

Hayden Richardson

From: Kristin Edmark <kristinedmark@hotmail.com>
Sent: Friday, December 29, 2023 4:19 PM
To: Planning Department.UserGroup
Subject: Comment to NXT proposed rail yard

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To: Columbia County Land Development Services
From: Kristin Edmark, concerned citizen

The NXT refinery and the adjacent rail yard are inappropriate for Port Westward and after massive destruction to county agriculture have little chance of being profitable enough to survive.

Irretrievable destruction of extremely fertile agricultural land

The rail yard and tracks harm valuable farm land. Land adjacent and nearby is also harmed by the drainage patterns from the proposed yard and tracks. The recent dock damage, rising sea level and worsening storms demonstrate how fragile the area is behind dikes next to sensitive wildlife areas of the Columbia River. This area has been designated as some of the most fertile in Oregon. The land cannot be retrieved as valuable agricultural land once covered by gravel and exposed to oil products. Terrible mistakes, like those made by these people in Odessa, could happen at Port Westward with enormous consequences.

The rail yard application has major flaws

The entire project must be seen as one project and any attempt to divide the parts into "branch line" or other designation should not be accepted. This application should be considered completely separate from any prior applications for a lessor facility and rails.

Not economically viable or realistic

There is increasing market competition for biodiesel. <https://www.ainonline.com/aviation-news/aerospace/2022-05-18/work-begins-worlds-largest-biofuel-plant> The use of biodiesel is becoming more contentious as it is recognized that biodiesel is a fossil fuel and burns to emit greenhouse gas the same as fossil gas and moreover biodiesel is mixed with fossil diesel sustaining the need for drilling and diesel trains. At the same time, traditional diesel trucks and busses are being replaced by electric versions. Progress is being made in clean energy shipping.

Chevron is a market leader in biodiesel production with 11 biodiesel refineries producing about 345 million gallons biodiesel/year. One of Chevron's refineries is nearby in Washington. NXT proposes their biodiesel refinery will produce 50,000 barrels a day, 2.1 million gallons a day, or 766.5 million gallons per year. That is over twice as much from one refinery as Chevron produces with 11 refineries.

<https://www.desmoinesregister.com/story/money/agriculture/2022/06/13/ames-becomes-chevron-renewable-energy-headquarters-reg-purchase/7609806001/> , <https://www.regi.com/>

It would take 4 unit trains of soy beans a day to provide enough feed stock alone for the NXT refinery. This source is unidentified and likely not available. Multiple sources have pointed to the lack of feedstock in the Northwest and the expense of all feedstock sources. As crops suffer from unpredictable weather, feedstock will be less available and more expensive. I expect that the real aim of the project is to fail and switch to a large oil export facility or other.

Please deny the rail yard for NXT.
Sincerely, Kristin Edmark, concerned citizen