

From: [Friends of the Columbia Gorge](#) on behalf of [Peter Henrickson](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Thursday, May 22, 2014 6:19:49 AM

May 22, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Peter Henrickson
8504 SE Middle Way
Vancouver, WA 98664-2727
(360) 608-8571

From: [Friends of the Columbia Gorge](#) on behalf of [Kathy Keller-Jones](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Thursday, May 22, 2014 1:50:38 PM

May 22, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Kathy Keller-Jones
2051 Crest Dr
Lake Oswego, OR 97034-2717
(503) 636-0363

From: [Friends of the Columbia Gorge](#) on behalf of [Brian Beinlich](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Thursday, May 22, 2014 2:50:42 PM

May 22, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mr. Brian Beinlich
15060 NW Mason Hill Rd
North Plains, OR 97133-8195

From: [Friends of the Columbia Gorge](#) on behalf of [Deborah Miller](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Thursday, May 22, 2014 9:21:15 PM

May 22, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Deborah Miller
3233 NW Wilson St
Portland, OR 97210-1248

From: [Friends of the Columbia Gorge](#) on behalf of [Jeffrey Posey](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Thursday, May 22, 2014 11:21:39 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mr. Jeffrey Posey
18100 SE 35th St
Vancouver, WA 98683-8262

From: [Friends of the Columbia Gorge](#) on behalf of [A Michael Dianich](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 8:22:22 AM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

I further request that EFSEC also provide broad public notice to the communities and residents of the Columbia River Gorge National Scenic Area on both the Washington and Oregon side of the Columbia River, as the Tesoro application, if carried out, will adversely affect the air quality, add increased noise, transportation delay and increased accident risks to these residents.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A

fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mr. A Michael Dianich
42740 E Larch Mt Rd
Corbett, OR 97019-8774
(503) 695-5385

From: [Friends of the Columbia Gorge](#) on behalf of [Tracy Ceravolo](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 11:22:00 AM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Tracy Ceravolo
1721 NE 209th St
Ridgefield, WA 98642-9597

From: [Friends of the Columbia Gorge](#) on behalf of [Ted Klump](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 1:22:22 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mr. Ted Klump
8616 Silver Star Ave
Vancouver, WA 98664-2539

From: [Friends of the Columbia Gorge](#) on behalf of [Pamela Long](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 3:22:29 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Pamela Long
4100 NE 49th St
Vancouver, WA 98661-2613
(360) 695-9457

From: [Friends of the Columbia Gorge](#) on behalf of [Colleen Conifer](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 4:22:32 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Colleen Conifer
7559 N Edgewater Ave
Portland, OR 97203-5081

From: [Friends of the Columbia Gorge](#) on behalf of [Mary Tucker](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 6:23:02 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Mary Tucker
27060 Clear Lake Rd
Eugene, OR 97402-9443

From: [Friends of the Columbia Gorge](#) on behalf of [Gisela Ray](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 8:23:01 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, Tesoro's application. The short notice period impedes people's ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd,

State and local laws require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. It's important to have this first!

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Gisela Ray
85 SE 16th Ct
Gresham, OR 97080-5323

From: [Friends of the Columbia Gorge](#) on behalf of [Judy Anderson](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Saturday, May 24, 2014 12:23:13 AM

May 24, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

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For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Judy Anderson
74015 Cougar mt. Rd.
Cottage grove, OR 97424-9234

From: [Friends of the Columbia Gorge](#) on behalf of [Arthur Bailey](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Saturday, May 24, 2014 12:24:26 PM

May 24, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Arthur Bailey
3232 NW Greenbriar Ter
Portland, OR 97210-2715

From: [Friends of the Columbia Gorge](#) on behalf of [Julie Grobelny](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Saturday, May 24, 2014 1:24:30 PM

May 24, 2014

EFSEC

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Julie Grobelny
2506 E 28th St
Vancouver, WA 98661-3927

From: [Friends of the Columbia Gorge](#) on behalf of [Alison Ippolito](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Saturday, May 24, 2014 2:55:07 PM

May 24, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Alison Ippolito
6434 N Vancouver Ave
Portland, OR 97217-2039

From: [Friends of the Columbia Gorge](#) on behalf of [Sandra Joos](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Saturday, May 24, 2014 10:55:10 PM

May 25, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Dr. Sandra Joos
4259 SW Patrick Pl
Portland, OR 97239-7202
(503) 274-8803

From: [Friends of the Columbia Gorge](#) on behalf of [Diana Cathey](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 9:25:54 AM

May 25, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Diana Cathey
6333 SE Scott Dr
Portland, OR 97215-1952

From: [Friends of the Columbia Gorge](#) on behalf of [Heidi Alford](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 9:56:43 AM

May 25, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Heidi Alford
4032 SE Crystal Springs Blvd
Portland, OR 97202-7915

From: [Friends of the Columbia Gorge](#) on behalf of [sharon lee](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 10:26:16 AM

May 25, 2014

EFSEC

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Sharon Lee
2277 NE Baron Ct
Bend, OR 97701-6606

From: [Friends of the Columbia Gorge](#) on behalf of [vicki pryse](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 10:26:45 AM

