

**Talburt, Tammy (UTC)**

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**From:** Bazarov, Ashley (DOH)  
**Sent:** Wednesday, October 02, 2013 4:41 PM  
**To:** Posner, Stephen (UTC)  
**Cc:** Means, Mike J (DOH); EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal Docket #EF-131590  
**Attachments:** Tesoro-Savage.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

Dear Mr. Posner:

Please see the attached comment letter from Maryanne Guichard, Assistant Secretary for the Division of Environmental Public Health.

Regards,

**Ashley Bazarov**  
Division of Environmental Public Health  
Department of Health  
PO Box 47820  
Olympia WA 98504-7820  
Phone: 360.236.3002  
email: [Ashley.Bazarov@doh.wa.gov](mailto:Ashley.Bazarov@doh.wa.gov)

*"Public Health - Always Working For a Safer And Healthier Washington"*



STATE OF WASHINGTON  
DEPARTMENT OF HEALTH  
DIVISION OF ENVIRONMENTAL HEALTH  
PO Box 47820 • Olympia, Washington 98504-7820

October 2, 2013

Stephen Posner, Acting Manager  
Energy Facility Site Evaluation Council  
Post Office Box 43172  
Olympia, Washington 98504-3172

Dear Mr. Posner:

Thank you for the opportunity to provide input on the application proposal: Tesoro Savage Vancouver Energy Distribution Terminal Docket #EF-131590. The application is for certification to construct and operate the proposed terminal, a crude oil-by-rail unloading, and marine loading facility to be located at the Port of Vancouver (Port).

My staff completed a review of Tesoro's application proposal. The application provides details for the transfer facility, including increased shipping considerations associated with the project. Our primary concerns are potential catastrophic incidents to public drinking water sources from rail transport of crude oil and climate impacts from the facility. Specifically:

1. Many public drinking water system wells are located along the main rail lines at the Columbia Gorge. The application does not address the potential operational concerns to these wells from catastrophic failure of the railway delivery of oil. It also doesn't detail any information about the scope of increased transport of crude oil on the railways.
2. The application identified only one Port well (#2) located approximately 1.3 miles southeast of Area 300. Our GIS maps show three Port wells within the application area. The Port's wells #1 and #3 should be included in any revisions of the application report.
3. The application states "the incremental effect of the project on global climate change is insignificant." We do not consider the increased contribution of 0.14 percent (136,000 metric tons) of Washington State's total greenhouse gas emissions as insignificant. Ultimately, climate change will affect the operation, maintenance, and water availability of drinking water systems in our state.

We appreciate the opportunity to work with you to achieve our goal of protecting public health. If you have additional questions regarding our comments, please contact Mike Means in the Office of Drinking Water at 360-236-3178 or [mike.means@doh.wa.gov](mailto:mike.means@doh.wa.gov).

Sincerely,

Maryanne Guichard  
Assistant Secretary

cc: Mike Means, Department of Health



**Talburt, Tammy (UTC)**

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**From:** Bumpus, Sonia (UTC)  
**Sent:** Thursday, October 03, 2013 8:35 AM  
**To:** EFSEC (UTC)  
**Subject:** FW: Request for Public Informational Hearing

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

Tesoro Savage project public comment. Please process.

*Sonia Bumpus  
Energy Facility Site Evaluation Council  
Utilities and Transportation Commission  
(360) 664-1363*

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**From:** John and Mary Benham [mailto:johnandmarybenham@gmail.com]  
**Sent:** Thursday, October 03, 2013 7:21 AM  
**To:** Bumpus, Sonia (UTC)  
**Subject:** Request for Public Informational Hearing

Sonia Bumpus  
EFS Specialist  
Energy Facility Site Evaluation Council  
1300 S. Evergreen Park Dr. SW  
Olympia, WA 98504-3172

Re: Formal Request for Public Informational Hearing and State Environmental Policy Act Scoping Hearing in Spokane, Washington

Ms. Bumpus:

The following organizations and individuals hereby request that EFSEC host a public informational hearing in Spokane, Washington to inform communities in Eastern Washington about the Tesoro/Savage Crude-by-Rail terminal, proposed for the Port of Vancouver. The terminal itself would be sited in Vancouver, Washington. The citizens of Eastern Washington, however, stand to bear significant adverse impacts resulting from increased rail traffic carrying crude oil to the proposed terminal.

The Tesoro/Savage proposal contemplates transferring up to 380,000 barrels per day of crude oil from rail lines to marine vessels at the proposed site in Vancouver. The company's application to EFSEC states that on average four trains per day will arrive at the terminal, meaning an additional 8 trains per day (traveling to and from) will cut through Spokane on the rail lines.

Communities in Eastern Washington are already likely to face negative impacts from increased rail traffic due to the coal export terminals proposed in Cherry Point and Longview, Washington, as well as the Port of Morrow

terminal proposed for Boardman, Oregon. The public hearing concerning the Longview Millennium Bulk Terminals coal export terminal, held on September 25, 2013 at the Spokane Convention Center, drew over 400 people. The majority of those in attendance spoke in opposition to the project and raised concerns about the likely adverse impacts to public health and the environment for those regions located along the railways.

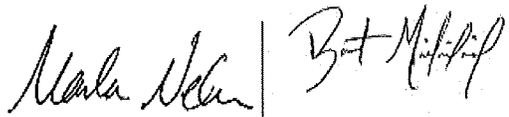
Our concerns include, *inter alia*, the increased risk of spills or accidents due to greater rail traffic and the potentially explosive nature of crude oil, increased traffic delays and in turn longer emergency response times for communities that neighbor the rail lines, plus the likely adverse impacts to public health and the environment resulting from more diesel engines on the rail lines. These concerns will not be adequately addressed by those attending public meetings in or near Vancouver, Washington. Those communities at least have the prospect of jobs and improved commercial facilities at the Port of Vancouver. In contrast, the citizens of Spokane will suffer the adverse public health and environmental impacts without any hope of economic gains.

EFSEC's own rules only require a public informational hearing "in the general proximity of the proposed project." See WAC 463-26-025. Yet EFSEC is also planning a public hearing on scoping pursuant to the State Environmental Policy Act (SEPA) at the end of October. The purposes of SEPA are to encourage harmony between humankind and the environment, prevent or eliminate damage to the environment, stimulate the health and welfare of human beings, and enrich understanding of the natural resources important to the state and nation. See RCW 43.21C.010. Consistent with these purposes, EFSEC should provide the citizens of Spokane an opportunity to weigh in on the Tesoro/Savage Crude-by-Rail proposal.

Limiting public involvement in the review of the Tesoro/Savage crude by rail project to those communities near the terminal site in Longview will prevent EFSEC from understanding the full impact of the proposed project on the environment and communities in Eastern Washington. The voices of these communities deserve to be heard.

Sincerely,

John and Mary Benham/Concerned Individuals  
3616 N. Dowdy Rd.  
Spokane, WA 99224



Bart Mihailovich  
Spokane Riverkeeper

Marla Nelson, Legal Fellow  
Northwest Environmental Defense Center  
Spokane Clean Water Project

/s/ Mike Peterson  
Executive Director  
The Lands Council

/s/ Laura Ackerman  
Spokane Resident  
Environmental Volunteer [MN1]

**Talbur, Tammy (UTC)**

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**From:** Bumpus, Sonia (UTC)  
**Sent:** Friday, October 04, 2013 3:03 PM  
**To:** EFSEC (UTC)  
**Subject:** FW: Formal Request for Public Informational Hearing and State Environmental Policy Act Scoping Hearing in Spokane, Washington  
**Attachments:** EFSEC hearing request for Spokane - FINAL.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged  
**Categories:** Comment

Received public comment. Please process

Thanks,  
Sonia

*Sonia Bumpus  
Energy Facility Site Evaluation Council  
Utilities and Transportation Commission  
(360) 664-1363*

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**From:** Bart Mihailovich [mailto:[bart@cforjustice.org](mailto:bart@cforjustice.org)]  
**Sent:** Friday, October 04, 2013 8:44 AM  
**To:** Bumpus, Sonia (UTC)  
**Cc:** Marla Nelson (msnelson@nedc.org)  
**Subject:** Formal Request for Public Informational Hearing and State Environmental Policy Act Scoping Hearing in Spokane, Washington

Ms. Bumpus,

Please find attached a letter submitted on behalf of Spokane Riverkeeper and the Northwest Environmental Defense Center, and signed by other local organizations and individuals, formally requesting a Public Informational Hearing and State Environmental Policy Act Scoping Hearing in Spokane, Washington.

