

## *Bureau of Planning and Sustainability*

I live in North Portland and will focus on the point most relevant to this committee and most critical to my geography.

First the terminal site. Seismologists estimate an anticipated earthquake of between magnitudes 6 or 8 and anywhere from due to past due. The City acknowledges this in its earthquake preparedness efforts. The dynamics of the earthquake and its duration will only be known when it happens. With the danger of tremors, duration could lead to liquidfaction of the river side and with 33 million gallon pressurized storage tanks and a complex of extensive routing of LPG from rail tank car to the huge dock side ship, you cannot convince me that a critical accident could not occur and with that amount of fuel at risk of explosion would not be anything short of unimaginably large and fatally destructive to human life.

Rail transportation to the terminal [the routing of which is undisclosed] is to me as grave or even more grave an issue. We don't even know whether BNSF or Union Pacific or what possible combination of main lines, spurs, side tracks and junctions will be used in order to determine proximity to populations and critical infrastructure. In the BNSF option the supply train running west would endanger the entire waterfront and downtown Vancouver. After crossing the river on its way to T 6 it would make the bend at about Portland Road and Sutter Road and on the way it would endanger Jantzen Beach Mall and adjacent residential community .

Once the train is in North Portland the entire Peninsula, if not directly in the blast zone, is at least seriously endangered should a unit train explode – mind you this is a mile long train. All of the above is the lesser case scenario.

Should the Union Pacific railroad be the carrier the situation could be far worse depending on which tracks were used – NE Portland (all neighborhoods from Troutdale west); lower SE Portland (tracks up from Milwaukee); NE along I84; and NW Portland. We don't know. A mile long tube of 100 plus cars of explosive fuel either moving on the tracks, parked

or detanking at Pembina.- Two of these a day running right through dense population. In any routing my neighborhood would be from right besides the tracks to, at most, within one or two miles.

Please, I'm not ready to hear about low likelihood, the advantages and trade-offs when the consequences of an explosion could be horrendous. The fiery scenario can happen and it has happened either by accident or deliberate act when they said it couldn't.

Permitting the Pembina Terminal which must include the unit supply trains carrying a highly explosive petroleum product through Portland is a major affront to the safety of its citizens.

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