May 25, 2014

EFSEC

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

vicki pryse
PO Box 232
Underwood, WA 98651-0232

From: [Friends of the Columbia Gorge](#) on behalf of [Jill Barker](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 11:26:19 AM

May 25, 2014

EFSEC

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Jill Barker
PO Box 572
Mosier, OR 97040-0572

From: [Friends of the Columbia Gorge](#) on behalf of [Corey Hiseler](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 1:56:19 PM

May 25, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Corey Hiseler
5151 Mitchell Point Dr
Hood River, OR 97031-9738

From: [Friends of the Columbia Gorge](#) on behalf of [Grant Fujii](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 9:26:57 PM

May 25, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mr. Grant Fujii
5906 N Depauw St
Portland, OR 97203-5116

From: [Friends of the Columbia Gorge](#) on behalf of [Ruth Flemming](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Monday, May 26, 2014 9:30:22 PM

May 26, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Ruth Flemming
10320 NE 20th Cir
Vancouver, WA 98664-4367

From: [Friends of the Columbia Gorge](#) on behalf of [Jane Hall](#)
To: [EFSEC \(UTC\)](#)
Subject: EFSEC's Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Tuesday, May 27, 2014 12:00:51 AM

May 27, 2014

EFSEC

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EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Jane Hall
1653 SE Nehalem St
Unit 5
Portland, OR 97202-6707
(503) 206-7231

From: [Evergreen Islands](#)
To: [Evergreen Islands](#)
Subject: Council approves resolutions opposing Tesoro-Savage project
Date: Wednesday, June 04, 2014 8:36:27 PM
Attachments: [image005.png](#)



Council approves resolutions opposing Tesoro-Savage project

Majority of speakers testified against the project before city councilors

By [Eric Florip](#) and [Stephanie Rice](#)

Published: June 2, 2014, 10:21 PM



Vancouver resident Cathryn Chudy asks for a show of hands of those who oppose the Tesoro-Savage oil facility as she testifies in front of the Vancouver City Council during a meeting Monday at the Hilton Vancouver Washington. ([Steven Lane](#)/The Columbian)

Close to 700 people attended a Vancouver City Council meeting Monday, and a majority of speakers urged councilors to fight an oil-handling facility at the Port of Vancouver.

The meeting ended at 1:25 a.m. today, with the council voting unanimously to formally intervene in the state Energy Facility Site Evaluation Council process and voting 5-2 to adopt a council policy to fight not only the Tesoro-Savage project, but all proposals that would result in an increase of Bakken crude oil being hauled through Clark County.

Vancouver Mayor Tim Leavitt and Councilor Bill Turlay voted no on the second resolution. Each of them said they didn't have enough information about the project. When councilors asked whether delaying the vote a week or two would give them enough time, Leavitt said he wanted to wait for the environmental impact statement to be completed and Turlay said he didn't know.

"I don't know how long I'll need, to be perfectly honest with you," Turlay said. "Push it through. You've got the majority. What are you asking me for?"

Councilors Jack Burkman, Larry Smith, Bart Hansen, Anne McEnerny-Ogle and Alishia Topper voted in favor of the second resolution.

The meeting was in the Heritage Ballroom at the Hilton Vancouver Washington, next door to City Hall, in anticipation of the large crowd. City Attorney Ted Gathe said the meeting didn't set the record for the longest council meeting (that belongs to a meeting that ran until 3:30 a.m.) but likely set a record in terms of attendance.

Tesoro Corp. and Savage Companies want to build what would be the largest oil-by-rail terminal in the Northwest, capable of handling up to 380,000 barrels of crude per day.

Public hearings began at 7 p.m. on the two city council resolutions.

Leavitt said 140 people signed up to testify, and each speaker was allotted three minutes. Testimony ended at approximately 12:30 a.m., and in all 101 people spoke.

The council has been unanimous in wanting to intervene in the EFSEC process, a legal maneuver that would give the city standing to appeal if the project wins approval.

And while five of the seven council members had publicly expressed support for the resolution pledging to fight all Bakken crude oil proposals, Leavitt said prior to the meeting he thought it would be beneficial to postpone voting on the resolution.

Several speakers criticized a Tesoro-Savage flier mailed to Vancouver residents recently that called council opposition to the project an "empty political gesture."

Former Vancouver Mayor Royce Pollard said he's never seen such a large crowd at a council meeting, and said the city's resolution will send a powerful message.

"Tell them not only 'No,' but 'Hell, no,'" Pollard said.

Speakers who favored the resolutions cited unsafe tank cars, increased rail traffic causing delays at crossings, environmental threats and the terminal ruining the city's plans for waterfront development.

Those who opposed the resolution urged the council to let the EFSEC process run its course.

Jared Larrabee, general manager of the proposed project, noted the final decision will be made at the state level. The terminal is now in the hands of EFSEC, which will ultimately make a recommendation to Gov. Jay Inslee.

Speaking before Monday's hearing, Larrabee characterized the city's recent actions on the terminal as contradictory.

Last week, a city attorney argued that EFSEC should wait until after a detailed environmental analysis of the project is complete before deciding whether it complies with local land-use and zoning rules. Yet the city council is moving to formally oppose the terminal, Larrabee said — without that same analysis.