Letter is attached.

If you have any questions, please let me know.

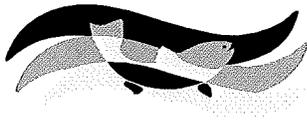
**Bart Mihailovich**  
**Spokane Riverkeeper**  
[bart@cforjustice.org](mailto:bart@cforjustice.org)  
35 West Main, Suite 300  
Spokane, WA 99201  
509.835.5211



**Spokane**  
RIVERKEEPER®

*For a Fishable and Swimmable Spokane River*





# Spokane

## RIVERKEEPER®

*For a Fishable and Swimmable Spokane River*

October 4, 2013

**Submitted via email to:** [sbumpus@utc.wa.gov](mailto:sbumpus@utc.wa.gov)

Sonia Bumpus  
EFS Specialist  
Energy Facility Site Evaluation Council  
1300 S. Evergreen Park Dr. SW  
Olympia, WA 98504-3172

Re: Formal Request for Public Informational Hearing and State Environmental Policy Act Scoping Hearing in Spokane, Washington

Ms. Bumpus:

The following organizations and individuals hereby request that Energy Facility Site Evaluation Council (EFSEC) host a public informational hearing in Spokane, Washington to inform communities in Eastern Washington about the Tesoro/Savage Crude-by-Rail terminal, proposed for the Port of Vancouver. The terminal itself would be sited in Vancouver, Washington. The citizens of Eastern Washington, however, stand to bear significant adverse impacts resulting from increased rail traffic carrying crude oil to the proposed terminal.

The Tesoro/Savage proposal contemplates transferring up to 380,000 barrels per day of crude oil from rail lines to marine vessels at the proposed site in Vancouver. The company's application to EFSEC states that on average four trains per day will arrive at the terminal, meaning an additional 8 trains per day (traveling to and from) will cut through Spokane on the rail lines.

Communities in Eastern Washington are already likely to face negative impacts from increased rail traffic due to the coal export terminals proposed in Cherry Point and Longview, Washington, as well as the Port of Morrow terminal proposed for Boardman, Oregon. The public hearing concerning the Longview Millennium Bulk Terminals coal export terminal, held on September 25, 2013 at the Spokane Convention Center, drew over 400 people. The majority of those in attendance spoke in opposition to the project and raised concerns about the likely adverse impacts to public health and the environment for those regions located along the railways.



Our concerns include, *inter alia*, the increased risk of spills or accidents due to greater rail traffic and the potentially explosive nature of crude oil, increased traffic delays and in turn longer emergency response times for communities that neighbor the rail lines, plus the likely adverse impacts to public health and the environment resulting from more diesel engines on the rail lines. These concerns will not be adequately addressed by those attending public meetings in or near Vancouver, Washington. Those communities at least have the prospect of jobs and improved commercial facilities at the Port of Vancouver. In contrast, the citizens of Spokane will suffer the adverse public health and environmental impacts without any hope of economic gains.

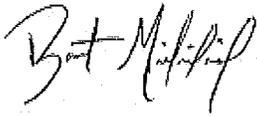
EFSEC's own rules only require a public informational hearing "in the general proximity of the proposed project." *See* WAC 463-26-025. Although the construction site for this project will be in Vancouver, Washington, the operation of the facility will necessarily increase rail traffic through communities in Eastern Washington. The impacts from increased rail traffic are part of the proposed project, and thus Eastern Washington deserves a public informational hearing in the general proximity of those lines.

EFSEC is also planning a public hearing on scoping pursuant to the State Environmental Policy Act (SEPA) at the end of October in Vancouver, Washington. The purposes of SEPA are to encourage harmony between humankind and the environment, prevent or eliminate damage to the environment, stimulate the health and welfare of human beings, and enrich understanding of the natural resources important to the state and nation. *See* RCW 43.21C.010. Limiting public involvement in the review of the Tesoro/Savage crude by rail project to those communities near the terminal site in Vancouver will prevent EFSEC from understanding the full impact of the proposed project on the environment and communities in Eastern Washington.

As part of its SEPA analysis for the related coal export terminal proposed in Longview, Washington's Department of Ecology is requiring a detailed assessment of rail transportation on other representative communities in Washington and a general analysis of out-of-state rail impacts, as well as an assessment of how the project would affect human health in all of Washington. That project anticipates an additional 8 train cars per day as a result, traveling on the same rail lines that the Tesoro/Savage project proposes to use. EFSEC's SEPA analysis should comport with Ecology's analysis, and provide an assessment of the impacts due to increased rail transportation that is likely to result from this project.

The voices of these communities deserve to be heard. Consistent with the purposes of SEPA, EFSEC should provide the citizens of Spokane an opportunity to weigh in on the Tesoro/Savage Crude-by-Rail proposal.

Sincerely,



Bart Mihailovich  
Spokane Riverkeeper



Marla Nelson, Legal Fellow  
Northwest Environmental  
Defense Center

/s/ Mike Peterson  
Executive Director  
The Lands Council

/s/ Laura Ackerman  
Spokane Resident  
Environmental Activist

/s/ Suzi Hokonson  
Spokane Resident

/s/ Paul Lindholdt  
Spokane Resident

/s/ Sam Mace  
Spokane Resident

/s/ Michael Harves  
Spokane Resident

/s/ Carol Bryan  
Peaceful Valley Resident

/s/ Chris Bachman  
Environmental  
Educator/Activist  
Spokane Resident

Timothy J Coleman  
Executive Director  
Kettle Range  
Conservation Group

/s/ April Beasley  
Spokane Resident  
Environmental Volunteer

/s/ Michael Beasley  
Spokane Resident  
Environmental Volunteer

/s/ Mark Steward  
Spokane Resident

**Statement by Greenberry Industrial to the State of Washington EFSEC Open House & Public Meeting on the Tesoro Savage Vancouver Energy Distribution Terminal Project**

RECEIVED

**Oct. 28, 2013**

OCT 28 2013

ENERGY FACILITY SITE  
EVALUATION COUNCIL

When you think of key regional areas for the oil and gas industry in the United States, usually Texas, North Dakota and the Gulf Coast come to mind. However, Vancouver is playing a growing role in the global energy business and is developing a reputation as a trusted, strategic location. That's why Greenberry Industrial is in favor of this ground lease agreement and supports its passage.

Since moving its operations to the Columbia Business Center three years ago, Greenberry Industrial has seen a surge in opportunities for complex projects for the oil and gas industry. Vancouver and its local workers are building and delivering key energy projects across the country to help serve the nation's energy needs.

Transloading domestically-sourced energy resources in Vancouver will greatly contribute to Southwest Washington's economic development and a healthy regional economy. The economic impact of this lease will mean hundreds of family wage jobs during construction and afterwards. It will add to our region's reputation as a strategic port that can service the entire West Coast.

This new facility presents an opportunity for Vancouver to lead the way in building a safe and responsible infrastructure to transport domestically-sourced oil reserves along the West Coast. These opportunities do not present themselves very often and we hope this lease moves forward. If it does, it will further the reputation of Vancouver as an energy leader, just like Texas, North Dakota and the Gulf Coast.

