

**Prepared for the Wasco County Board of Commissioners**

Appeals PLAAPL-16-10-0001, 0002, and 0003 to Application PLASAR-15-01-0004 UPRR

**Public comments received after the Board Packet was posted online and mailed out (10/26/2016).**



11/2/16

To: Wasco County Commissioners  
Re: U.P.R.R. 2nd Mainline Track Project

In reading the letters sent to the Commission pro and con this project, it seems that.....

All the Proponents for this double track appear to have skin in the game;  
they will benefit financially if it goes through.

All the Opponents to this project are people who are worried about the environment of  
the gorge and its inhabitants.

We cannot continue to sacrifice nature to feed company greed.

I ask you to deny this application.

Widge Johnson  
817 West 14th  
The Dalles, OR 97058

*Bd Commissioner*

Wasco County Planning Department  
Wasco County Planning Commission  
2705 E. 2<sup>nd</sup> St  
The Dalles, OR 97058  
[wcplanning@co.wasco.or.us](mailto:wcplanning@co.wasco.or.us)

RECEIVED

OCT 31 2016

29 October 2016

Dear Madam/Sir,

I am writing to you today, to ask you once again, to deny the permit for Union Pacific Railroad to build a new line through our town of Mosier. You have the power to deny their request to essentially bulldoze our struggling town! It does not benefit anyone, esp the tax coffers of Wasco County, should Mosier be destroyed.

You as a Planning Commission, have received enormous amounts of mail/testimony/oral presentations to deny this application. Is it not your role to listen to this input and consider it in the decisions that are put before you? If not, why have public hearings??

If you do not have the strength to deny their application, you do have the authority to put stringent conditions on this major project (instead of taking them out).

In addition, where are the policing agents/stipulations that should go along with these conditions?

Who will pay for these?

How will they be monitored?

And most importantly, what will happen if they are not adhered to?

Will you or the county or the state be willing to shut down the project when it is 50% completed if UPRR begins to cut corners, as is often the case with them?

There appears to be many falsehoods in UPRR's application. The four most glaring ones are the rationale for this entire project :

*...The project is required to support the needs of UPRR's current customers throughout the state and region **and will eliminate one of its most significant operational bottleneck in the Pacific Northwest.***

17

## ATTACHMENT C

*In addition, **the proposed second mainline track would reduce the need for trains idling near the City of Mosier. Converting the existing Mosier Siding to mainline track in this way would have the secondary effect of reducing noise and idling emissions near the City of Mosier.** Trains idling on the existing siding also pose a potential safety hazard because the public often perceives an idling train as stationed at a siding for an extended period of time. This results in increased occurrences of high-risk pedestrian and vehicle crossings in front of active trains at siding locations relative to trains moving at standard operating speed along the adjacent mainline track. In addition, **unauthorized pedestrian crossings between rail cars, train boarding, and vandalism are more common at siding locations in general.** Operating fewer and longer trains reduces safety risks associated with collisions at pedestrian or vehicle crossing locations **because longer trains present fewer occurrences of a train passing through a particular portion of a route. Accordingly, the economic and safety-related public benefits of the project outweigh the associated disturbance to aquatic and other resources.** As discussed throughout this narrative and*

*supported by the attached Mitigation Plan (Appendix D) and Sensitive Species and Wildlife Habitat Protection and Rehabilitation Plan (Appendix K), UPRR proposes to avoid, minimize and mitigate for unavoidable disturbance resulting from the proposed project.*

**Therefore, the project meets the public interest test required by NSA-LUDO Section 14.600(F).**

1. . . . **will eliminate on of its most significant bottlenecks in the Pacific NW!** Wow. \*\*\*\*\*  
That is a BIG BIG stretch. How can you have a bottleneck when nothing feeds into it??  
15 miles to the East is a complete railyard with plenty of room to do everything needed to  
switch out trains, pass each other, etc. In addition, there are other sidings throughout the  
Gorge that can accommodate two trains passing, thereby continuing the extensive traffic  
that already exists. Can you not see the bigger picture of two tracks all along the Gorge and  
this is just one more piece that they have to do, to get this entire project completed?!  
And they are doing it at the cost of destroying our town?  
When will people have to courage to say "NO".

