 7, 2016

Dear Angie Brewer,

Please oppose Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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 7-3327

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.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Ann Littlewood

PC 1 7-3328

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Brooke Jacobson <dbjacobpdx@gmail.com> Wed, Apr 6, 2016 at 10:20 PM
Reply-To: dbjacobpdx@gmail.com
To: angieb@co.wasco.or.us

Brooke Jacobson
1529 NE 21ST AVE.
PORTLAND, OR 97232

April 7, 2016

Dear Angie Brewer,

I hope you will please read with care and act accordingly with regard to these concerns.. There is so much at stake for all of us whho live in the Northwest United States.

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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 alternatives that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project

PC 1 7-3329

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.

• 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,
Brooke Jacobson

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail, File number PLASAR-15-01-0004

1 message

Walter Mintkeski <mintkeski@juno.com> Wed, Apr 6, 2016 at 10:00 PM
Reply-To: mintkeski@juno.com
To: angieb@co.wasco.or.us

Walter Mintkeski
6815 SE 31st Ave
Portland, OR 97202

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new double rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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, which the City of Mosier will not be capable of handling.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would increase the number, length, and speed of trains passing through the Gorge. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm air quality. Air quality within the Columbia River Gorge National Scenic Area and the City of Mosier 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 would construct an additional rail line through Memaloose State Park. 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.

• The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and fisheries, which is not in the public's interest.

PC 1 7-3331

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• The project is located in habitat for many protected species of plants and animals. The applicant should be required to conduct and pay for field surveys by professional wildlife biologists and professional botanists.

• New rail bridge construction over waterways would provide a potential location of new point source pollution if any liquids (like oil) or uncovered commodities (like coal) are transported on the new track.

• 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.

For the above reasons, I urge you to deny this application.

Sincerely,
Walter Mintkeski

PC 1 7-3332

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Rich Mackin <richmackin@gmail.com>
Reply-To: richmackin@gmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:29 PM

Rich Mackin
2522 SE 35th Ave
Portland, OR 97202

April 6, 2016

Dear Angie Brewer,

I am troubles by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. This track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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 7-3333

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.

• 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,
Rich Mackin

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Michael Parker <mikpar@prodigy.net> Wed, Apr 6, 2016 at 6:19 PM
Reply-To: mikpar@prodigy.net
To: angieb@co.wasco.or.us

Michael Parker
6825 N Fenwick Ave.
Portland, OR 97217

April 6, 2016

Dear Angie Brewer,

I am contacting you today because I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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 7-3335

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.

• 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 Parker

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Joel Rosenblit <rosenblitj@msn.com> Wed, Apr 6, 2016 at 9:00 PM
Reply-To: rosenblitj@msn.com
To: angieb@co.wasco.or.us

Joel Rosenblit
2208 Joplin Ct. South
Salem, OR 97302

April 7, 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 7-3337

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.

• 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,
Joel Rosenblit

PC 1 7-3338

WASCO COUNTY

Angie Brewer <angieb@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: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:09 PM

Joel Kay
10707 SE STANLEY AVE
Milwaukie, OR 97222

April 6, 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 7-3339

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.

• 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,
Joel Kay

PC 1 7-3340

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Steven Erickson <steveerickson720@gmail.com> Wed, Apr 6, 2016 at 5:59 PM
Reply-To: steveerickson720@gmail.com
To: angieb@co.wasco.or.us

Steven Erickson
720 Cherryview Lane
White Salmon, WA 98672

April 6, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Steven Erickson

PC 1 7-3342

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

Do not ignore: Important message - 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: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:09 PM

Liz Trojan
12320 SW 60th Ave
Portland, OR 97219-7013

April 6, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Liz Trojan

PC 1 7-3344

WASCO COUNTY

Angie Brewer <angieb@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: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 11:30 PM

Meryle A. Korn
2821 Huron St
Bellingham, WA 98226-4112

April 7, 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 7-3345

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.

• 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,
Meryle A. Korn

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Sarah Hafer <sarah.hafer@gmail.com> Wed, Apr 6, 2016 at 11:20 PM
Reply-To: sarah.hafer@gmail.com
To: angieb@co.wasco.or.us

Sarah Hafer
12111 NE 4th St
Vancouver, WA 98684

April 7, 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 7-3347

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.