From our view, this adds up to a prime opportunity for Vancouver to put its mark on the U.S. oil and gas industry and help support U.S. energy independence.

My Name is Bill Milmo, I am  
a resident of Clark County since 1990.

I teach music, piano, guitar, yoga,  
forest gardening and social dancing. Thank

you to everyone for being here today.

RECEIVED

OCT 30 2013

ENERGY FACILITY SITE  
EVALUATION COUNCIL

We the people need to lead ourselves  
and each other towards thriving on this planet.  
As human beings we need clean water, clean  
air and healthy soil. In the past we have  
sacrificed our environment for babbles such  
as cars, TV's, radios, phones etc. Our society  
is oriented around military, and cars not people  
and peace. Walking, biking are sustainable and  
healthy for us the air, water and soil.

Gardening is an excellent way to reduce our need for external energy. Permaculture or food forest gardening (The Vegan alternative promoted by Robert Hart) can also provide us with ample fuel (wood) for heating, cooking etc. especially when combined with rocket stoves or rocket mass heaters.

Developing the codes, zoning and social emotional support for ~~more~~ environmentally zero impact housing & work centers here in Vancouver and Clark County,

Boycotting destruction, cruelty and violence is our most important tool for creating & maintaining peace, love and compassion.

we need ..

1. nourishment clean air water +  
good food

2. Community

3. spiritual development

Solution:

2 Vancouver Food Co-operative  
shop, volunteer and/or join

1 Gardening grow food not lawns

3 Find a path for spiritual development

2 create more cooperatives

2 Be an activist to educate others about  
causes you believe in

2 create housing + meaningful work around  
people not cars (eco villages)

3 develop a practice (Christian or Jewish  
meditation, music, art, dance, Tai chi, yoga  
etc)

3

Bill McIntosh, Clark County resident since 1990, I am a vegan, urban farmer, <sup>museum</sup> and avid walker. <sup>meadows till urban farm</sup>  
- MUSICIAN

Our current system is insensitive to people and the environment, cruel to people and the environment and violent to people and the environment. <sup>who</sup> When we shop we support <sup>those who + what we</sup> ~~the~~

Boycotting is our most powerful way to change the present and the future. I have been working for 8 years to find partners to create an small ecovillage, a place where <sup>we the residents</sup> <sup>individual</sup> <sup>reduce our</sup> ~~we~~ <sup>energy</sup> ~~we~~ could stop owning a car, ~~and~~ ~~the~~ purchases by 50-90% for transportation and 50-90% for heating + cooling for our housing, and 50% or more for our food. We need to work to make regulation zoning + support sane human development  
peace, love and compassion

Stephen Posner, Interim EFSEC Manager,  
Energy Facility Evaluation Council, PO Box 43172,  
1300 S Evergreen Park Dr. SW  
Olympia, WA 98504-3172.

Dear Mr. Posner:

Hello my name is Michael Piper and I am a resident of Arnada neighborhood here in Vancouver. I walk my dogs most days over the land bridge here and I see coal, oil and other hazardous materials continually moving by rail along the river here. I cannot imagine the huge rail impact this will have on the existing rail systems and traffic through our small towns.

I used to be Sustainability Coordinator for the City of Vancouver and Clackamas County, and was the Assistant Director of the Washington State Department of Commerce under three consecutive Governors, and previously I helped head up BPA's energy conservation programs in the 1980's. I know something about jobs and economic development. I know about environmental risk and sustainable development. In my opinion this proposal is a bad idea anyway you look at it.

I am opposed to this proposal for a number of reasons, but to keep my testimony short, I will focus only on a couple of key issues.

Oil shipments by rail pose significant risk to our Columbia River Gorge. I have hiked and kayaked many parts of the river – there is no way you can get skimmers or booms in many places in the Gorge. Needless to say, it would be devastating should a spill or derailment take place.

Washington, the state's oil spill response program is funded through a tax on crude oil coming into the state by vessel but not rail. If the state transitions from vessel shipments of Alaskan oil to rail shipments of oil from North Dakota or Canada, it is possible that the program may find itself under-funded and unprepared for a disaster.

Crude oil-by-rail infrastructure is by no means restricted to serving the Bakken oil fields; it could also act as a vehicle for transporting bitumen from the Canadian oil sands. Wider use of tar sands oil is currently impeded by serious transport bottlenecks. In Canada, pipelines planned to the Pacific Ocean are facing delay and staunch opposition, while US activists have questioned the wisdom of constructing the Keystone XL Pipeline, which would deliver Canadian oil to the Gulf Coast. Large scale build-out of oil-by-rail projects in the Northwest could, in effect, serve as a pipeline on wheels for Canadian Tar Sands.

**RECEIVED**

OCT 31 2013

ENERGY FACILITY SITE  
EVALUATION COUNCIL

Regardless of the origin of the crude oil to be shipped by rail, it is not clear where the product is destined. In some cases, oil delivered to West Coast refineries may displace existing supplies of crude such as those from Alaska's North Slope oil fields that currently arrive in tanker vessels. In other cases, the oil may be destined for export to Asia. Under current law, US crude oil can only rarely be exported overseas, but many in the oil industry are calling for Congress to lift the ban, enabling oil producers to sell American crude oil to China and other countries. Oil from Canada, however, is not subject to the ban, so it is conceivable that Oregon and Washington could become a transshipment hub for tar sands oil headed to Asia.

When evaluating this proposal, please consider the combined impact of all the proposed oil and coal developments. Examining this proposal in isolation does not give you a true assessment of its potential impact. And much like Governor Inslee did for the proposed coal developments, please consider a full review, including climate impacts.

There are also concerns about contribution to climate change which is too numerous to address here and others have commented on.

There are serious concerns that a large scale oil terminal will cause trepidation or fear among investors in the downtown waterfront under development by the City of Vancouver and Gramor. I wouldn't want to live there. Who would??

And there will be impact to the western neighborhoods of Vancouver. Not only are they at risk for an explosion, but the stink of oil will permeate the air – making these areas undesirable for health and smell reasons.

But I want to address one aspect head on. The Tesoro Corporation. This proposal includes the Tesoro and Savage corporations acting as developer and operator of this oil terminal.

Tesoro says:

“Social responsibility is an integral part of our business practices—as well as our corporate culture. This is a responsibility, and a promise, we uphold to our employees, shareholders and the communities and environment in which we operate.”

Really?! Tesoro's real-world record demonstrates a level of irresponsibility that stands out even in the oil industry.

Just in the past few weeks there have been Tesoro leaks in North Dakota that took weeks to be reported.

Earlier this year, the company had a record \$2.4 million fine for 39 “willful violations” at its refinery in Anacortes, Washington, where an April explosion killed seven Tesoro workers. The explosion was, in the words of Washington Labor and Industries, “preventable.” And the safety violations that led to this loss of life were not the first discovered by Washington regulators, nor the first discovered at Tesoro facilities elsewhere.

A fire at Tesoro’s Salt Lake City refinery is under investigation by the Chemical Safety Board and has been described as “eerily similar” to the situation that led to the deaths of 15 workers (and the injury of scores of other workers) at BP’s Texas City refinery in 2005.

Residents of Martinez, California, in the San Francisco Bay area, endured a plume of choking black smoke after a fire broke out at Tesoro’s nearby refinery earlier this month.

Air quality violations at the Martinez plant in 2005 earned the company a fine of \$1.1 million, one of the largest ever charged to any of the five Bay Area refineries.

In 2008, Tesoro negotiated a settlement for 77 violations at the same refinery. It paid \$1.5 million.

In August of this year, the company paid another \$366,000 to settle 44 additional violations, including the release of illegal amounts of carbon monoxide and ammonia.