"Trying to take a political position before having all of that information is, in our view, not the correct approach," Larrabee said.

A draft environmental impact statement for the terminal is expected to be complete this summer.

Tesoro-Savage fully supports the city's resolution to formally intervene in the review process, Larrabee said. That would give Vancouver a larger role in the review, and give it standing to appeal should the proposal win approval.

"That's really what we're asking and what we're looking for, is a chance to go through the process," Larrabee said.

In a letter submitted to the council before Monday's meeting, Port of Vancouver Commissioner Brian Wolfe said he felt "overwhelming disappointment" when he first read the proposed resolution opposing the oil terminal.

The resolution begins by stressing the value of the city's partnership with the port, and the city's commitment to maintain it. But the proposal itself erodes that partnership, Wolfe said.

"If you vote on this resolution, it can only hurt our relationship," he wrote. "Partners don't do this to each other. Partners work together first to build a better community, and secondly to find common resolution to troublesome problems. That's not what this resolution does."

The resolution urges Port of Vancouver commissioners to terminate the lease the port signed with Tesoro-Savage last year — something Wolfe has said isn't likely to happen, regardless of what the city says. Breaking the lease would amount to a breach of contract that could lead to litigation and damage the port's reputation, he said.

In his letter, Wolfe called on city leaders to allow the review by EFSEC run its course.

"I have to ask: What are you afraid of in this EFSEC process?" Wolfe wrote.

He continued: "Let EFSEC and our Governor complete the process. If they come to the same conclusions — based on fact — that this project can't be done safely, then the project will not be permitted," Wolfe wrote.

Source: <http://www.columbian.com/news/2014/jun/02/hundreds-speak-up-on-vancouver-oil-terminal/>

www.evergreenislands.org

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From: [Evergreen Islands](#)
To: [Evergreen Islands](#)
Subject: States balk at keeping oil train info from public
Date: Saturday, June 07, 2014 7:32:44 AM

Skagit Valley Herald .com

Friday, June 06, 2014

States balk at keeping oil train info from public

By **MATTHEW BROWN**

Associated Press

BILLINGS, Mont. — U.S. railroads forced to turn over details of their volatile crude oil shipments are asking states to sign agreements not to disclose the information. But some states are refusing, saying Thursday that the information shouldn't be kept from the public.

Federal officials last month ordered railroads to make the disclosures after a string of fiery tank-car accidents in North Dakota, Alabama, Virginia and Quebec, where 47 people died when a runaway oil train exploded in the town of Lac-Megantic.

The disclosures due midnight Saturday include route details, volumes of oil carried and emergency-response information for trains hauling 1 million gallons or more of crude. That's the equivalent of 35 tank cars. BNSF, Union Pacific and CSX are seeking agreements that the information won't be publicly shared. They said the information is security sensitive and releasing it could put them at a competitive disadvantage.

State emergency officials said communities need to know about the trains and the proposed agreements would violate open-records laws.

"Our state statutes prohibit us from signing," said Lori Getter with Wisconsin Emergency Management. "It will help the responders to make sure they are fully prepared and trained to respond to a potential incident. But it's also good to let the community know."

In addition to Wisconsin, Montana, Illinois, North Dakota, Idaho and Washington state also have declined so far to sign the agreements, according to state emergency officials. Other states have said they intend to meet the railroads' requests.

In Colorado, South Dakota, Iowa and Oregon, the confidentiality proposals are under review by attorneys and no decision has been made, officials said. Officials in Virginia said they intend to make the information public.

U.S. crude oil shipments topped 110,000 carloads in the first quarter of 2014. That's an estimated 3.2 billion gallons of crude and the highest volume ever moved by rail, the Association of American Railroads said Thursday. It's spurred by booming production in the Northern Plains.

The May 7 federal order covered oil shipments by rail from the Bakken region of North Dakota, Montana and parts of Canada. The Bakken produces a light, sweet crude that is highly volatile and contains more flammable gases than heavier oils such as from the tar sands region of Canada.

Federal officials have said sharing information on Bakken shipments is crucial for local firefighters and other emergency responders to be prepared for accidents.

Railroads that fail to comply face penalties of \$175,000 per day and a prohibition against moving Bakken oil.

But officials indicated Thursday that there will be flexibility in how the rules are enforced.

"Although we will aggressively monitor compliance, we will also consider extenuating circumstances as railroads work with states to ensure information about the shipment of crude oil is appropriately provided," said Federal Railroad Administration Associate Administrator Kevin Thompson.

CSX spokesman Gary Sease said the company is providing the information now and asking that the confidentiality agreements be returned with 30 days.

"If the states do not provide those signed confidentiality agreements, we will not be able to provide subsequent updated information," Sease said. The agreements are necessary "for security reasons and for competitive reasons," he said.

Union Pacific also was providing the information to at least some states, but officials from several states said BNSF so far has not.

A BNSF spokeswoman said the railroad company will turn over information to states and will trust them to treat the data as confidential and provide it only to those with a "need to know" and with the understanding that those who receive it will continue to treat it as confidential.

"It is important to remember that the intent of the Emergency Order is to ensure first responders have access to necessary information so they can prepare their response plans," BNSF's Roxanne Butler said in a statement.