• 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,
Sarah Hafer

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Darryl & Diana Boom <diana@dboom.net> Wed, Apr 6, 2016 at 10:50 PM
Reply-To: diana@dboom.net
To: angieb@co.wasco.or.us

Darryl & Diana Boom
PO Box 328
Lake Oswego, OR 97034

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Darryl & Diana Boom

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Jessi Snow <jessiwith1i@gmail.com>
Reply-To: jessiwith1i@gmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 10:40 PM

Jessi Snow
4304 SE 103rd Ave
Portland, OR 97266-2426

April 7, 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 7-3351

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.

• 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,
Jessi Snow

PC 1 7-3352

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 Orlet <Christyorlet@gmail.com>
Reply-To: Christyorlet@gmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 10:30 PM

Christine Orlet
3821 SE Main St
Portland, OR 97214

April 7, 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 7-3353

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.

• 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 Orlet

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Helen Curtis <critters6@hotmail.com>
Reply-To: critters6@hotmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 10:20 PM

Helen Curtis
8523 N Stevens Drive
Spokane, WA 99208

April 7, 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 7-3355

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.

• 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,
Helen Curtis

PC 1 7-3356

WASCO COUNTY

Angie Brewer <angieb@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: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 10:20 PM

Carol Douglass
821 Columbia St.
Hood RIver, OR 97031

April 7, 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 7-3357

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.

• 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 Douglass

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Mary Forst <mcforst@igc.org> Wed, Apr 6, 2016 at 9:50 PM
Reply-To: mcforst@igc.org
To: angieb@co.wasco.or.us

Mary Forst
15500H NW Ferry Rd
Portland, OR 97231-1355

April 7, 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 7-3359

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.

• 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,
Mary Forst

PC 1 7-3360

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Annie McCuen <mccuen7691@comcast.net>
Reply-To: mccuen7691@comcast.net
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 8:50 PM

Annie McCuen
1825 Fairmount Ave s
Salem, OR 97302

April 6, 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 7-3361

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.

• 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,
Annie McCuen

PC 1 7-3362

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Michael Wilson <mvalentinewilson@comcast.net> Wed, Apr 6, 2016 at 8:40 PM
Reply-To: mvalentinewilson@comcast.net
To: angieb@co.wasco.or.us

Michael Wilson
1405 SE Taylor St
Portland, OR 97214

April 6, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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 Wilson

PC 1 7-3364

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Alona Steinke <alonakotkasteinke@hotmail.com> Wed, Apr 6, 2016 at 8:30 PM
Reply-To: alonakotkasteinke@hotmail.com
To: angieb@co.wasco.or.us

Alona Steinke
P.O. Box 822393
Vancouver, WA 98682

April 6, 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 7-3365

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.

• 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,
Alona Steinke

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Susan Hartford <shartford@embarqmail.com> Wed, Apr 6, 2016 at 8:30 PM
Reply-To: shartford@embarqmail.com
To: angieb@co.wasco.or.us

Susan Hartford
3580 Thomsen Rd
Hood River, OR 97031

April 6, 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 7-3367

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.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Susan Hartford

PC 1 7-3368

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Saundra Kice <nedandsandykice@charter.net>
Reply-To: nedandsandykice@charter.net
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 8:30 PM

Saundra Kice
6618 Mill Creek Rd
The Dalles, OR 97058-8508

April 6, 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 7-3369

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.

• 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,
Saundra Kice

PC 1 7-3370

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Jay Russo <Stellarjay1@gmail.com> Wed, Apr 6, 2016 at 8:30 PM
Reply-To: Stellarjay1@gmail.com
To: angieb@co.wasco.or.us

Jay Russo
1262 Duncan Creek Rd.
Stevenson, WA 98648

April 6, 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 7-3371

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.

• 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,
Jay Russo

PC 1 7-3372

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Sandra Joos <joosgalefamily@comcast.net> Wed, Apr 6, 2016 at 8:30 PM
Reply-To: joosgalefamily@comcast.net
To: angieb@co.wasco.or.us

Sandra Joos
4259 SW Patrick Pl
Portland, OR 97239

April 6, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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 Joos

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 Soares <soares6474@gmail.com> Wed, Apr 6, 2016 at 8:20 PM
Reply-To: soares6474@gmail.com
To: angieb@co.wasco.or.us

James Soares
PO BOX 559
Everson, WA 98247

April 6, 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 7-3375

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.

