

January 18, 2022



Board of Commissioners

I am a resident of Washington state and have lived in Kalama since 2003.

Google map distance from Port Westward to Kalama is approximately 23.5 miles as the crow flies with northwest winds prevailing in the summer. We share the same airshed and the Columbia River. All the people in the surrounding area have a vested interest in the need for clean air and water. The environment we live in is the responsibility for all to protect. The comments reflect my concerns with the proposed \$2 Billion "NEXT" energy renewable diesel refinery at Port Westward.

The consequences will impact the air quality, water resources, neighboring farms, residents and the natural habitat, posing serious health and environmental risks. DEQ is reviewing the "NEXT" project as a large complex source of pollution demanding volumes of power and fracked gas to upgrade the feedstock into diesel.

To make renewable diesel, additives such as sulfuric hydrochloric acid, methanol, methylate and other volatile organic compounds will be used. The impacts of these compounds leaching into Bradbury Slough, which feeds into the Columbia River, would have the high possibility of effecting the water and soil impacting the health of the public and would devastate the salmon survival recovery.

The chemicals will be transported, stored, processed then disposed of but the really bad toxic residue waste products will be transported via rail in and around the communities to a still undetermined disposal site. "NEXT" has failed to disclose full waste treatment protocol and the specific toxicity including the components.

Renewable diesel fuel is a commodity with the market fluctuating irregularly with number and amounts with no guarantees.

Why is "NEXT" proposal water dependent to the permitting of this project? The project is not water related and could be sited anywhere with a more appropriate location.

The location for this project is located within the Beaver Drainage Improvement Company, entirely inside the dike which includes land for agriculture and pastureland purposes. "NEXT" submitted on the application for the site design, conceptual drawings of multiple tanks which will be built on liquefiable soils adjacent to the Columbia River. The Beaver Drainage Improvement Company's summary states, "The Port Westward Industrial Park is located within a liquefaction zone with no bedrock existing for stabilizing construction. Previous projects have encountered serious difficulties obtaining stability and meeting foundation load criteria."

The mitigation proposed for "NEXT" renewable diesel is inadequate and is in conflict with the land uses. The diked area is the location of one of Oregon's most fertile farmlands for agricultural use which includes mint, blueberry, vegetables, hay, cherries and apples which contributes to the local economy. Historical agricultural lands should not be forfeited for a development's project. The mitigation would radically disrupt the balance the Drainage Company was designed for. The changes would dramatically

increase the risks of dike flooding, compromising the integrity of the levee system and water quality. Beaver Drainage Improvement Company has stated on application for Permit No: NWP-2020 383 comments, "Oregon Division (DSL) and "NEXT" have both admitted that a mitigation project of this magnitude has never been attempted before in a working irrigation and drainage district and the impacts to surrounding lands are unknown." Luba's decision May 2019 remanded one point of additional work, reasonably compatible with neighboring farms.

The project will be dependent on transportation by water, the railroad and public roads to receive materials used in the production and shipping of the renewable diesel produced. The project estimate of 50,000 barrels per day to be transported out. The rail traffic, in itself has the potential to become a driving nightmare in and around the area. The very possibility more long trains will be added, including "NEXT" plan to truck renewable diesel away from the site, adds more safety concerns to the citizens of Clatskanie and around Columbia County. Farmers cannot run the risks of harvests not getting to market fresh or people tied up in traffic waiting for the mile long train to pass or the possibility of an accident from trucks transporting "NEXT" renewable diesel on the highways.

The proposed refinery by "NEXT" at Port Westward is not compatible with the neighboring farms.

Your position as a public Port Commissioner is to carefully assess all the comments from the public and implement due diligence. We must be good stewards of the resources.

Sincerely,

Linda Leonard

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