Source: http://www.goskagit.com/news/state/states-balk-at-keeping-oil-train-info-from-public/article_da72e1c0-9445-56ed-9f8c-c9fa5b91c5f0.html

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From: [Evergreen Islands](#)
 To: [Evergreen Islands](#)
 Subject: Bakken Shale Oil Carries High Combustion Risk
 Date: Tuesday, June 10, 2014 6:52:58 AM

THE WALL STREET JOURNAL.

Feb. 23, 2014

Bakken Shale Oil Carries High Combustion Risk

Analysis of Crude From North Dakota Raises Further Questions About Rail Transportation

By [Russell Gold](#)

Under Pressure

Investigators are looking into how fast North Dakota crude emits gases and how that contributes to oil-train explosions.

Select types of crude oil that are commonly run in U.S. refineries, by average Reid Vapor Pressure*



Crude oil from North Dakota's Bakken Shale formation contains several times the combustible gases as oil from elsewhere, a Wall Street Journal analysis found, raising new questions about the safety of shipping such crude by rail across the U.S.

Federal investigators are trying to determine whether such vapors are responsible for recent extraordinary explosions of oil-filled railcars, including one that killed several dozen people in Canada last summer.

The rapid growth of North Dakota crude-oil production—most of it carried by rail—has been at the heart of the U.S. energy boom. The volatility of the crude, however, raises

concerns that more dangerous cargo is moving through the U.S. than previously believed.

Neither regulators nor the industry fully has come to terms with what needs to be done to improve safety. There have been some steps, for example, slowing trains and promising to redirect around high-risk areas. But debate still rages over whether railcars need to be strengthened, something the energy industry has resisted.

"Given the recent derailments and subsequent reaction of the Bakken crude in those incidents, not enough is known about this crude," said Sarah Feinberg, chief of staff at the U.S. Transportation Department. "That is why it is imperative that the petroleum industry and other stakeholders work with DOT to share data so we can quickly and accurately assess the risks."

Potential fixes could create their own problems: Clamping down on rail transport could thwart the growth of oil output and slowing oil trains could affect the rail industry's ability to move freight around the country.

The Journal analyzed data that had been collected by the Capline Pipeline in Louisiana, which tested crude from 86 locations world-wide for what is known as vapor pressure. Light, sweet oil from the Bakken Shale had a far higher vapor pressure—making it much more likely to throw off combustible gases—than crude from dozens of other locations.

Neither federal law nor industry guidelines require that crude be tested for vapor pressure. [Marathon Petroleum](#) Corp., which operates Capline, declined to elaborate on its operations except to say that crude quality is tested to make sure customers receive what they pay for.

According to the data, oil from North Dakota and the Eagle Ford Shale in Texas had vapor-pressure readings of over 8 pounds per square inch, although Bakken readings reached as high as 9.7 PSI. U.S. refiner [Tesoro](#) Corp., a major transporter of Bakken crude to the West Coast, said it regularly has received oil from North Dakota with even more volatile pressure readings—up to 12 PSI.

By comparison, Louisiana Light Sweet from the Gulf of Mexico, had vapor pressure of 3.33 PSI, according to the Capline data.

Federal regulators, who have sought information about vapor pressure and other measures of the flammability and stability of Bakken crude, have said the energy industry hasn't provided the data despite pledges to do so.

The industry's chief lobbying group said it was committed to working with the government but that historically it hadn't collected the information. The energy industry has resisted the idea that Bakken Shale oil's high gas level is contributing to oil train explosions, but the American Petroleum Institute is revisiting the question, said President Jack Gerard. "Are we testing everything we should be testing?"

David Miller, head of the institute's standards program, said a panel of experts would develop guidelines for testing crude to ensure it is loaded into railcars with appropriate safety features. New tests could include measures of viscosity, corrosion and vapor pressure, he said.

The rapid growth in transporting oil by rail was rocked by several accidents last year. Last summer a train loaded with 72 cars of crude exploded, leveling downtown Lac-Mégantic, Quebec, and killing 47 people. Later in the year, derailed trains exploded in Alabama and North Dakota, sending giant fireballs into the sky. Derailments, typically caused by track problems or equipment failure, triggered the accidents. While crude oil is considered hazardous, it isn't usually explosive.

Most oil moving by rail comes from the Bakken Shale, where crude production has soared to nearly a million barrels daily at the end of last year from about 300,000 barrels a day in 2010.

The rapid growth in Bakken production has far outpaced the installation of pipelines, which traditionally had been relied on to move oil from wells to refineries. Most shale oil from Texas moves through pipelines, but about 70% of Bakken crude travels by train.

Bakken crude actually is a mixture of oil, ethane, propane and other gaseous liquids, which are commingled far more than in conventional crude. Unlike conventional oil, which sometimes looks like black syrup, Bakken crude tends to be very light.

"You can put it in your gas tank and run it," said Jason Nick, a product manager at testing-instruments company Ametek Inc. "It smells like gasoline."

Equipment to remove gases from crude before shipping it can be hard to find in the Bakken. Some Bakken wells are flowing so quickly that companies might not be able to separate the gas from the oil, said Lynn Helms, director of North Dakota's Department of Mineral Resources. "At a really high flow rate, it is just much more difficult to get complete gas separation," he said.

