

NEXT hearing submission

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To: Jacyn Normine <Jacyn.Normine@columbiacountyor.gov>

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County Commissioners,

February 7, 2024

The proposed rail spur (YARD) is wanting to be built on unstable wetlands.

According to Next and Crosstown Rail Consulting, the request is for 318 cars per week, broken down as:

3 trains at 80 cars dedicated to feedstock

2 trains at 30 cars for diesel product transfers

1 train at 20 cars for bleaching earth product transfers

According to Greenbrier, manufacturer of rail tanker cars, a 25,390 gallon stainless steel empty tank car weighs 90,200 lbs.; For feedstocks, a typical empty box car weighs 63,000 lbs, loaded, approx. 263,000 lbs. And a locomotive engine can weigh in at 400,000 lbs.

According to John Deere, their 8300 series harvester with the appropriate attachments weighs 26,750 lbs.

One empty rail tank rail car weighs 3 times the John Deere Harvester. If that tanker car is full, it weighs more than 10 times the weight of the Harvester. As a farmer, how many harvesters do I need? Even if I needed 3, that is only the weight of 1 rail car.

(The math doesn't add up: 318 cars per week is 1,272 cars per month.
 $3 \times 80 + 2 \times 30 + 1 \times 20 = 320$ cars per week and 1,580 cars per month.)

If you do the math, that is over 35,000,000 lbs/ week coming to the facility, plus 318 cars and the engine leaving the facility/ week.

That adds up to 140 Million Pounds traveling to the NEXT facility each month and another 100 Million pounds of waste traveling away from the facility.

The land Next is proposing to have this rail spur and their facility built on is UNSTABLE! The land is 10-15 feet above sea level on a floating water table, in a flood hazard zone. The land in question was designed for farming. It has been zoned as Prime Agricultural Land for a reason.

The constant vibration and the amount of weight these trains will carry is more than the crumbling infrastructure can handle. The levees were constructed and these lands were created for munitions storage during WWII. Later the land was given over for farming. Both of these uses are low impact on the land. A huge operation, like The Next Renewables facility, is a very high impact proposal. Building a facility of this magnitude in The Beaver Drainage District is a high risk endeavor. The possibility for catastrophic failure is great. Please take a long look at the proposed location and the scope of the proposed facility. There has to be a better suited location.

Please deny this permit.

Wendy Schmidt
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