The US Environmental Protection Agency is suing Tesoro for violating the law by failing to test its gasoline for harmful contaminants such as cancer-causing benzene at the company’s refineries in Alaska, North Dakota, Utah, and Washington. Reports Courthouse News: “Tesoro broke the law at its Mandan [North Dakota] refinery alone ‘on no less than about 4,000 occasions’ between February 2005 and May 2006, and 600 times at Salt Lake City, the EPA says. “The company could face penalties of up to \$32,500 per day.”

Tesoro is one of the top 50 toxic air polluters in the US, according to data from the federal Toxics Release Inventory assembled by researchers at the University of Massachusetts.

Tesoro has been switching to high-sulfur, “sour crude” at its refineries in California. This cheaper feedstock, some of which comes from the Alberta Tar Sands, results in significantly more toxic waste per barrel processed than does “sweet” crude. In 2009, Tesoro used twice as much dirty as clean crude at its California plants, according to the civil rights organization, the Ella Baker Center.

Tesoro’s Los Angeles refinery generates more toxic releases per barrel refined than any of the eight other refineries in the Los Angeles region, according to an analysis we conducted of data reported to the federal Toxics Release Inventory. It produces more toxics per barrel of oil than

all but two other facilities in California. Tesoro's Bay Area refinery is the fifth ranked releaser of toxics per unit of product in the state.

According to researchers at two California universities, Tesoro "rank(s) worst in health impacts among all companies with refining operations in the state."

Please do not support this proposal and if this project is approved please consider the impacts to the neighborhoods of Vancouver and small businesses that will be harmed by smell or worse – a leak or explosion.

And as for jobs, if this project goes forward the likely jobs will be supported by taxpayers who could spend years cleaning up a spill in the Gorge – or worse rebuilding a part of the city.

And for the audience, tonight, please come down to the Vancouver Landing this weekend and tour the Greenpeace Ship the new Rainbow Warrior. Learn more about clean energy, climate change and oil and coal shipments.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Michael Piper", with a long, sweeping horizontal flourish extending to the right.

Michael Piper

1810 F St.

Vancouver, WA 98663

**From:** Betty Hittler <betthitt@gmail.com>  
**Sent:** Thursday, December 19, 2013 7:25 AM  
**To:** EFSEC (UTC)  
**Subject:** Fwd: Vancouver Oil Terminal Comments

A friend of mine wrote this and sent it to you. He did such a wonderful job of expressing how I feel and what I think need to be addressed.

Please give special attention to his statement as he speaks for many of us.

Betty Hittler  
2615 NE 359th Ave  
Washougal WA 98671

----- Forwarded message -----

**From:** Marc Chamberlin <[marc@marcchamberlin.com](mailto:marc@marcchamberlin.com)>  
**Sent:** Wed Dec 18 10:52:40 PST 2013  
**To:** [efsec@utc.wa.gov](mailto:efsec@utc.wa.gov)  
**Cc:** Ed Averill -- ACM <[eda@acm.org](mailto:eda@acm.org)>, Steph Chamberlin <[steph@marcchamberlin.com](mailto:steph@marcchamberlin.com)>  
**Subject:** Vancouver Oil Terminal Comments

Marc Chamberlin  
35519 NE 30th St.  
Washougal, Wa 98671

I think that by now you understand that there is a vast majority of people who are opposed to the usage of our rails, rivers, and other means of transportation of fossil fuels through the Columbia River

basin, for shipments destined to foreign ports. I too join in opposition, mainly because I have deep concerns about the continued usage of fossil fuels on our planets weather and ocean environments. However, I am also pragmatic and while I remain in fierce opposition to

the continued usage of coal as a fuel and think that the burning of coal should be stopped immediately, I do understand that oil is the best solution we have for our mobile energy requirements. We simply do not

have the technology yet to replace gas, diesel, and jet fuel with an alternative source of energy for much of our mobile applications. Therefore, I would like you to consider the following things in your scoping process as you decide whether to permit the Vancouver Wa. oil

terminal to be built.

1st a compromise should be forged between those who believe that we need the terminal to provide jobs and improve our economy, and those who are

strongly opposed to the terminal because of its environmental and social

impacts. If we are going to increase our infrastructure for handling oil brought through our country, then we should stipulate that any oil we handle must be refined within our own country, and consumed here or in

Canada (since it is the source of this oil) as well. Do not allow our transportation infrastructure to be used for the benefit of people who live outside our country (except Canada), unless it is for humanitarian

purposes. This will best benefit Americans, on a much broader basis, by supplying more jobs here, more spending power here, and more economic growth here.

2nd, as you frame the scope of requirements for authorizing a permit to

build this terminal, take into consideration that we are fast approaching the tipping points at which the impacts from global climate changes and ocean acidification is going to force a collapse of the fossil fuel industry and perhaps our very civilization. Who will clean

up the oil terminal and it's mess left behind, and pay for it, after demand for oil drops below levels which make it impossible to continue the usage of the oil terminal? What kind of legacy and planet do you/we

wish to leave to our children?

3rd, please consider the very real and high risks of immediate damage to our environment, river, salmon, forests, cities, and social infrastructure from the possibility of oil spills and/or explosions.

Please consider the impact of an ever increasing number of trains through our region, on communities along the railroad tracks. How can these be mitigated and who is going to pay for the costs? I do not believe this should be a burden placed on taxpayers.

4th, I believe there is a social contract between businesses who benefit from American social institutions, government, laws, and protections; and the American citizens who live, work and support our country. I also

believe that most corporations, these days, are violating this social contract and not paying back a fair share into our communities, for the benefits they receive. Please consider in your scoping process whether

ALL the corporations, who will benefit from building the oil terminal in Vancouver, will return a fair and just portion of their profits back into our communities, in order to benefit all us regular citizens

equitably. Another question I would like to see ask, in particular, is

how are these oil companies, who will benefit from the Vancouver oil terminal, helping us to reduce our usage and dependence on oil? I think this should be part of their social contract with us citizens, and they

should be providing far more substantial aid towards building a more sustainable and green energy future. And my last question on social contracts, how are these companies going to help substantially more people gain employment and achieve a rewarding lifestyle? As of the

moment I see them only offering a pitiful few jobs with a management focus on lowering wages and ever fewer numbers of workers needed.

5th, finally I think it should be within your purview to consider whether the production of oil from the tar sands of Canada is in our

best interest. This is a dirty and expensive process and I think there are better ways to meet our oil needs than via the usage of this particular source of oil. Do we really want to increase our oil transportation infrastructure just to support this particular form of

oil production technology, and if so how will the environmental impacts be mitigated? I personally do not see how that will be possible, but I would like to see the question asked and answered before we become a

part of this particularly nasty and destructive process of producing oil.

Sincerely yours,

Marc Chamberlin

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Sent from my Android phone with K-9 Mail. Please excuse my brevity.

**From:** Catherine Warwick <bwarwick@softcom.net>  
**Sent:** Monday, December 02, 2013 9:39 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Catherine Warwick

95638

**From:** Sean Edmison <sedmison@hotmail.com>  
**Sent:** Tuesday, December 03, 2013 2:57 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and the Columbia River. Transporting oil by rail and exporting oil by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far-reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from the process of extraction through the process of combustion.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Sean Edmison

98052

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**From:** Mary Gardner <KATHY49@mchsi.com>  
**Sent:** Monday, December 02, 2013 11:32 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Mary Gardner

50707

Tesoro Savage CBR  
Public Comment  
#012

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**From:** Nancy Baker-Krofft <nbakerkrofft@gmail.com>  
**Sent:** Thursday, December 19, 2013 4:14 PM  
**To:** EFSEC (UTC)  
**Subject:** Oil Terminal Testimony

Dear Siting Authorities of Washington State:

I wish to add to the many voices of concern at the environmental danger of allowing the oil transport to be allowed on the Columbia River.

