

Hi, my name's Tim Norgren. I work in the building trades, through Laborer's local 737 and I live in Stevenson, WA, just up the tracks from the proposed terminal. Stevenson's like a lot of railyards (especially in the Gorge) in that most everything we have is near the tracks. In fact literally a stone's throw away from them you can find not only the Post offices, but the volunteer fire dept., which means that the only firefighting equipment we have could be preemptively annihilated if one of those 50+ mph oil trains (loosened and derailed by coal dust as seems to happen far too frequently) should explode there, leaving us waiting for out of town help to even salvage burning buildings, let alone put out the oil itself, or salvage the water and beauty-dependent industries which keep our town afloat financially, or (!) to somehow replace our water supply!

And that's just the Big dramatic event which, as Mosier knows all too well, is waiting outside the door. **The larger, long term picture of coal trains** running through my neighborhood is that the water supply is being slowly but successively inundated with the same petroleum toxic cancers as the water tables in oil spill zones. I kayak and windsurf in the Columbia River, and the fingerling lakes and river systems that adjoin it, and on windy days (which happen incessantly here) I've been literally pelted with "sand" from those trains. I invite anyone who questions it to go boat with me some windy day!!!

Anyway, I'll leave the rest of that story to my neighbors. I'd like to tell you a story from the Building Trades:

Not long ago I worked on a fossil fuel project (not a job I'm proud of!) south of Portland. It was done by union workers, who tend to be the most professional available. Nonetheless, stuff happens.

At a random point one day our foreman received a distress call. He grabbed up everyone he could and we jumped into his pickup and raced down the so-called "Right-of Way" to a Teamster who was struggling with a stuck valve on an fuel truck. Meanwhile diesel was pouring from the tanker into some farmer's field because the FERC issue kiddie pool wasn't enough to contain the flow.

We jumped out of the pickup and began to contain the diesel any way we could. We doubled up garbage bags and used personal ice chests to hold it. The pickup had a spare tank with a pump, so we reversed the polarity and sucked up what would fit, mixing diesel with gas out of necessity. Meanwhile I did about a quarter mile sprint to get a pipe to extend the wrench with. Five of us and that cheater-pipe finally closed the valve. The FERC inspector wasn't there, so we dumped dry dirt over it and kept our mouths shut. If I get cancer at some future point it's likely from eating food from that field, such is karma (we reap what we sow).

Please remember these aren't sneering corporate crooks with calculated waste-dumping agendas I'm talking about. We're average people trying to make an honest living and often dealing with equipment failure or making honest mistakes. But people know if they get fired it's going to make it more difficult to pay their kids tuition, or even buy food, so they do the best they can and move on. And we're loyal, so we cover our own. But the damage is done, even when no one reports it, and should be considered.

It should also be considered that given the high potential for mechanical failure and human error in various combinations in **any** work environment, bringing large volumes of hazardous chemicals onto the scene can be as dangerous as it gets (even outside of the sweatshops this stuff is intended to fuel).

I spoke with a co-worker in Port Westward, OR who is grateful to be alive after a crane lost control of a turbine engine as long as my house and dented a nearby tank-car! Grain cars

capsizing on the tracks and into waterways is fairly commonplace. Again, things happen, and I don't wish that kind of stress or danger on anyone. But it's working people- Longshore workers and Railroaders, and everyone along the tracks, not CEO's who assume the immediate physical risk, and it's entire communities **ALL ALONG THE EXPORT ROUTE** (Native, European and wildlife alike) who will sustain the increased risk to their resources and way of life. As this project will imminently increase the toxins in our water table all along the route, as well as on the construction site. Please consider this as well. Thanks. Tim Norgren, Stevenson, WA 98648