

## Amy Herzog

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**From:** John Freeman <j.freeman.454@gmail.com>  
**Sent:** Tuesday, June 27, 2023 9:33 AM  
**To:** Planning Department.UserGroup  
**Subject:** questions about the NEXT site

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I am concerned that the water supply systems and water treatment systems would be inadequate to mitigate the spill potential of the proposed railroad facility. I perceive the proposed railroad facility would create a source of chemicals and bacteria that would damage the surrounding farms, the Columbia and Clatskanie rivers, and communities of wildlife and humans.

- 1) Who is the owner of the water well system that supplies the proposed NEXT operation?
- 2) Who is the owner of that existing water system?
- 3) Does the existing water system have the capacity to supply the projected operation of the NEXT facility at its peak production?
- 4) If the water supply system needs to be enhanced or augmented, who would be responsible for ensuring that these changes would not affect the hydrology of the site?
- 5) What are the projected operation water needs for the operation of the NEXT facility in terms of volume of water?
- 6) Where will the waste water treatment system be located?
- 6a) What mitigation of thermal water pollution is proposed?
- 7) Does the proposed process/spill air pollution mitigation system create liquid wastes that must be processed?
- 7a) Will that be done on site?
- 8) Which electricity utility will be providing electricity for the NEXT facility?
- 9) What additional infrastructure will be needed to supply electricity for the NEXT facility for peak production?
- 10) Of the proposed railroad car traffic to the site, what percentage of the cars would carry clay?
- 11) What other materials would be carried by rail and in what percentage of the total rail traffic?
- 12) What spill containment and treatment is proposed at the rail facility?
- 13) What structure will be needed under the rails to keep the soil stable and also allow the hydrology to not be affected?
- 14) What water, electricity, air capture and liquid treatment systems would be needed to stop a spill from becoming pollution?

With deep concern,  
John Freeman,  
Clatskanie

## Amy Herzog

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**From:** Chris Broussard <seichoflow@gmail.com>  
**Sent:** Monday, June 26, 2023 6:20 PM  
**To:** Planning Department.UserGroup  
**Subject:** Testimony attached - NEXT rail yard modification  
**Attachments:** Testimony for NEXT Energy's Rail Yard Application June 26 2023 shortened.docx

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you are expecting this email and/or know the content is safe.

Hello, please find attached my testimony for tonight's hearing. Thank you for the opportunity to share my thoughts and best of luck with the process.

Warmly,  
Chris

As an angler and member of the monastery, it is my hope that the Commission will deny NEXT's rail yard application. NEXT has demonstrated a lack of integrity throughout the process, showing bad faith agreements with the farming community, ad hoc changes, incomplete understanding of hydrology, and just plain going back on their word regarding long trains and blocked crossings. Is this willful negligence or gross incompetence? NEXT is trying to fly under the radar by saying there is "no basis for the county to conclude that scope and intensity will be any greater than already approved." But the rail yard was not considered or approved. In fact, it was already rejected by LUBA.

NEXT has failed to thoroughly consider impacts to waterways, even neglecting to size the culverts with the promise of collecting hydrological data over the next year. In other words, when considering impacts adjacent to one of the largest river systems in North America, they plan to get one season's worth of hydrological data and pass that off as an understanding of historical hydroperiod. Ask New Orleans how planning for one specific scenario worked out for them, not to mention impacts on fisheries and the rest of the ecosystem.

Just up the coast from NEXT's headquarters in Houston, the fuel industry used to float the oil down the surface of the river and reclaim it downstream to save costs on shipping. It must feel good to be in the renewables game now. But the culture is the same. By not addressing the various conflicts, they erase the humans and businesses that are already here. They will not be held responsible for mitigating impacts because they're not even defining or acknowledging them.

NEXT admits that they have an incomplete understanding of groundwater hydrology in their own report. They don't know what's going to happen. This proposal neuters BDIC's ability to function as expected. The vagueness of this proposal is dangerous for the community, the waterway's health, and it sets a dangerous precedent. It is rooted in an out of state culture that is habitually impacting communities and the environment without any thought beyond their bottom line.

This rail yard will profoundly affect the surrounding areas. For me this is a place of refuge, nourishment, recreation, and spiritual pilgrimage, and I am pragmatic and knowledgeable about port expansions. NEXT's bait and switch actions alone should disqualify them from consideration. As a former consultant in the dredging industry for nearly two decades, I am confident this behavior would not be looked on kindly by project managers and procurement officers. I appreciate the desire to have a port you don't have to dredge. Dredging can be costly. However, it is a cost that industry and the government absorb together all over the country and a normal cost of doing business. NEXT's conduct and approach do not merit the privilege of developing a place as unique as Port Westward. They have demonstrated how negligent they will be going forward. They will cut corners and they will probably fail based on what we've seen with this proposed modification. Do not allow it. There are other businesses with more integrity, competence, and vision that value a collaborative approach to developing the area, providing jobs without impeding the work, farming, movement, play, and spiritual lives of those who are already here.

Thank you,

Chris Broussard

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