There also is a financial benefit to leaving gaseous liquids in the oil, because it gives companies more petroleum to sell, according to Harry Giles, the retired head of quality for the U.S. Energy Department's Strategic Petroleum Reserve and a former head of the Crude Oil Quality Association.

The federal government doesn't spell out who should test crude or how often. Federal regulations simply say that oil must be placed in appropriate railcars.

There are three "packaging groups" for oil, based on the temperatures at which it boils and ignites. But these tests don't look at how many volatile gases are in the oil, and that is the industry's challenge, according to Don Ross, senior investigator with the Transportation Safety Board of Canada. "There is no accepted industry method for testing for gassy crude," he said.

Without clear guidance, some oil producers simply test their crude once and generate a "material safety data sheet" that includes some broad parameters and characteristics.

After last summer's deadly Canadian incident, investigators said several data sheets that were supposed to describe oil quality were either incomplete or incorrect.

Much of the oil industry remains resistant to upgrading the 50,000 railcars that are used to carry crude oil, saying it would be too time consuming and expensive. The problem, they argue, isn't the cargo but a lack of railroad safety.

Some observers of the energy industry are starting to call for oil companies to ensure the crude being poured into railcars isn't too volatile.

"We need some standards," said Bill Lywood, an oil-industry consultant in Edmonton, Alberta, who measures crude characteristics for producers in Western Canada. "The industry should not be filling railcars with unstabilized crude."

—Laura Stevens and Tom McGinty contributed to this article.

Write to Russel Gold at russel.gold@wsj.com

URL:

<http://online.wsj.com/news/articles/SB10001424052702304834704579401353579548592>

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From: [Evergreen Islands](#)
To: [Evergreen Islands](#)
Subject: [SUSPECTED SPAM] Lawmakers help oil industry duck pollution liability (Lt. Gen. Russel Honore and the Green Army)
Date: Friday, June 13, 2014 11:47:55 AM

Playlist Rachel Maddow



Chalmette

St. Bernard Parish

Chandeleur Sound

Mississippi River

Delacroix

Some of the many canals dug by the oil and gas industry on the eastern side of the Mississippi River

Land on the west side of the Mississippi River are not part of the lawsuit

Plaquemines Parish

Breton Sound

Barataria Bay

Gulf of Mexico

DAN SWENSON/NOLA.COM

00:00 / 11:11

RACHEL MADDOW 05/29/14

Lawmakers help oil industry duck pollution liability

Rachel Maddow reports on how Louisiana governor Bobby Jindal and state legislators protected the oil and gas industry from being held accountable for pollution that has destroyed vital protective coastal wetlands.

[Lawmakers help oil industry duck pollution liability](#)

From: ghoole@comcast.net
To: [EFSEC \(UTC\)](#)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal
Date: Monday, June 16, 2014 4:39:06 PM

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,
Greg Hoole

From: [Evergreen Islands](#)
To: [Evergreen Islands](#)
Subject: Washington residents rail against oil shipments
Date: Thursday, June 19, 2014 8:04:48 AM



Tuesday, June 17, 2014

Washington residents rail against oil shipments

Associated Press

SPOKANE, Wash. (AP) — Numerous speakers told a state Senate committee Tuesday that they oppose the rapid increase in railcars carrying crude oil from the Bakken fields of North Dakota and Montana through the state.

The Senate Energy, Environment and Telecommunications Committee met in Spokane, a major railroad hub for the northern United States, to take testimony on a bill that seeks to improve the safety of those oil shipments.

But nearly all the members of the public who spoke attacked the measure as too friendly to the oil and railroad industries.

Numerous people referred to last year's explosion of a rail car in Quebec, Canada, that killed 47 people, and worried that could happen in Washington.

"I personally don't believe we should send these 'bomb cars' through our community of almost half a million people," said Mike Petersen of The Lands Council, a Spokane environmental group.

An explosion like the Quebec blast would be catastrophic in downtown Spokane, where elevated railroad tracks run near or adjacent to office towers, hotels and hospitals, speakers said.

But officials of the BNSF Railway noted there hasn't been a rail accident involving hazardous materials in the Spokane region in decades, and said rail traffic is getting safer.

Patrick Brady of BNSF said the railroad has had one flammable release this year in 900,000 shipments of hazardous material.

"It's pretty rare for them to occur," he said.

The oil boom in North Dakota and Montana has created a sharp increase in rail shipments to West Coast refineries and ports. There were no crude oil shipments by rail through the state in 2011, but that increased to 17 million barrels in 2013 and is projected to reach 55 million barrels this year.

That has raised concerns in communities across the state about a derailment and explosion in a populated area.

A bill to regulate crude oil shipments failed in the Legislature last year, but Senate Bill 6582 will be introduced in the next session. The measure calls for the state Department of Ecology to study the safety of the shipments. It also seeks to train

emergency responders, and create caches of emergency gear in rail communities. It would be funded by an extension to rail of a 5-cents-per-barrel tax that currently applies only to oil shipments by sea.

"We want to prevent something catastrophic, and to be prepared if something happens," said state Sen. Mike Baumgartner, R-Spokane, a sponsor of the bill.