• 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,
James Soares

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Mark Martin <Mkmpnw@gmail.com>
Reply-To: Mkmpnw@gmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 8:10 PM

Mark Martin
26520 NE 52nd Way
Vancouver, WA 98682

April 6, 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 7-3377

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.

• 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,
Mark Martin

PC 1 7-3378

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

mary neptune <seagoddess75@hotmail.com> Wed, Apr 6, 2016 at 7:59 PM
Reply-To: seagoddess75@hotmail.com
To: angieb@co.wasco.or.us

mary neptune
14005 se 38th st
vancouver, WA 98683

April 6, 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 7-3379

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.

• 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,
mary neptune

PC 1 7-3380

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Carole Beauclerk <globalnomadpdx@gmail.com> Wed, Apr 6, 2016 at 7:59 PM
Reply-To: globalnomadpdx@gmail.com
To: angieb@co.wasco.or.us

Carole Beauclerk
1500 SW Park Ave Apt 114
Portland, OR 97201-3472

April 6, 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 7-3381

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.

• 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,
Carole Beauclerk

PC 1 7-3382

WASCO COUNTY

Angie Brewer <angieb@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: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 7:49 PM

William Fowlie
Wess Rd.
Underwood, WA 98651

April 6, 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 7-3383

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.

• 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, Bill Fowlie
William Fowlie

PC 1 7-3384

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Kim Kovalik <kim.kovalik@charter.net>
Reply-To: kim.kovalik@charter.net
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 7:49 PM

Kim Kovalik
3112 W Yakima Ave
Yakima, WA 98902-2763

April 6, 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 7-3385

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.

• 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,
Kim Kovalik

PC 1 7-3386

WASCO COUNTY

Angie Brewer <angieb@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: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 7:39 PM

Derek Gendvil
9030 W. Sahara Ave. #360
Las Vegas, NV 89117

April 6, 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 7-3387

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.

• 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. Thanks!

Sincerely,
Derek Gendvil

PC 1 7-3388

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Jean Teach <jteach@webtv.net> Wed, Apr 6, 2016 at 7:29 PM
Reply-To: jteach@webtv.net
To: angieb@co.wasco.or.us

Jean Teach
3708 E. Evergreen Blvd.
Vancouver, WA 98661

April 6, 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 7-3389

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.

• 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,
Jean Teach

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Elizabeth Taylor <emtseattle@gmail.com>
Reply-To: emtseattle@gmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 7:19 PM

Elizabeth Taylor
721 N 138th St
Seattle, WA 98133

April 6, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
Elizabeth Taylor

WASCO COUNTY

Angie Brewer <angieb@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: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 7:19 PM

dick harmon
1023 se bidwell street
portland, OR 97202

April 6, 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 7-3393

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.

• 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,
dick harmon

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Nathan Jackson <natejman@hotmail.com>
Reply-To: natejman@hotmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 7:09 PM

Nathan Jackson
my house
Tigard, OR 97224

April 6, 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 7-3395

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.

• 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,
Nathan Jackson

WASCO COUNTY

Angie Brewer <angieb@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> Wed, Apr 6, 2016 at 7:09 PM
Reply-To: kcdcweld@wwest.net
To: angieb@co.wasco.or.us

Karen Caspers-Curl
P.O. Box 1
Naselle, WA 98638

April 6, 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 7-3397

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.

• 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,
Karen Caspers-Curl

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Rick Ray <rick@rickray.com> Wed, Apr 6, 2016 at 6:59 PM
Reply-To: rick@rickray.com
To: angieb@co.wasco.or.us

Rick Ray
30649 NE Hurt Rd
Troutdale, OR 97060

April 6, 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 7-3399

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.

• 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,
Rick Ray

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Sandra Cole <snlcol@msn.com> Wed, Apr 6, 2016 at 6:59 PM
Reply-To: snlcol@msn.com
To: angieb@co.wasco.or.us

Sandra Cole
806 NE Pinebrook Ave
Vancouver, WA 98684-0849

April 6, 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 7-3401

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.