2. . . . **the proposed second line would reduce the need for trains idling near the city of  
Mosier. . .reducing noise and idling emissions. . . danger to those people illegally  
crossing the siding. . .vandalism more common . . .**  
\*\*\*\*\*I live near the present siding and it is barely used! It is too short for the present day  
trains to use them, so they go on to Rowena where the long trains can pull over, or they go  
on to The Dalles where there is plenty of room to switch/side/pull over and change out.  
And if you don't believe me, please ask UPRR for records to corroborate their answers.  
This reason, of trains idling, to justify 4 extra miles of siding **through our town is FALSE.**

\*\*\*\*\* We don't have that many people in our town of 420 to create any kind of danger and  
safety risks, or vandalism. This answer is applicable to a city, which makes me wonder how  
much they really understand about the fragile nature of our Gorge and Mosier in particular.

3. . . . **Accordingly, the economic and safety-related public benefits. . .outweigh the  
associated disturbance to aquatic and other resources . . .**

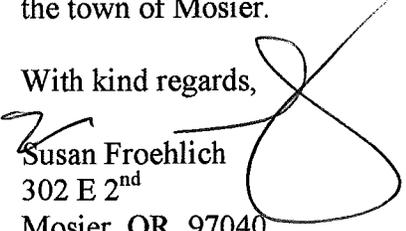
\*\*\*\*\*says WHO? Safety benefits from longer trains, oil or otherwise, have already  
presented a major safety issue in our town. In the very place that this project is being  
proposed! Need I write more?

The economic benefits for UPRR do outweigh our little town. – for UPRR! You are given  
the authority and privilege of protecting us. The disturbance to aquatic and other resources  
are being disturbed, **permanently**, should you grant permission for this project to proceed.  
Please put a stop to this project and help to save our town of Mosier.

UPRR will tell you what you would like to hear, along with the fact that no more than 5 trains will increase after this 2<sup>nd</sup> track is completed. That is a complete falsehood as they are spending enormous amounts of money to do this and they WILL see a need to increase rail traffic to pay back the outlay. They will tell you that certain surveys/studies could not be completed because of the poison oak?! Or that they will TRY to work with the Umatilla Tribes, so please don't bind our hands. . . Please understand that UPRR is for UPRR, not for the good of the country, Oregon and Mosier. If you feel that you must approve this project, please make the conditions stricter, more enforceable and applicable to the sensitive area that you would give permission to destroy forever.

I would, however, encourage you to find the strength to deny this permit for any expansion through the town of Mosier.

With kind regards,

  
Susan Froehlich  
302 E 2<sup>nd</sup>  
Mosier, OR 97040



Wasco County Planning Commission / Bd

RECEIVED

OCT 31 2016

To whom it may Concern;

Please read, hear and seriously consider the existing public commentary and recommendations of your Constituents and your own Planning Department. Do Your Civic Duty.

Deny the Union Pacific Railroad application instead of denying the overwhelming Public Opposition to this proposal.

Truth has been spoken by your constituents.

Now represent Them.

Sincerely

David Ojala

*David Ojala*  
70312  
Mosier, OR  
97040



Susan Froehlich

302 E. 2Nd

Mosier, OR

GREETINGS FROM

97046

THE COLUMBIA RIVER

To Planning GORGE

This is our home.

RECEIVED

OCT 31 2015

Pls. deny

UPRR's request <sup>To:</sup> Wilson Co.

for 2nd track Planning

for our children! OR

3 grand children! 97058

please  
place  
STAMP  
HERE



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## Stop the oil trains!

1 message(s)

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Date: Tue Nov 01 2016 21:53:27 GMT-0600 (MDT)

From: sherry meier

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 158232b929b43d8b

sherry meier

4161 post canyon dr

hood river, OR 97031

November 1, 2016

Dear Angie Brewer,

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

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

Crude oil-by-rail threats:

- The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015. Oil trains are inherently unsafe: Approval of this project would increase the number, length, and speed of trains passing through the Columbia River Gorge, thereby increasing the risks of catastrophic derailments involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.
- The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements.