I am an Oregonian who traveled from Salem to attend the hearing, and heard all sorts of folks crying out against this project.

Decisions made this coming year on going forward will be of long term consequence, and I ask You to carefully examine all options that would allow a stop to this dangerous project for the health of citizens and our planet.

Thank you.

Nancy Baker-Krofft  
676 Catterlin St. NE  
SALEM, OR 97301

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**From:** Judith <judithiams@hotmail.com>  
**Sent:** Thursday, December 19, 2013 4:22 PM  
**To:** EFSEC (UTC)  
**Cc:** Judith

I live in Vancouver, Washington. I am very concerned by the possibility of oil being transported via rail and/or barge along the Columbia River. The Northwest is a part of the country which is prone to seismic events this and/or the possibility of derailment needs to happen just once to cause disasterous enviornment consequences from salmon runs to drinking water.

Allowing even the possibility of this happening is irresponsible. We need to be investing in new, safe energy; rather than extracting fossil fuels which, regardless of how they are transported, produce a negative a long-term impact on our planet.

I urge you to halt this process and spend your valuable time developing ways to insure a clean-energy future.

Judy Iams

700 Washington St. #921  
Vancouver WA. 98660  
Sent from Windows Mail

**From:** Gary Collins <garyc@sdslumber.com>  
**Sent:** Thursday, December 19, 2013 6:11 PM  
**To:** EFSEC (UTC)  
**Subject:** Oil terminal

I would like to send my comments about having and transporting crude oil or coal down this Columbia river. There is thousands of gals and ton that go up and down by rail & barge daily !! I don't feel that there has been any problems ! Are country needs more local resources and jobs ! I'm all in favor of this project !! Gary, Have lived in gorge all my life .

Sent from my iPhone

**From:** paul.m.mcwaid@tsocorp.com  
**Sent:** Thursday, December 19, 2013 7:55 AM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

**Categories:** Teal

Dear EFSEC Commissioners

I am a Tesoro employee from and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. As a Tesoro employee, I stand behind the company's commitment to safety and the environment. I have firsthand experience of how important safe, clean, and efficient operations are to Tesoro.

This terminal will also contribute to energy independence in the United States. Because of my job, I understand the market demand for moving crude oil to West Coast refineries. This terminal will make the transportation of crude oil from the Bakken and other regions more accessible and reduce the amount of crude U.S. refineries are currently forced to purchase from international sources. By allowing U.S. crude to move through a U.S. terminal to U.S. refineries, Tesoro and Savage are supporting U.S. energy independence and creating U.S. jobs.

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility. This balanced approach is consistent with Washington's SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy.

Thank you for considering my comments.

Sincerely,  
Paul McWaid

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**From:** Madison Briggs <princessandthepeke@gmail.com>  
**Sent:** Thursday, December 19, 2013 9:15 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Madison Briggs

OX15

**From:** Claire Mikalson <clairemikalson@gmail.com>  
**Sent:** Thursday, December 19, 2013 1:28 AM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

**Categories:** Teal

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Claire Mikalson  
E 302 Washington st  
POBOX 135  
Farmington, WA 99128

**From:** Sierra Club <information@sierraclub.org> on behalf of Claire Mikalson <clairemikalson@gmail.com>  
**Sent:** Thursday, December 19, 2013 1:53 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

Forty-seven people died in that explosion, which also devastated the town.

2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Claire Mikalson  
PO Box 135  
Farmington, WA 99128-0135  
(509) 333-1984

**From:** Sierra Club <information@sierraclub.org> on behalf of Marc McDermid <noipecac@yahoo.com>  
**Sent:** Thursday, December 19, 2013 1:53 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. Forty-seven people died in that explosion, which also devastated the town.

2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Marc McDermid  
22731 NE 92nd Ave  
Battle Ground, WA 98604-4129

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**From:** Sierra Club <information@sierraclub.org> on behalf of Anne Bachmann  
<anniedelrio@gmail.com>  
**Sent:** Thursday, December 19, 2013 4:53 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

Forty-seven people died in that explosion, which also devastated the town.

2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Anne Bachmann  
376 N Tomahawk Island Dr  
Portland, OR 97217-7920  
(503) 285-1370

**From:** Sierra Club <information@sierraclub.org> on behalf of Wendy Cornell <toadlet5@comcast.net>  
**Sent:** Thursday, December 19, 2013 5:23 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

Forty-seven people died in that explosion, which also devastated the town.

2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Wendy Cornell  
8132 Island View Dr NE  
Olympia, WA 98506-9753

**From:** Christine Browne <chrisebrowne@msn.com>  
**Sent:** Thursday, December 19, 2013 6:16 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Christine Browne

98051

**From:** Maggie Jahn <mmmingtoy@aol.com>  
**Sent:** Thursday, December 19, 2013 6:19 AM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

**Categories:** Teal

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Maggie Jahn  
703 N 105th St Apt#1  
Seattle, WA 98133

**From:** Maria Bohmhauer <maria.bohmhauer@web.de>  
**Sent:** Thursday, December 19, 2013 6:51 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Maria Bohmhauer

31855

**From:** James Long <phoenix.james.long@gmail.com>  
**Sent:** Thursday, December 19, 2013 7:27 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
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- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

James Long

55362

**From:** Sierra Club <information@sierraclub.org> on behalf of Philip Chanen <pchane@comcast.net>  
**Sent:** Thursday, December 19, 2013 12:53 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

Forty-seven people died in that explosion, which also devastated the town.

2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Philip Chanen  
2573 Shoreland Dr S  
Seattle, WA 98144-5632  
(206) 721-0422

**From:** Sierra Club <information@sierraclub.org> on behalf of Kathy McKinney <kathy010148@yahoo.com>  
**Sent:** Thursday, December 19, 2013 12:23 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Kathy McKinney  
11939 NE Davis St Apt 229  
Portland, OR 97220-2168  
(503) 504-7821

**From:** Sierra Club <information@sierraclub.org> on behalf of Bruce A. Knight <b.a.knight@gmail.com>  
**Sent:** Thursday, December 19, 2013 10:55 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully urge you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Bruce A. Knight  
3553 SE 42nd Ave  
Portland, OR 97206-3134  
(503) 774-3832

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**From:** Sierra Club <information@sierraclub.org> on behalf of Robert Russell <theozone@aol.com>  
**Sent:** Thursday, December 19, 2013 9:54 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Robert Russell  
9460 Congress Rd  
Homerville, OH 44235-9707  
(330) 740-7767

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**From:** Sierra Club <information@sierraclub.org> on behalf of Nancy Dudley  
<nancydudley@mac.com>  
**Sent:** Thursday, December 19, 2013 9:54 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

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4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mrs. Nancy Dudley  
PO Box 1118  
Sisters, OR 97759-1118  
(541) 549-6036

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**From:** Sierra Club <information@sierraclub.org> on behalf of Suki Aufhauser <spinaltone@yahoo.com>  
**Sent:** Thursday, December 19, 2013 9:54 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Dr. Suki Aufhauser  
915 Shenandoah Ct  
Sedro Woolley, WA 98284-8872

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**From:** Sierra Club <information@sierraclub.org> on behalf of Patricia Reid <par98070@gmail.com>  
**Sent:** Thursday, December 19, 2013 9:54 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Patricia Reid  
10903 Palisades Ave SW  
Vashon, WA 98070-3050  
(206) 567-4631

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**From:** Sierra Club <information@sierraclub.org> on behalf of Marney Mathison <marneymathison@gmail.com>  
**Sent:** Thursday, December 19, 2013 9:54 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Marney Mathison  
2907 Drummond Ave  
Vancouver, WA 98661-5037

**From:** Sierra Club <information@sierraclub.org> on behalf of Sara Steil <steils@shaw.ca>  
**Sent:** Thursday, December 19, 2013 10:24 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I am urgently writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Sara Steil  
6604 Harbour Hill Rd  
Pender Island, WA 98852  
(250) 629-6885

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Margaret Heydon <heydon1638@comcast.net>  
**Sent:** Thursday, December 19, 2013 10:24 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mrs. Margaret Heydon  
4004 NE 218th Ave  
Fairview, OR 97024-8779  
(503) 492-7558

**From:** nazrev@tds.net  
**Sent:** Thursday, December 19, 2013 10:42 AM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

**Categories:** Teal

Dear Stephen Posner

I am a resident of Washington and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. The proposed project will receive and ship North American crude oil to US refineries to offset or replace foreign imports and declining production in Alaska and California. This crude oil will be refined in US refineries to help meet the everyday needs of residents and businesses along the US West Coast – including those of the state of Washington. In short, it helps with America's energy security and will bring economic benefits and valuable jobs to our local communities.