Baumgartner noted the state's ability to regulate the shipments is limited because interstate commerce is a federal issue.

Critics of the bill included Katie Evans, of the local chapter of the Sierra Club, who said it spends too much money on accident response and not enough on accident prevention.

"We want a moratorium on any increase in crude oil shipments," she said.

Bonnie Mager of Cheney worried that if an oil tanker exploded near her home, "we'd be incinerated."

Other speakers complained that BNSF should be forced to use only the most up-to-date rail cars for the shipments, and should be required to alert local leaders when shipments are coming through their towns.

Kari Cutting of the North Dakota Petroleum Council told lawmakers that rail tankers are safe to contain the Bakken crude, which is not more volatile than other crude oil. But she acknowledged there was no way to ensure that an accident did not punch a hole in a tanker car.

"You can't reach zero percent probability," she said.

She said about 40 percent of the oil shipped by rail is transported in older cars that are not as safe as newer models.

Johan Hellman of BNSF said about 5 percent of the railroad's cargo was crude oil.

Source: http://www.goskagit.com/news/state/washington-residents-rail-against-oil-shipments/article_e29781f4-e4a9-5a43-99d9-d14f3400b228.html
www.evergreenislands.org [Unsubscribe](#) [Subscribe](#)

From: [Don Steinke](#)
To: [EFSEC \(UTC\)](#)
Subject: Vancouver City Council Resolution
Date: Thursday, June 19, 2014 8:25:47 PM

To EFSEC

Please tell Governor Inslee the details of the resolution that the Vancouver City Council passed on June 2. Vancouver is unconditionally opposed to all construction projects which would increase oil train traffic through Clark County and in particular, the Tesoro Savage project in Vancouver.

On June 2, 2014, The Vancouver City Council, by a vote of 5-2, passed a policy resolution which:

- Asks The Port of Vancouver to cancel the Tesoro Savage lease.
- Asks State agencies to deny permits for (all) crude by rail oil terminal projects.
- Asks local governments to deny permits for (all) facilities designed to handle Bakken crude until the transport can be done safely.

Here's the resolution

[http://www.cityofvancouver.us/sites/default/files/fileattachments/city_council/page/14754/05b_sr058-14 - oil terminal policy resolution.pdf](http://www.cityofvancouver.us/sites/default/files/fileattachments/city_council/page/14754/05b_sr058-14_-_oil_terminal_policy_resolution.pdf)

This describes the resolution and says it passed

http://www.columbian.com/news/2014/jun/02/hundreds-speak-up-on-vancouver-oil-terminal/?fb_comment_id=fb_c_663456040391109_663466093723437_663466093723437#f1f3749500c1995

New information

1. In case you haven't kept track, five oil trains have exploded within the last year.
2. The Rail Industry says that the existing fleet is not safe for hauling Bakken Crude, and is asking the Feds to develop standards for safer cars. <http://www.columbian.com/news/2014/apr/22/tank-car-fleet-is-inadequate-for-crude-oil-rail-in/>
3. The Oil Industry has asked the Federal Government to halt the development of new standards for the tank cars, instead blaming the railroads for allowing derailments.
<http://www.railwayage.com/index.php/regulatory/refiners-lobby-says-dot-111-is-fine%E2%80%9D-for-shipping-bakken-crude.html?channel=40>
<http://www.railwayage.com/index.php/regulatory/hazmat-regulator-challenges-dot-111-defender-to-justify-bakken-testing.html?channel=40>

Write or call if you have any questions.
Don Steinke<crVancouverUSA@gmail.com>
360 892 1589

From: [Sierra Club](#) on behalf of [Joyce Benson](#)
To: [EFSEC \(UTC\)](#)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Date: Saturday, June 21, 2014 10:19:33 AM

Jun 21, 2014

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. Joyce Benson
Sylvania Ave
Glenside, PA 19038-3613

From: [Annamaria Rizzo \(Italy\)](#)
To: [EFSEC \(UTC\)](#)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project
Date: Saturday, June 21, 2014 2:14:16 PM

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.

Annamaria Rizzo (Italy)

25125

Docket# EF-131590

Tesoro Savage CBR
Public Comment #736

From: [Marla de Vries](#)
To: [EFSEC \(UTC\)](#)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project
Date: Sunday, June 22, 2014 1:47:04 PM

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.

Marla de Vries

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From: [Laleh Talebpour](#)
To: [EFSEC \(UTC\)](#)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project
Date: Sunday, June 22, 2014 5:16:03 PM

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.

Laleh Talebpour

94904

From: [Sierra Club](#) on behalf of [Anne Wenerd](#)
To: [EFSEC \(UTC\)](#)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Date: Tuesday, June 24, 2014 5:37:13 PM

Jun 24, 2014

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.

Why would you authorize oil to be shipped out of the country at the cost of higher prices here in the US and all the pollution that this product creates because a few greedy corporate execs need to make more money?????

Protect your citizens.....

Sincerely,

Mrs. Anne Wenerd
204 Murray Dr
Wood Dale, IL 60191-2241
(630) 766-2846

From: [Evergreen Islands](#)
To: [Evergreen Islands](#)
Subject: Oil From U.S. Fracking Is More Volatile Than Expected
Date: Tuesday, June 24, 2014 9:59:44 PM
Attachments: [image007.png](#)
[image008.png](#)
[image009.png](#)

THE WALL STREET JOURNAL.