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

#### Impacts to the Columbia River Gorge National Scenic Area:

- The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. 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 is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.
- Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources in violation of County ordinance, particularly the protected views from designated key viewing areas.
- The proposed 6-acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.
- Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.
- Threats to sensitive plant and animal 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.
- Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.
- Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

#### Impacts of more trains:

- A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.
- The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.
- The proposal would obstruct traffic in The Dalles. More trains mean more time the crossing gates are down. This

inconveniences drivers, hampers first responders, and violates the conditional use review criteria.

More review needed:

- The project should be reviewed as new development: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.
- Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River. Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.
- UPRR excluded details on 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.
- Project necessity: The project should be evaluated to see if it is necessary to provide a public service. If it is indeed necessary, alternatives should be evaluated that have less adverse impacts to resources within the Columbia River Gorge National Scenic Area, such as siting the project outside of the National Scenic Area.

Finally, the project area has a very high probability of containing Native American cultural resource sites that could be adversely affected in violation of County ordinance. These resources must be protected and proper consultation done.

Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

sherry meier

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**comments for appeal on additional tracks in Mosier**

1 message(s)

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Date: Mon Oct 31 2016 17:05:23 GMT-0600 (MDT)

From: Janet Lumiansky  
To: "angieb@co.wasco.or.us"  
CC:  
ID: 1581cfe282ff9ab8

To Whom It May Concern,

I would like to request that the County Commissioners reject the Wasco Planning Commissions approval of the request by Union Pacific to add additional railroad tracks in Mosier. There are multiple reasons I am against this request, here are a few:

The project would facilitate additional transport of oil, by rail through the Columbia River Gorge National Scenic Area. The population of Mosier is still recovering from the oil train derailment, the cause of which was determined by the Federal Railroad Administration to be Union Pacific's negligence of railroad track maintenance. What sense does it make for Union Pacific to be allowed to set more track that is not properly maintained!

The project threatens harm to the water quality of the Columbia River. Again, the Mosier derailment shows us that there is already a risk. Why escalate that risk with additional train traffic. Coal transport in open coal cars results in coal blowing onto scenic area lands and into the Columbia River. Union Pacific refuses to cover the cars adequately.

My home is in The Dalles. Additional tracks would allow additional trains, even though, at the last hearing, UP's spokesperson stated that additional trains are not the motivating factor behind this project, they will increase the obstruction of traffic in The Dalles. More trains mean more time the crossing gates are down. This inconveniences drivers, hampers first responders and violates the conditional use review criteria.

I appreciate the opportunity to reiterate these issues and to state that it is inconceivable to me that this project would be allowed to go forward.

Thank you,

Janet Lumiansky

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**Please, do not allow increased oil train capacity**

1 message(s)

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Date: Mon Oct 31 2016 15:49:26 GMT-0600 (MDT)  
From: Marianne Edain  
To: angieb@co.wasco.or.us  
CC:  
ID: 1581cb7f1ee63600

Marianne Edain

Box 53

Langley, WA 98260

October 31, 2016

Dear Angie Brewer,

I live in Washington, well outside the jurisdiction of Wasco County. Train tracks, by their very definition, traverse many jurisdictions. Those oil-filled trains move down the Columbia, then head north through the Puget Trough and up to Anacortes and Bellingham. You have seen what happens when a train derails along the river. We in Washington are trying to protect Puget Sound and the Strait of Juan de Fuca from similar damage. Here the issue is whether our last Pacific salmon and Orca, both on the federal Endangered Species List and both utterly dependent on clean water, will continue to survive.

And of course we do have dense human populations near our shores. I heard the Shoreline City Planner complain bitterly that the railroads are outside their jurisdiction and cannot be compelled to bring their rails up to standards needed to deal with sea level rise. Increasing capacity in one part of the rail system will translate to increasing impact and threat along the entire route.

As a restoration ecologist I have worked for many years in the Columbia Gorge area. I have come to love and respect its history and its flora and fauna. I would be very unhappy to see decades of restoration work destroyed by the impacts of coal and oil trains through the Gorge.

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

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

Crude oil-by-rail threats:

- The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015. Oil trains are inherently unsafe: Approval of this project would increase the number, length, and speed of trains passing through the Columbia River Gorge, thereby increasing the risks of catastrophic derailments involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.
- The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This

demonstrates the pattern of inadequate maintenance done by Union Pacific.