As a resident, I believe the safety and environmental reviews are extremely important and will help ensure that this is done safely and responsibly. As such, I would request that the scope of the SEPA environmental analysis be purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Risks caused by earthquakes
- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Protection of Columbia River water quality and fish and wildlife resources
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility and have a dampening effect on transportation of other commodities, such as agricultural products, which are vital to the economies of Vancouver, Clark County and the state of Washington.

This balanced approach is consistent with SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy. Thank you for considering my comments.

Sincerely,  
James Moreton

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Abby Brockway  
<hesawherpaint@gmail.com>  
**Sent:** Thursday, December 19, 2013 9:24 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

I am deeply committed to changing the view of fossil fuels. The true cost of using these fuels for energy has been swept under the rug for too long. These projects hurt communities in a vast number of ways

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Abby Brockway  
616 NW 80th St  
Seattle, WA 98117-4052  
(206) 783-5399

**From:** williamswk@yahoo.com  
**Sent:** Thursday, December 19, 2013 11:09 AM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

**Categories:** Teal

Dear Stephen Posner

I am a resident of Washington and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. The proposed project will receive and ship North American crude oil to US refineries to offset or replace foreign imports and declining production in Alaska and California. This crude oil will be refined in US refineries to help meet the everyday needs of residents and businesses along the US West Coast – including those of the state of Washington. In short, it helps with America's energy security and will bring economic benefits and valuable jobs to our local communities.

As a resident, I believe the safety and environmental reviews are extremely important and will help ensure that this is done safely and responsibly. As such, I would request that the scope of the SEPA environmental analysis be purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Risks caused by earthquakes
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- Ability to comply with state and federal air quality emission standards
- Protection of Columbia River water quality and fish and wildlife resources
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility and have a dampening effect on transportation of other commodities, such as agricultural products, which are vital to the economies of Vancouver, Clark County and the state of Washington.

This balanced approach is consistent with SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy. Thank you for considering my comments.

Sincerely,  
Wallace Williams

---

**From:** Logan Chrysler <mrlochrysler@gmail.com>  
**Sent:** Thursday, December 19, 2013 12:52 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

**Categories:** Teal

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Logan Chrysler  
7505 43rd Ave.,SE  
Lacey, WA 98503

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**From:** j goodman <goodman\_ja@hotmail.com>  
**Sent:** Thursday, December 19, 2013 1:25 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

j goodman

26241

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**From:** Elena Lemmo <elena1016@aol.com>  
**Sent:** Thursday, December 19, 2013 1:58 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Elena Lemmo

44646

**From:** Cirilo.Razo@tsocorp.com  
**Sent:** Thursday, December 19, 2013 12:51 PM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

**Categories:** Teal

Dear EFSEC Commissioners

I am a Tesoro employee from and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. As a Tesoro employee, I stand behind the company's commitment to safety and the environment. I have firsthand experience of how important safe, clean, and efficient operations are to Tesoro.

This terminal will also contribute to energy independence in the United States. Because of my job, I understand the market demand for moving crude oil to West Coast refineries. This terminal will make the transportation of crude oil from the Bakken and other regions more accessible and reduce the amount of crude U.S. refineries are currently forced to purchase from international sources. By allowing U.S. crude to move through a U.S. terminal to U.S. refineries, Tesoro and Savage are supporting U.S. energy independence and creating U.S. jobs.

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility. This balanced approach is consistent with Washington's SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy.

Thank you for considering my comments.

Sincerely,  
Cirilo Razo

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Charles Wilkinson <cwwilkinson@hotmail.com>  
**Sent:** Thursday, December 19, 2013 11:13 AM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Teal

Dec 19, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

Please deny the permit for the Tesoro Savage Vancouver Energy Distribution Terminal.

The proposed Tesoro Savage project would transport 360,000 barrels of oil per day through the Columbia River Gorge National Scenic Area. I have grave concerns about this proposal and its impact on the Columbia River Gorge National Scenic Area. The scope of review under the State Environmental Policy Act (SEPA) must include the following:

What is the purpose of the project? The purpose statement must not be narrowly worded to only include the construction of an oil terminal for distribution of oil through the region. The purpose should be broad enough to include providing for the energy needs of the region and providing opportunities for appropriate waterfront development in Vancouver that benefits the local community.

Is there a need for this project? There is not. This proposal, in conjunction with other existing and pending oil terminals, would result in a glut of oil in the Northwest that would far exceed current consumption. There are alternative waterfront development opportunities that would create jobs and generate greater benefits for the local community.

What are the alternatives? A "no action" alternative; an alternative relying on other oil terminals that already exist, are in the permitting process or under construction; and reducing reliance on fossil fuels all must be considered as viable alternatives. Transport routes that do not pass through congressionally protected areas, like the Columbia River Gorge also must be included in the alternatives analyses. The EIS should also consider reasonably foreseeable waterfront development opportunities that would be incompatible with an oil terminal, such as mixed use development with waterfront amenities.

What are the direct, indirect and cumulative effects of the proposal, including transportation impacts on the Columbia River Gorge National Scenic Area, such as:

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oil by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including

wetlands, fish and wildlife habitat, rare plant habitat, and cultural resource sites. These likely impacts must be included in the scope of review.

- Likelihood of accidents. Current coal train traffic in the Gorge has resulted in massive amounts of coal dust escaping the open topped rail cars, which weakens the train ballast and causes accidents. The U.S. Surface Transportation Board has determined that coal dust is a "pernicious ballast foulant," weakening rail lines and resulting in derailments. The likelihood of oil train derailments, the likely effects on the Columbia River Gorge and the impacts on communities must be analyzed.

- Adverse effects to resources protected by the Columbia River Gorge National Scenic Area Act. The project's indirect and cumulative effects on the scenic, natural, cultural and recreation resources of the Columbia River Gorge National Scenic Area must be included in the scope of review.

In conclusion, SEPA requires that the EIS address impacts to sensitive or special areas, such as the Columbia River Gorge, and the degree that the proposal would conflict with state, local, and federal protections for the environment, such as the Columbia River Gorge National Scenic Area Act. WAC 197-11-330(3)(e)(i), (iii). State law also requires the Governor and all state agencies to carry out their respective functions in accordance with the Columbia River Gorge National Scenic Area Act.

RCW 43.97.025. EFSEC and the Governor are required to review projects for their impacts on the Columbia River Gorge and to take actions to avoid those impacts.

Thank you for considering these comments and including them into the official record.

Sincerely,

Dr. Charles Wilkinson  
5000 26th Ave S  
Seattle, WA 98108-2020

**From:** Sierra Club <information@sierraclub.org> on behalf of Heather Seese  
<musiclds@aol.com>  
**Sent:** Thursday, December 19, 2013 11:55 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

Forty-seven people died in that explosion, which also devastated the town.