• 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 Cole

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

wayne kelly <waynekins@hotmail.com>
Reply-To: waynekins@hotmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:59 PM

wayne kelly
258 A St., #1-30
Ashland, OR 97520

April 6, 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 7-3403

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.

• 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,
wayne kelly

PC 1 7-3404

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Ted Light <lighttb@gmail.com>
Reply-To: lighttb@gmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:59 PM

Ted Light
612 SE 48th Ave
Portland, OR 97215

April 6, 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 7-3405

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.

• 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,
Ted Light

PC 1 7-3406

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Jason Knopp <jkfcb01@comcast.net>
Reply-To: jkfcb01@comcast.net
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:49 PM

Jason Knopp
2213 NE 68th St
Vancouver, WA 98665

April 6, 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 7-3407

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.

• 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,
Jason Knopp

PC 1 7-3408

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Kathleen Barta <Calbart@comcast.net> Wed, Apr 6, 2016 at 6:49 PM
Reply-To: Calbart@comcast.net
To: angieb@co.wasco.or.us

Kathleen Barta
1538 Pine
Lake Oswego, OR 97034

April 6, 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 7-3409

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.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Kathleen Barta

PC 1 7-3410

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Paige Unangst <paige@unangst.net> Wed, Apr 6, 2016 at 6:39 PM
Reply-To: paige@unangst.net
To: angieb@co.wasco.or.us

Paige Unangst
12935 SW Cherry Blossom Ct
Beaverton, OR 97008-5675

April 6, 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 7-3411

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.

• 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,
Paige Unangst

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

William Prothero <prothero@geol.ucsb.edu> Wed, Apr 6, 2016 at 6:39 PM
Reply-To: prothero@geol.ucsb.edu
To: angieb@co.wasco.or.us

William Prothero
241 Lakeside Dr
White Salmon, WA 98672

April 6, 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 7-3413

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.

• 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,
William Prothero

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Susan Hebert <susan@ecobre.com> Wed, Apr 6, 2016 at 6:39 PM
Reply-To: susan@ecobre.com
To: angieb@co.wasco.or.us

Susan Hebert
2018 NW Irving St
Portland, OR 97209-1233

April 6, 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 7-3415

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.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Susan Hebert

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Richard Crimi <richard_crimi@hotmail.com> Wed, Apr 6, 2016 at 6:39 PM
Reply-To: richard_crimi@hotmail.com
To: angieb@co.wasco.or.us

Richard Crimi
5470 SW 149th Ave.
Beaverton, OR 97007

April 6, 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 7-3417

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.

• 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 Crimi

PC 1 7-3418

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Ernie Loreen <ernielola@pointroberts.net>
Reply-To: ernielola@pointroberts.net
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:39 PM

Ernie Loreen
260 Tyee Dr.
Point Roberts, WA 98281-9301

April 6, 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 7-3419

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.

• 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,
Ernie Loreen

PC 1 7-3420

WASCO COUNTY

Angie Brewer <angieb@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> Wed, Apr 6, 2016 at 6:29 PM
Reply-To: tmp@star-mountain.com
To: angieb@co.wasco.or.us

Lewis Sternberg
7635 SW 32nd Ave
Portland, OR 97219

April 6, 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 7-3421

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.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Lewis Sternberg

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Martin Velex <martinjvelez@hotmail.com>
Reply-To: martinjvelez@hotmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:19 PM

Martin Velex
6118 NE 32nd Ave.
Portland, OR 97321

April 6, 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 7-3423

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.

• 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 Velex

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Beatriz Marino <Chazarra@earthlink.net>
Reply-To: Chazarra@earthlink.net
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:19 PM

Beatriz Marino
2160 SE Lambert
Portland, OR 97202

April 6, 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 7-3425

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.

• 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,
Beatriz Marino

PC 1 7-3426

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Jeffrey White <rogue576@gmail.com>
Reply-To: rogue576@gmail.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 6:19 PM

Jeffrey White
42852 SW Dudney Avnue
Forest Grove, OR 97116

April 6, 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 7-3427

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.