#### Impacts to the Columbia River Gorge National Scenic Area:

- The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. 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 is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.
- Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources in violation of County ordinance, particularly the protected views from designated key viewing areas.
- The proposed 6-acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.
- Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.
- Threats to sensitive plant and animal 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.
- Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.
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#### Impacts of more trains:

- A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.
- The project would harm the community of Mosier: The project would create a double-track through the Mosier Urban Area, negatively impacting the local community and environment.
- The proposal would obstruct traffic in The Dalles. More trains mean more time the crossing gates are down. This inconveniences drivers, hampers first responders, and violates the conditional use review criteria.

More review needed:

- The project should be reviewed as new development: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.
- Harm to parks and recreation resources: The project would construct an additional rail line through Memaloose State Park, which would lead to trains traveling at higher speeds through the recreation area. This would adversely affect recreation resources and endanger public safety. Oregon Parks and Recreation Department must ensure that any sale of land would not conflict with the National Scenic Area Recreation Development Plan, which includes plans to expand Memaloose Campground and improve access to the Columbia River. Oregon Parks should deny the sale of our park land for rail expansion: OPRD may not sell any land to Union Pacific without first adopting findings that the land is either not needed for public use or that the sale would further the public interest.
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Finally, the project area has a very high probability of containing Native American cultural resource sites that could be adversely affected in violation of County ordinance. These resources must be protected and proper consultation done.

Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Marianne Edain

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**No more oil trains PLEASE**

1 message(s)

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Date: Mon Oct 31 2016 15:39:23 GMT-0600 (MDT)  
From: Sylvan Grey  
To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:  
ID: 1581caec107f19b1

Sylvan Grey

1019 SW 10th Ave

Portland, OR 97205

October 31, 2016

Dear Angie Brewer,

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Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Sylvan Grey

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## Union Pacific Track Expansion

1 message(s)

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Date: Mon Oct 31 2016 13:47:14 GMT-0600 (MDT)

From: Tim Murphy

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 1581c4834db6c8e8

Hello Angie:

I am a resident of Hood River, Oregon. I saw and smelled the smoke from the oil train explosion from this summer. I am adamantly opposed to Union Pacific's application to expand its track in the Mosier area (and

everywhere else). I contend that UP's application was unlawfully approved as Friends of the Columbia Gorge has pointed out in its appeal. I support Friends in its appeal.

I urge Wasco County to deny UP's defective and ill-conceived application for track expansion.

Thank you.

**Timothy J. Murphy**

Attorney at Law

811 SW Naito Parkway, Suite 500

Portland, OR 97204

503.295.9550 V

503.721.9050 F

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## **Petition to deny permit allowing UP to lay new track near Mosier**

1 message(s)

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Date: Mon Oct 31 2016 12:39:11 GMT-0600 (MDT)

From: Gary Schuldt

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 1581c09c485b6b1a

Gary Schuldt

1335 Pear St NE

Olympia, WA 98506

October 31, 2016

Dear Angie Brewer,

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

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

#### Crude oil-by-rail threats:

- The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015. Oil trains are inherently unsafe: Approval of this project would increase the number, length, and speed of trains passing through the Columbia River Gorge, thereby increasing the risks of catastrophic derailments involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.
- The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

#### Impacts to the Columbia River Gorge National Scenic Area:

- The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. 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 is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.
- Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources in violation of County ordinance, particularly the protected views from designated key viewing areas.
- The proposed 6-acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.
- Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.
- Threats to sensitive plant and animal 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.
- Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.
- Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean

Water Act.

Impacts of more trains:

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

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Finally, the project area has a very high probability of containing Native American cultural resource sites that could be adversely affected in violation of County ordinance. These resources must be protected and proper consultation done.

Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Gary Schuldt

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## Concerns about Railroad expansion

1 message(s)

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Date: Mon Oct 31 2016 11:19:04 GMT-0600 (MDT)

From: Kathleen Patton

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 1581bc06acec6b1a

Kathleen Patton

1645 24th Ave

Longview, WA 98632

October 31, 2016

Dear Angie Brewer,

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

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

Crude oil-by-rail threats:

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how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.