2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Heather Seese  
1125 SE 51st Ave  
Portland, OR 97215-2612  
(216) 952-9401

**From:** Sierra Club <information@sierraclub.org> on behalf of Meg Taylor  
<instockingfeet@gmail.com>  
**Sent:** Thursday, December 19, 2013 1:31 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Miss Meg Taylor  
6248 SW Trellis Dr  
Corvallis, OR 97333-3966

**From:** Sierra Club <information@sierraclub.org> on behalf of Logan Chrysler  
<mrlchrysler@gmail.com>  
**Sent:** Thursday, December 19, 2013 1:55 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

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This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Dr. Logan Chrysler  
7505 43rd Ave SE  
Lacey, WA 98503-4018  
(360) 349-7461

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**From:** Sierra Club <information@sierraclub.org> on behalf of Lois Flury <lois@fluryco.com>  
**Sent:** Thursday, December 19, 2013 11:55 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Lois Flury  
730 Bellevue Ave E  
Apt 201  
Seattle, WA 98102-5951  
(206) 587-0260

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**From:** Sierra Club <information@sierraclub.org> on behalf of Karen Beasley  
<beasleyoregon@comcast.net>  
**Sent:** Thursday, December 19, 2013 2:25 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Karen Beasley  
2175 Amirante St  
Eugene, OR 97402-1067  
(541) 654-0600

**From:** Sierra Club <information@sierraclub.org> on behalf of Holly E <holly.cats5@gmail.com>  
**Sent:** Thursday, December 19, 2013 3:01 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mrs. Holly E  
2270  
Eugene, OR 97401

**From:** Sierra Club <information@sierraclub.org> on behalf of Dean Windh <karaokeking1@gmail.com>  
**Sent:** Thursday, December 19, 2013 3:02 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Dean Windh  
7506 95th Ave SW  
Lakewood, WA 98498-3315  
(253) 582-1481

**From:** Sierra Club <information@sierraclub.org> on behalf of larry porter <lporterhouse@aol.com>  
**Sent:** Thursday, December 19, 2013 5:27 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Larry Porter  
6218 SE Stark St  
Portland, OR 97215-1957  
(971) 570-8119

**From:** Sierra Club <information@sierraclub.org> on behalf of Paul Garrett <moshforjesus74@gmail.com>  
**Sent:** Thursday, December 19, 2013 3:58 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013.

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Paul Garrett  
5717 N Denver Ave  
Portland, OR 97217-4320  
(503) 833-2350

**From:** Sierra Club <information@sierraclub.org> on behalf of Barbara Rosenkotter <skye@ucdavis-alumni.com>  
**Sent:** Thursday, December 19, 2013 3:58 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

Forty-seven people died in that explosion, which also devastated the town.

2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Barbara Rosenkotter  
201 Crest Drive  
Deer Harbor, WA 98243

**From:** Sierra Club <information@sierraclub.org> on behalf of Lori Erbs <lorieji@cs.com>  
**Sent:** Thursday, December 19, 2013 6:28 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

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I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

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4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Lori Erbs  
PO Box 50  
Acme, WA 98220-0050  
(360) 595-0481

**From:** Sierra Club <information@sierraclub.org> on behalf of Eve Chen <evechen008@yahoo.com>  
**Sent:** Thursday, December 19, 2013 4:57 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Eve Chen  
3140 Lakewood Ave S  
Seattle, WA 98144-6226  
(206) 802-8779

**From:** Sierra Club <information@sierraclub.org> on behalf of Joel Forbes <danu2@q.com>  
**Sent:** Thursday, December 19, 2013 5:27 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

Companies that try to destroy the environment should be burnt to the ground

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Joel Forbes  
1600 Rhododendron Dr Spc 224  
Florence, OR 97439-7312  
(541) 999-0164

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**From:** Sierra Club <information@sierraclub.org> on behalf of Demelza Costa <hotep@centurytel.net>  
**Sent:** Thursday, December 19, 2013 6:28 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Demelza Costa  
28626 Ridgeway Rd  
Sweet Home, OR 97386-9523  
(541) 367-6827

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**From:** Sierra Club <information@sierraclub.org> on behalf of Fayette Krause <fkrause@olympus.net>  
**Sent:** Thursday, December 19, 2013 6:57 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

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After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Dr. Fayette Krause  
2315 Madrona St  
Port Townsend, WA 98368-2730  
(360) 385-2148

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**From:** Sierra Club <information@sierraclub.org> on behalf of Wayne Wildman <wildman8544@comcast.net>  
**Sent:** Thursday, December 19, 2013 6:58 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

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After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Wayne Wildman  
9 Scarborough Dr  
Lake Oswego, OR 97034-7307  
(503) 638-2617

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**From:** Sierra Club <information@sierraclub.org> on behalf of Linda Petras <linda.petras@gmail.com>  
**Sent:** Thursday, December 19, 2013 7:28 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

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After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Linda Petras  
2709 Utter St  
Bellingham, WA 98225-2305  
(360) 647-0623

**From:** Sierra Club <information@sierraclub.org> on behalf of Catherine Ruha <cathyruha@yahoo.com>  
**Sent:** Thursday, December 19, 2013 7:58 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

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After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Catherine Ruha  
1541 NE 91st St  
Seattle, WA 98115-3144  
(206) 729-2789

**From:** Sierra Club <information@sierraclub.org> on behalf of Cheryl Vaun  
<cm16cri@comcast.net>  
**Sent:** Thursday, December 19, 2013 8:57 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

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After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Cheryl Vaun  
3800 S Mt View Dr SE Unit 7  
Albany, OR 97322-6452

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Dave Law <dave.law.404@gmail.com>  
**Sent:** Thursday, December 19, 2013 8:57 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mr. Dave Law  
1300 University St  
Apt 6a  
Seattle, WA 98101-2804  
(206) 659-5559

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Marilyn Vena <mwvena@earthlink.net>  
**Sent:** Thursday, December 19, 2013 8:58 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Marilyn Vena  
3110 NE 106th St  
Vancouver, WA 98686-3906  
(360) 573-5929

**From:** peter.j.goggia@tsocorp.com  
**Sent:** Thursday, December 19, 2013 3:07 PM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

**Categories:** Teal

Dear EFSEC Commissioners

I am a Tesoro employee from Alaska and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. As a Tesoro employee, I stand behind the company's commitment to safety and the environment. I have firsthand experience of how important safe, clean, and efficient operations are to Tesoro.

This terminal will also contribute to energy independence in the United States. Because of my job, I understand the market demand for moving crude oil to West Coast refineries. This terminal will make the transportation of crude oil from the Bakken and other regions more accessible and reduce the amount of crude U.S. refineries are currently forced to purchase from international sources. By allowing U.S. crude to move through a U.S. terminal to U.S. refineries, Tesoro and Savage are supporting U.S. energy independence and creating U.S. jobs.

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility. This balanced approach is consistent with Washington's SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy.

Thank you for considering my comments.

Sincerely,  
Pete Goggia

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**From:** Nancy Caponi <earthknwr@aol.com>  
**Sent:** Thursday, December 19, 2013 4:37 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Nancy Caponi

93101

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**From:** Sierra Club <information@sierraclub.org> on behalf of Janet Rayor  
<stiltsinger@gmail.com>  
**Sent:** Thursday, December 19, 2013 6:28 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01  
**Categories:** Teal

Dec 19, 2013

Mr. Stephen Posner  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I urge you to recommend the rejection of Tesoro-Savage's proposal.