• 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,
Jeffrey and Betsy White

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 Jacobson <donjphoto@gmail.com> Wed, Apr 6, 2016 at 6:19 PM
Reply-To: donjphoto@gmail.com
To: angieb@co.wasco.or.us

Don Jacobson
2545 SW Terwilliger
Portland, OR 97201

April 6, 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 7-3429

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.

• 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 Jacobson

PC 1 7-3430

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

George Cummings <gcmmings@gmail.com> Wed, Apr 6, 2016 at 9:20 PM
Reply-To: gcmmings@gmail.com
To: angieb@co.wasco.or.us

George Cummings
3816 NE 17th Ave
Portland, OR 97212

April 7, 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 7-3431

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.

• 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,
George Cummings

PC 1 7-3432

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Gregg Kleiner <kleinerg@comcast.net>
Reply-To: kleinerg@comcast.net
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 11:50 PM

Gregg Kleiner
940 SE Alexander Avenue
Corvallis, OR 97333

April 7, 2016

Dear Angie Brewer,

As a long-time Oregonian, I'm know that burning fossil fuels is only accelerating climate change, which will impact the health of the planet and the lives of my children. For this reason, I am writing to urge you to deny the application to construct a new rail track near Mosier, Oregon, submitted by Union Pacific Railroad.

The new track and resulting increase in number, length, and speed of trains pose significant risks to the environment, the Columbia River Gorge National Scenic Area, the Columbia River itself, and public health. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge.

I request that 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

PC 1 7-3433

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.

• 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.

THanks for hearing my concerns,
Gregg Kleiner

PC 1 7-3434

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

File # PLASAR-15-01-004.

1 message

Howard Shapiro <howeird3@gmail.com> Wed, Apr 6, 2016 at 11:05 PM
To: angieb@co.wasco.or.us

Union Pacific railroad's proposal to lay new track for the seemingly specific purpose of moving fracked crude oil to shipping ports for export seems to be a potentially hazardous, verging on suicidal (for the citizens of Wasco County) proposal. In the event of a derailment or collision resulting in an explosion or fire, as has been experienced in many other places in the world, who will be responsible for the cleanup and restitution to the victims? U.P.'s attorneys might possibly look to Wasco County as the deep pocket because they approved of the project. Is it worth that risk?

Any way we look at this proposal it's a loser. The enviornment will suffer and so will the folks living near the tracks. It has been proven by reputable science, that once the additional carbon from the carbon fuel burning locomotives and the refining and burning of the cargo, even if it's in Asia, will increase the amount of heat trapped in the atmosphere and cause massive climate disruption.

This is exactly opposite what the nations involved in the Climate Summit pledged not to do. I don't think that Wasco County wants to make decisions that run counter to the rest of the world.

Thank you,

--
Howard Shapiro
7426 SE 21st Ave.
Portland OR 97202

PC 1 7-3435

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

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: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 9:30 PM

Gayle Janzen
11232 Dayton Ave N
Seattle, WA 98133

April 7, 2016

Dear Angie Brewer,

Please deny the application by Union Pacific Railroad to construct a new rail track near Mosier, OR. This is a pristine area that would be devasted by increasing oil and coal trains barreling through the area at high speeds. And we all know that we now have extremely volatile oil going through our communities with oil trains exploding way too often. Can you imagine what an oil and/or coal spill would do the Ciolumbia River which is home to or salmon runs? Salmon are barely surviving as it is, so to even think of allowing dirty energy trains to go through this vital area is insane. Oil and coal are on their way out, so why is this along with the proposed oil and coal terminals even being considered? It's bad enough that the coal trains going through there at this time are spewing their toxic coal dust into the Columbia which is extremely dangerous for the animals and fish who depend on the river for their survival. Don't allow more poisoning of this area so the dirty energy industry can get even richer as they continue to destroy our planet.

The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in 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

PC 1 7-3436

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.

• 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,
Gayle Janzen

PC 1 7-3437

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Patricia Orlinski <bikerpat@mindspring.com> Wed, Apr 6, 2016 at 9:20 PM
Reply-To: bikerpat@mindspring.com
To: angieb@co.wasco.or.us

Patricia Orlinski
10511 W. Kingswood Circle
Sun City, AZ 85351

April 7, 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 7-3438

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.

