

Mike Reuter

I am speaking here as an individual and not as the Mayor of Kalama.

I believe that there will never be a second train constructed for methanol production based on some articles.

Crowd Gathers For Methanol Presentation by Deborah Steele Hazen
The Clatskanie Chief of Clatskanie, Oregon

In addition to the two phases planned for Port Westward, the company has announced the third phase to be built in Kalama - another \$1 billion investment.

In the 2017 PSE Integrated Resource Plan on pg. 273/384 it shows the gas capacity needed for this refinery would be 180 Dth/d and not the 320 Dth/d required to run two trains at 100%

The footprint is too small for the two train refinery along with the ULE and the ZLD infrastructure. If you look at the refinery layout, these major additions are no-where to be found. It would be interesting to have the model and type of each of these two new additions with the dimensions needed to implement. I would also like to know if there is any additional space needed for the accompanying support structures, like cooling ponds or storage facilities for chemicals or waste.

That means half the taxes and half the employment