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Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Kathleen Patton

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## Deny rail expansion

1 message(s)

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Date: Sun Oct 30 2016 20:28:06 GMT-0600 (MDT)

From: Aera Atkins

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 1581890b61b6b266

Aera Atkins

2520 Kingsley Road

Hood River, OR 97031

October 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 National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and volatile oil trains through the Gorge.

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Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Aera Atkins

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**Please deny UP's expansion request**

1 message(s)

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Date: Sun Oct 30 2016 18:17:57 GMT-0600 (MDT)  
From: Rick Ray  
To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)  
CC:  
ID: 158181993ef54a3e

Rick Ray

30649 NE Hurt Rd

Springdale, OR 97060

October 30, 2016

Dear Angie Brewer,

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

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

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Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Rick Ray

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## Request

1 message(s)

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Date: Sun Oct 30 2016 15:57:47 GMT-0600 (MDT)

From: Emily van Alyne

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 15817993a8cc19d3

Emily van Alyne

6749 Whitestone Street

West Richland, WA 99353-7405

October 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 National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and volatile oil trains through the Gorge.

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Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Emily van Alyne

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## **No more coal/oil trains**

1 message(s)

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Date: Sun Oct 30 2016 10:57:26 GMT-0600 (MDT)

From: Laura Hanks

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 15816863ecb36b5a

Laura Hanks

6281 SE Deering Ct

Milwaukie, OR 97222

October 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 National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and volatile oil trains through the Gorge.

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- The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015. Oil trains are inherently unsafe: Approval of this project would increase the number, length, and speed of trains passing through the Columbia River Gorge, thereby increasing the risks of catastrophic derailments involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.
- The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

Impacts to the Columbia River Gorge National Scenic Area:

- The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. 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 is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.
- Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources in violation of County ordinance, particularly the protected views from designated key viewing areas.

- The proposed 6-acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.
- Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.
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- Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.
- Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

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- The project should be reviewed as new development: Considering the size and potential impacts on the community and surrounding environment, this project should be considered a new facility rather than an expansion.
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Finally, the project area has a very high probability of containing Native American cultural resource sites that could be adversely affected in violation of County ordinance. These resources must be protected and proper consultation done.

Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Laura Hanks

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## **Coal & soil trains in the Gorge**

1 message(s)

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Date: Sat Oct 29 2016 16:25:52 GMT-0600 (MDT)  
From: Mara Reynolds  
To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)  
CC:  
ID: 158128c95ef2642b

Mara Reynolds

PO Box 62

Stevenson, WA 98648

October 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 National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and volatile oil trains through the Gorge.

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

Crude oil-by-rail threats:

- The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015. Oil trains are inherently unsafe: Approval of this project would increase the number, length, and speed of trains passing through the Columbia River Gorge, thereby increasing the risks of catastrophic derailments involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.
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- The proposed 6-acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.
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- Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.
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National Scenic Area.

Finally, the project area has a very high probability of containing Native American cultural resource sites that could be adversely affected in violation of County ordinance. These resources must be protected and proper consultation done.

Thank you this opportunity to comment and I look forward to your reply on this matter.

People before profits, please.

Sincerely,

Mara C Reynolds

PO Box 62

Stevens, WA

98648

Sincerely,

Mara C Reynolds

---

## **Deny Union Pacific's Proposal**

1 message(s)

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Date: Sat Oct 29 2016 16:15:52 GMT-0600 (MDT)

From: Jan Stewart

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 15812836ea315968

Jan Stewart

14613 9th Pl. NE

Shoreline, WA 98155

October 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 National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and volatile oil trains through the Gorge.

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

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

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

Sincerely,

Jan Stewart

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## **No to more oil and coal trains through the National Scenic Area**

1 message(s)

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Date: Sat Oct 29 2016 16:15:51 GMT-0600 (MDT)

From: Mary Repar

To: angieb@co.wasco.or.us

CC:

ID: 15812836c97d25ed

Mary Repar

6971 E. Loop rd., #2

Stevenson, WA 98648

October 29, 2016

Dear Angie Brewer,

Dear Ms. Brewer,

The railroads have shown that they do not have the capacity to handle large train derailments in our National Scenic Area. All they can do is pour water and foam and let them burn!! Yeah, that really works for us. NOT! What happened in Mosier was a wake-up call to action to prevent more of the coal and oil and other hazardous materials from travelling through the Gorge. The oil train fires are too dangerous and there have been too many accidents already to let more trains into the NSA.