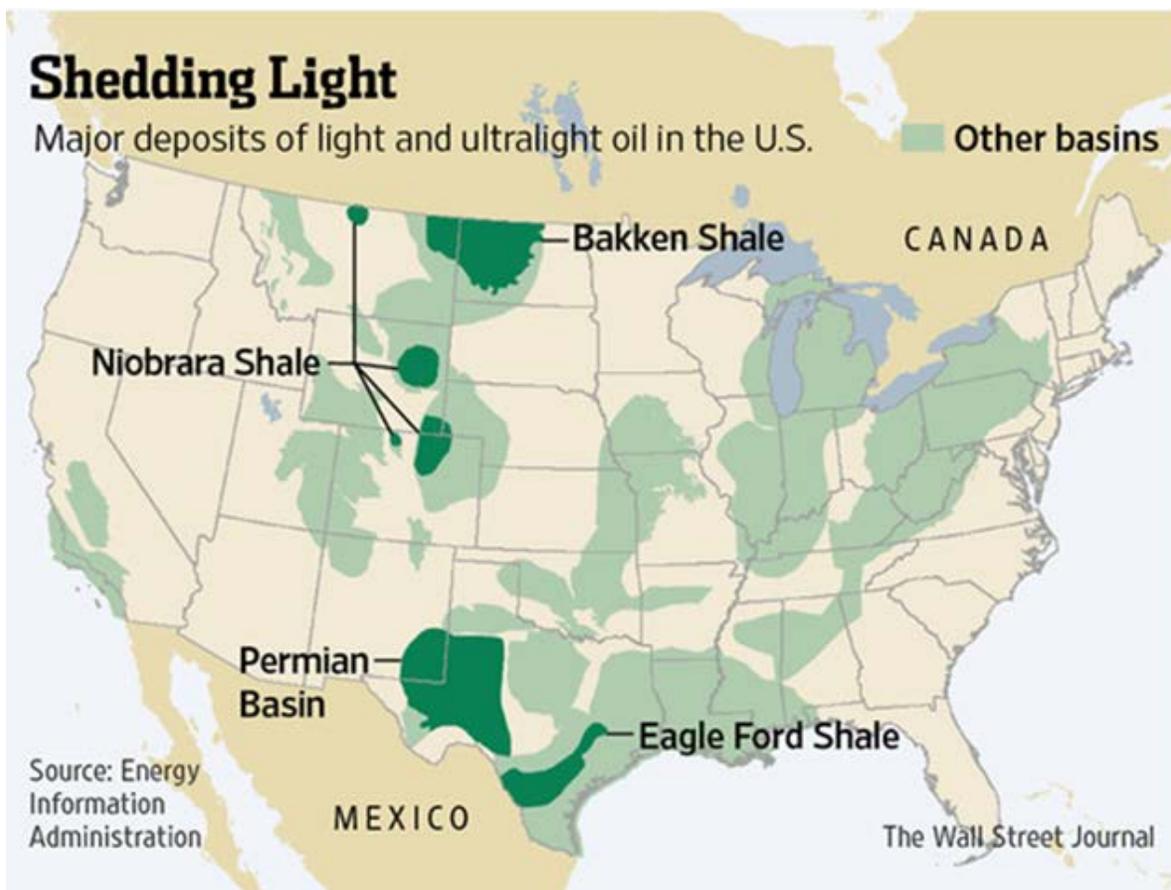
June 24, 2014 7:42 p.m. ET

[Business](#)

Oil From U.S. Fracking Is More Volatile Than Expected

High Gas Content Extends Beyond North Dakota's Bakken Shale to Colorado and Texas

By [Alison Sider](#) and [Nicole Friedman](#)

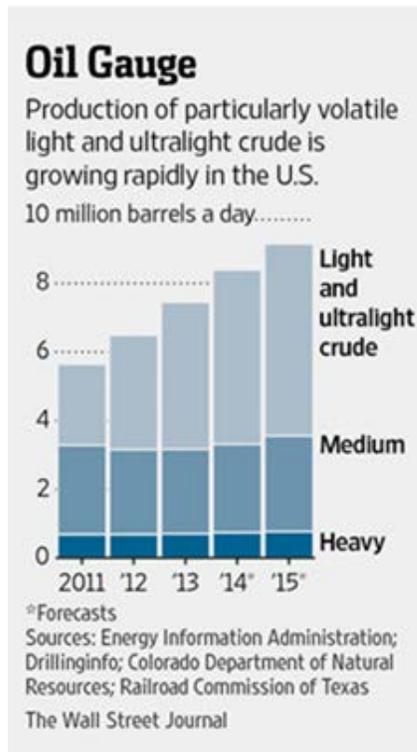


Millions of barrels of crude oil flowing from shale formations around the country—not just North Dakota—are full of volatile gases that make it tricky to transport and to process into fuel.

Oil from North Dakota's Bakken Shale field has already been identified [as combustible](#) by investigators looking into explosions that followed [train derailments](#) in the past year.