• 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,
Patricia Orlinski

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Jan McCreary <cascabel@gilanet.com>
Reply-To: cascabel@gilanet.com
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 9:10 PM

Jan McCreary
POB 3042
Silver City, NM 88062

April 7, 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 7-3440

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.

• 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,
Jan McCreary

PC 1 7-3441

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Cort Brumfield <kanos64@gmail.com> Wed, Apr 6, 2016 at 9:10 PM
Reply-To: kanos64@gmail.com
To: angieb@co.wasco.or.us

Cort Brumfield
9002 N. E. Webster Street
Portland, OR 97220

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Faye Brehm <fayebrehm@gmail.com> Wed, Apr 6, 2016 at 9:00 PM
Reply-To: fayebrehm@gmail.com
To: angieb@co.wasco.or.us

Faye Brehm
PO Box 157
Underwood, WA 98651-0157

April 7, 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 7-3444

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.

• 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,
Faye Brehm

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Alice Suter <ahsuter@comcast.net>
Reply-To: ahsuter@comcast.net
To: angieb@co.wasco.or.us

Wed, Apr 6, 2016 at 9:00 PM

Alice Suter
1106 NE Tillamook St
Portland, OR 97212-4336

April 7, 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 7-3446

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.

• 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,
Alice Suter

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Emily Meyer <emeyer1935@comcast.net> Wed, Apr 6, 2016 at 9:00 PM
Reply-To: emeyer1935@comcast.net
To: angieb@co.wasco.or.us

Emily Meyer
8608 NW Old Orchard Dr
Vancouver, WA 98665

April 7, 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 7-3448

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.

• 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,
Emily Meyer

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Susan Brothers <susib25@gmail.com> Wed, Apr 6, 2016 at 9:00 PM
Reply-To: susib25@gmail.com
To: angieb@co.wasco.or.us

Susan Brothers
4832 SW Wembley Place
Beaverton, OR 97005

April 7, 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 7-3450

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.

• The County ordinance requires field surveys by professional wildlife biologist hired by the applicant and a professional botanist hired by the applicant.

• Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.

• Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

• Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.

Sincerely,
Susan Brothers

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

ben ignatowski <benigny@hotmail.com> Wed, Apr 6, 2016 at 9:00 PM
Reply-To: benigny@hotmail.com
To: angieb@co.wasco.or.us

ben ignatowski
pob 11807
portland, OR 97211

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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,
ben ignatowski

WASCO COUNTY

Angie Brewer <angieb@co.wasco.or.us>

RE: Union Pacific Rail Double-track Application, File number PLASAR-15-01-0004

1 message

Carol Sword <csword@olypen.com> Wed, Apr 6, 2016 at 9:00 PM
Reply-To: csword@olypen.com
To: angieb@co.wasco.or.us

Carol Sword
2701 Landes Street
Port Townsend, WA 98368

April 7, 2016

Dear Angie Brewer,

I am very concerned by Union Pacific Railroad's application to construct a new rail track near Mosier, OR. The new track and resulting increase in number, length and speed of trains pose significant risks to the Columbia River Gorge National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and explosive oil trains through the Gorge. I ask you to deny this application for the following reasons:

• Increase in oil-by-rail: The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015.

• Oil trains are inherently unsafe: Approval of this project would increase speeds of trains passing through the Columbia River Gorge, thereby increase the risks of catastrophic accidents involving oil spills, explosions and fires.

• The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area.. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.

• The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.

• The project would harm air quality: Air quality within the Columbia River Gorge National Scenic Area is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility.

• The project should be reviewed as a new use: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.

• The project is not necessary to providing a public service. Union Pacific currently provides adequate rail service through the Columbia River Gorge. Even if the project is necessary, there are alternative that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

• Adverse impacts to scenic resources: The construction of double-tracking and related development would

cause adverse impacts to scenic resources, particularly the protected views from designated key viewing areas.

• Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River.

• Threats to protected cultural resources: The project area has a very high probability of containing Native American cultural resource sites that could be adversely affected.

• Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest.

• UPRR excluded all development within the Mosier Urban Area from the NSA application. That information must be considered as part of NSA cumulative impacts analysis.

• Threats to sensitive plants and animals species: The project is located in habitat for many protected species of plants and animals.

• 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 Sword

PC 1 7-3455