If railroads don't want to assume 100% liability for any spills and fires, why should the citizens of our communities have to take on the burden?? The reason that railroads don't want to assume 100% liability is that they are all about profit at the expense of the public and communities. Private profit, public bailouts!! NOT!!

There has been no CUMULATIVE IMPACTS study done on oil and coal and hazardous materials trains, from point of origin to our NSA. Without a full EIS and cumulative impacts analyses, no one can even begin to consider widening the rail tracks and putting even more coal and oil and hazardous materials into our NSA and other communities.

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

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

Crude oil-by-rail threats:

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Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Mary Repar

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## Deny rails expansion

1 message(s)

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Date: Sat Oct 29 2016 15:05:45 GMT-0600 (MDT)

From: Michelle Rabin

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 15812433b6818b1b

Michelle Rabin

2230 Old Dalles Dr.

Hood River, OR 97031

October 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 National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and volatile oil trains through the Gorge.

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Finally, the project area has a very high probability of containing Native American cultural resource sites that could be adversely affected in violation of County ordinance. These resources must be protected and proper consultation done.

Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Michelle Rabin

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## **No More Oil Trains along the Columbia Gorge**

1 message(s)

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Date: Sat Oct 29 2016 12:35:33 GMT-0600 (MDT)

From: Jeanette Richoux

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 15811b9bbdaae15a

Jeanette Richoux

735 P Street

Port Townsend, WA 98368

October 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 National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and volatile oil trains through the Gorge.

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

Crude oil-by-rail threats:

- The project would facilitate the transport of oil, including explosive Bakken oil, by rail through the Columbia River Gorge National Scenic Area. Union Pacific routinely operates oil trains at speeds far in excess of the puncture threshold of oil tank cars, including DOT 111s, CPC 1232s and even the new rail cars required by the USDOT's oil tank car safety rule and the FAST Act passed by Congress in 2015. Oil trains are inherently unsafe: Approval of this project would increase the number, length, and speed of trains passing through the Columbia River Gorge, thereby increasing the risks of catastrophic derailments involving oil spills, explosions and fires. Two of the criteria for conditional use review require a determination that the proposed use will not burden fire facilities and available services, nor significantly increase fire hazards, fire suppression costs, or risks to fire suppression personnel. In light of the Mosier incident, I ask you to deny the permit on these grounds.
- The Federal Railroad Administration (FRA) released a report in June finding that Union Pacific was at fault for the oil train derailment and fire in Mosier, OR because they failed to follow safety and rail inspection requirements. According to the FRA, Union Pacific perennially has poor accident statistics when compared with its peers. The industry average of accidents caused by tracks, signals, or equipment is 44% and it is 56% for Union Pacific. This demonstrates the pattern of inadequate maintenance done by Union Pacific.

Impacts to the Columbia River Gorge National Scenic Area:

- The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. 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 is degraded by emissions from both mobile and stationary sources. Diesel emissions from an increase in train traffic would adversely affect air quality and visibility. This violates at least one of the criteria for conditional use review.
- Adverse impacts to scenic resources: The construction of double-tracking and related development would cause adverse impacts to scenic resources in violation of County ordinance, particularly the protected views from designated key viewing areas.
- The proposed 6-acre rock crushing area adjacent to Memaloose State Park is not allowed under County ordinances and would have extreme scenic and recreation impacts.

- Harm to wetlands: The project would require large amounts of fill in multiple wetlands adjacent to the Columbia River. Filling these wetlands adversely affect wetland habitat and is not in the public's interest. Filling wetlands is prohibited in the Special Management Areas of the National Scenic Area.
- Threats to sensitive plant and animal 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.
- Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.
- Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

#### Impacts of more trains:

- A recent report from Whiteside & Associates and Fauth & Associates found that Union Pacific's statements of how much this rail expansion would increase train traffic through the Gorge were significantly underestimated. Union Pacific had claimed the expansion could increase traffic by 5 to 7 trains per day, while the report finds it could increase train traffic by 10 times this amount, to up to 75 to 100 trains per day.
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Finally, the project area has a very high probability of containing Native American cultural resource sites that could be adversely affected in violation of County ordinance. These resources must be protected and proper consultation done.

Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Jeanette Richoux

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## **NO MORE OIL TRAINS THROUGH THE COLUMBIA GORGE**

1 message(s)

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Date: Sat Oct 29 2016 11:05:25 GMT-0600 (MDT)

From: Judy Wilcox

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 15811673385835c3

Judy Wilcox

1030 SW 17th Way

Troutdale, OR 97060

October 29, 2016

Dear Angie Brewer,

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

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- Threats to sensitive plant and animal 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.

- Bridges: New bridge construction would provide a potential location of new point source pollution if any uncovered commodities are transported on the new track. Higher speeds will increase likelihood of wind-blown pollution into waterways in violation of the Clean Water Act.
- Coal transported in open coal cars would result in coal blowing onto scenic area lands and into the Columbia River. As evident on the Burlington Northern track on the north side of the Columbia, every coal train pollutes the Columbia River Gorge with coal dust. This unpermitted discharge of a pollutant is a violation of the federal Clean Water Act.

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adversely affected in violation of County ordinance. These resources must be protected and proper consultation done.

Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Judy Taylor Wilcox

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## **No more oil trains through the Columbia Gorge**

1 message(s)

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Date: Sat Oct 29 2016 10:55:23 GMT-0600 (MDT)

From: Meghan McCutcheon

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 158115e0787d3830

Meghan McCutcheon

215 NW Country Place Dr.

White Salmon, WA 98672

October 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 National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and volatile oil trains through the Gorge.

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Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

Meghan E McCutcheon

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## **New UP track through Mosier**

1 message(s)

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Date: Sat Oct 29 2016 10:55:23 GMT-0600 (MDT)

From: Ary Birkmeyer

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 158115e06a030113

Ary Birkmeyer

2802 Northlake Ave.

Longview, WA 98632

October 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 National Scenic Area, the Columbia River, public health, and the environment. This is particularly true in light of the proposals to build new coal and crude oil terminals throughout the Northwest which would result in a significant increase in traffic of coal trains, and dangerous and volatile oil trains through the Gorge.

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Sincerely,

Sincerely

Art Birkmeyer

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## No More Oil Trains

1 message(s)

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Date: Sat Oct 29 2016 10:45:23 GMT-0600 (MDT)

From: Ron & Marci Moore

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 1581154db612fa59

Ron & Marci Moore

708 Bunker Hill Rd.

Longview, WA 98632

October 29, 2016

Dear Angie Brewer,

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Sincerely,

Sincerely,

Ron & Marci

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# NO OIL TRAINS!!

1 message(s)

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Date: Sat Oct 29 2016 09:15:13 GMT-0600 (MDT)

From: William Lynn

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 158110251c651bab

William Lynn

16521 S Heidi

Oregon City, OR 97045

October 29, 2016

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- The project is inconsistent with the purposes of the National Scenic Area Act: The project would pass through some of the most highly protected lands in the National Scenic Area. The project could increase the number of trains passing through the Gorge, the length of trains passing through the Gorge and the speed of trains. This would adversely affect scenic, natural, cultural and recreation resources and endanger local communities.
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Finally, the project area has a very high probability of containing Native American cultural resource sites that could be adversely affected in violation of County ordinance. These resources must be protected and proper consultation done.

Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

Sincerely,

William Lynn

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**fossil fuel industry**

1 message(s)

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Date: Sat Oct 29 2016 09:05:12 GMT-0600 (MDT)

From: Toni Mills  
To: angieb@co.wasco.or.us  
CC:  
ID: 15810f9234dbdb05

Toni Mills

2020 S 360th St

Federal Way, WA 98003

October 29, 2016

Dear Angie Brewer,

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Thank you this opportunity to comment and I look forward to your reply on this matter.

Sincerely,

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Toni A. Mills

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## No more oil by rail

1 message(s)

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Date: Sat Oct 29 2016 07:35:07 GMT-0600 (MDT)

From: ken kuzma

To: [angieb@co.wasco.or.us](mailto:angieb@co.wasco.or.us)

CC:

ID: 15810a6aa542cf65

ken kuzma

5628 horizon ct

longview, WA 98632

October 29, 2016

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