The public safety and environmental impacts of this proposal need scrutiny. For example, EFSEC must assess:

- 1) The large oyster industry is already in trouble in Washington State. The CO2 emissions from trains next to waterways and the threat of spills would likely destroy the industry's viability.
- 2) A large train-related oil spill or explosion along the rail route in Washington and beyond is a real threat. Recent derailment disasters have happened in Lac-Mégantic, Quebec and Alabama. The tragedy in Quebec, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. Forty-seven people died in that explosion and destroyed the town.
- 3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- 4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Janet Rayor  
110 N 87th St  
Seattle, WA 98103-3608  
(206) 706-3322

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**From:** Andres Garcia <andres.garcia@earthlink.net>  
**Sent:** Thursday, December 19, 2013 6:45 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Andres Garcia

33134

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**From:** Georgii Billiris <georgiix@hotmail.com>  
**Sent:** Thursday, December 19, 2013 7:23 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Georgii Billiris

30307

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**From:** Diana Roldán <dianela\_2402@hotmail.com>  
**Sent:** Thursday, December 19, 2013 7:50 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Diana Roldán

57170

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**From:** Nancy Wall <nanwll@aol.com>  
**Sent:** Thursday, December 19, 2013 8:37 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Nancy Wall

85716

**From:** Carl Woestwin <carlherne@yahoo.com>  
**Sent:** Thursday, December 19, 2013 9:55 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

**Categories:** Teal

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Carl Woestwin  
9608 25th Ave NE  
true  
seattle, WA 98115

**From:** LAURETTE CULBERT <MISSBEARCAT@HOTMAIL.COM>  
**Sent:** Friday, December 20, 2013 2:13 AM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

**Categories:** Teal

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

LAURETTE CULBERT  
5123 2ND AVE. NW  
SEATTLE, WA 98107

**From:** Andy Kitching <Kitchy123@hotmail.co.uk>  
**Sent:** Friday, December 20, 2013 2:16 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Andy Kitching

NE16 5JR

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**From:** Amy Mower <almower@earthlink.net>  
**Sent:** Friday, December 20, 2013 7:18 AM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

**Categories:** Teal

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands; cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Amy Mower  
PO Box 2004  
Maple Falls, WA 98266

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**From:** Patrick Mohn <pdmohn@netzero.com>  
**Sent:** Friday, December 20, 2013 7:25 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Patrick Mohn

87010

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**From:** Sara St. Peter <shena198031@yahoo.com>  
**Sent:** Friday, December 20, 2013 8:00 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Sara St. Peter

05061

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**From:** Rose Gibson <rosebud1013g@hotmail.com>  
**Sent:** Friday, December 20, 2013 8:04 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Rose Gibson

28021

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**From:** Stephen Mattingly <mattingly@uta.edu>  
**Sent:** Friday, December 20, 2013 9:21 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Stephen Mattingly

76051

**From:** Barbara Wood <barbara@dobsis.org>  
**Sent:** Friday, December 20, 2013 10:33 AM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

**Categories:** Teal

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Barbara Wood  
12507 Greenwood Ave., North  
A402  
Seattle, WA 98133

**From:** M. M. <obeyoneonly@yahoo.com>  
**Sent:** Friday, December 20, 2013 10:41 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

M. M.

85308

**From:** Murali Sankaranarayanan <shanka\_m@hotmail.com>  
**Sent:** Friday, December 20, 2013 11:03 AM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver  
  
**Categories:** Teal

Dear

As a community member,

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed.

Thank you.

Murali Sankaranarayanan  
33737, 56 PL S  
Auburn, WA 98001

**From:** Renee Duncan <renee.duncan224@gmail.com>  
**Sent:** Friday, December 20, 2013 11:38 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Renee Duncan

33070

**From:** Ron Dutra <randa@sonic.net>  
**Sent:** Friday, December 20, 2013 1:50 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Ron Dutra

94112

**From:** brent womack <ecozen1@yahoo.com>  
**Sent:** Friday, December 20, 2013 3:01 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

**Categories:** Teal

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

brent womack  
855 trosper rd sw 108-237  
tumwater, WA 98512

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**From:** Judith Nappe <judikn@mac.com>  
**Sent:** Friday, December 20, 2013 4:00 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

**Categories:** Teal

Dear

Being forewarned is to be informed. You must act on this. I live in North Bonneville, Washington with the Burlington Northern tracks passing less than 1/4 mi. from my home. I saw the oil cars going by just today. I think at least three of them go by every day. Coal trains go by more frequently.

Stop allowing endangerment of communities near railways. It was a struggle to get railways to keep debris away from the tracks and sparks generated by metal on metal and therefore prevent dangerous fires. Let us not drag it on for years like the debris problem where many destructive fires were caused in the Gorge. The BN tracks go very close to homes in many areas, mine is one of them. Don't let tragedies occur by delaying action on railway safety.

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Judith Nappe  
PO Box 531  
North Bonneville, WA 98639

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**From:** Todd Kahovec <toddk0302@juno.com>  
**Sent:** Friday, December 20, 2013 5:13 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Todd Kahovec

49117

**From:** Todd Kahovec <toddk0302@juno.com>  
**Sent:** Friday, December 20, 2013 5:13 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

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After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Todd Kahovec

49117

**From:** Todd Kahovec <toddk0302@juno.com>  
**Sent:** Friday, December 20, 2013 5:14 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslée and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
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After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Todd Kahovec

49117

**From:** Ulrike Wiedner <uwiedner@thewiedners.com>  
**Sent:** Friday, December 20, 2013 8:42 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Ulrike Wiedner

95524

**From:** Harry Hudson <harryhudsonjr@hotmail.com>  
**Sent:** Friday, December 20, 2013 7:41 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Harry Hudson

08034

**From:** Lorrie Edmonson <nakumigirl@gmail.com>  
**Sent:** Friday, December 20, 2013 9:11 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Lorrie Edmonson

90042

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**From:** Isa Werny <isawerny@gmail.com>  
**Sent:** Friday, December 20, 2013 10:25 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

**Categories:** Teal

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
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- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Isa Werny  
1731 NE 98th st  
seattle, WA 98115

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**From:** Leo Mara <ProVega350@GMail.com>  
**Sent:** Saturday, December 21, 2013 2:03 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
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- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Leo Mara

94550

**From:** Martha Mason <mmason@yahoo.com>  
**Sent:** Saturday, December 21, 2013 4:35 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
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- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Martha Mason

60013

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**From:** AURORA INSURRIAGA <ainsurriaga4432@wowway.com>  
**Sent:** Saturday, December 21, 2013 7:23 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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- The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

AURORA INSURRIAGA

60617

**From:** Timothy Davis <Rustycdog23@yahoo.com>  
**Sent:** Saturday, December 21, 2013 8:42 AM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

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- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Timothy Davis

02859

**From:** Andrew.S.greene@TSOCorp.com  
**Sent:** Saturday, December 21, 2013 11:39 AM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

**Categories:** Teal

Dear Stephen Posner

I am a resident of Washington and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. The proposed project will receive and ship North American crude oil to US refineries to offset or replace foreign imports and declining production in Alaska and California. This crude oil will be refined in US refineries to help meet the everyday needs of residents and businesses along the US West Coast – including those of the state of Washington. In short, it helps with America's energy security and will bring economic benefits and valuable jobs to our local communities.

As a resident, I believe the safety and environmental reviews are extremely important and will help ensure that this is done safely and responsibly. As such, I would request that the scope of the SEPA environmental analysis be purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Risks caused by earthquakes
- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Protection of Columbia River water quality and fish and wildlife resources
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility and have a dampening effect on transportation of other commodities, such as agricultural products, which are vital to the economies of Vancouver, Clark County and the state of Washington.

This balanced approach is consistent with SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy. Thank you for considering my comments.

Sincerely,  
Andrew Greene

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**From:** Joshua Zwolenik <graffixdizinr@yahoo.com>  
**Sent:** Saturday, December 21, 2013 12:13 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Joshua Zwolenik

29631

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**From:** JOANNA FONG <LILBABIEJO@YAHOO.COM>  
**Sent:** Saturday, December 21, 2013 3:58 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

**Categories:** Teal

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

JOANNA FONG

91770