But high gas levels also are affecting oil pumped from the Niobrara Shale in Colorado and the Eagle Ford Shale and Permian Basin in Texas, energy executives and experts say.

Even the refineries reaping big profits from the new oil, which is known as ultralight, are starting to complain about how hard it is to handle with existing equipment. Some of what is being pumped isn't even crude, but condensate: gas trapped underground that becomes a liquid on the surface.



The federal government says 96% of the growth in production since 2011 is of light and ultralight oil and that is where growth will continue.

The huge volume of this gassy new oil has created a glut, pushing prices to \$10 or more below the level of traditional crude. Energy companies think they could get higher prices by sending the new oil abroad, which explains some of the push to lift a U.S. ban on exporting crude. Federal officials recently gave two companies [permission to export](#) condensate under certain circumstances.

This new crude can act like a popped bottle of Champagne, says Sandy Fielden, an analyst with consulting firm RBN Energy. "If it's very light, it froths over the top" of refinery units, he says. Many refiners "can't manage that in their existing equipment."

[Valero Energy](#) Corp says two refineries in Texas and Oklahoma received batches of unexpectedly gassy oil and had to slow fuel production to deal with it. The company is investing more than half a billion dollars to

add special equipment at several plants so it can process more light oil.

- **Related**
[U.S. Set to Export First Oil Since '70s](#)
[Pennsylvania Weighs Gas-Production Tax](#)

Many refiners already are investing in upgrades to process more of this new oil, but the volume could still overwhelm them. Others will have to make the costly shift, says Matt Rogers, a director at

consulting firm McKinsey & Co.

Until a few years ago, the oil available to U.S. refiners was dirty and heavy. Refiners spent billions of dollars on equipment to turn that gunk from Venezuela and Canada into gasoline and diesel.

That has changed as oil companies began using some of the same techniques, including hydraulic fracturing, that produced the natural-gas boom. U.S. oil production rose by 3 million new barrels a day between 2009 and 2013, bringing the country's total output to 8.4 million barrels a day—the highest level since 1988.

There are geologic reasons that the new oil is particularly gassy and volatile. Over millions of years, organic material turns into a brew of hydrocarbons: crude oil, natural gas and other gas-infused liquids. The longer that fossil-fuel mixture cooks underground—in intense heat and under tremendous pressure—the more molecules escape from their source rocks and migrate to

reservoirs where there is room to move around, says Scott Tinker, the state geologist for Texas.

In those reservoirs, the oil and gas separate into less-dense gas on top and heavier crude oil below, much like a shaken vinaigrette settles into distinct layers.

But shale rock is so dense that much less oil and gas escapes from it. The energy industry must frack shale to create tiny fissures so that oil and gas can flow out. Those minuscule pathways let only the smallest molecules rise, which is why large volumes of gas and the lightest liquids are coming out of the ground.

In most cases, ultralight oil doesn't look like black gold. In fact, it can be as clear as water and some oil from the Eagle Ford Shale in Texas brims with so much dissolved gas that it bubbles, giving [the appearance of boiling](#) at room temperature.

That gas makes ultralight shale oil highly combustible in a way conventional crude is not. In the past year, derailments of trains carrying light crude have resulted in spectacular blowups, including an explosion that killed 47 people [in Quebec last July](#).

Refining executives complain that some ultralight liquid is getting mixed in with higher-price traditional crudes. Greg Garland, the chief executive of [Phillips 66](#), told analysts recently that there was no question that "people are blending condensate" into West Texas Intermediate, the U.S. benchmark, to try to pass it off as regular crude and get more money for it.

That's not to say that light crude isn't worthwhile—as long as refiners are prepared for it. Gulf Coast refiners used to import light crude but today they have replaced most of it with oil from U.S. shale. Some experts warn that without new equipment, refineries will soon run out of capacity for ultralight oil pumped in the U.S.

Consultants at Bentek Energy forecast that without a change to U.S. export policy that allows oil to be exported, an oversupply of ultralight oil will drag the price of West Texas Intermediate to \$80 a barrel by 2019 from \$106 today—a level that would cause some companies to stop drilling.

Lifting the U.S. export ban, which has been in place since the 1970s, requires congressional action. Companies can export refined fuel. The Commerce Department, in what is known as a private ruling, recently said [Pioneer Natural Resources Co.](#) and [Enterprise Products Partners LP](#) could export condensate after it has been minimally processed.

Tom O'Malley, chairman of refiner [PBF Energy Inc.](#), says the industry can engineer its way around the growing glut of volatile, ultralight oil without export changes. His company revamped a Delaware refinery built to process heavy crude into that one that receives more than 100,000 barrels a day of Bakken oil by train.

Gulf Coast refiners could follow suit, he says. "If we could do it, they can do it."

Write to Alison Sider at alison.sider@wsj.com and Nicole Friedman at nicole.friedman@wsj.com

Source: http://online.wsj.com/articles/oil-from-u-s-fracking-is-more-volatile-than-expected-1403653344?mod=WSJ_hpp_sections_business

From: [Sierra Club](#) on behalf of [Donna Carr, M.D.](#)
To: [EFSEC \(UTC\)](#)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Date: Sunday, June 29, 2014 3:52:00 PM

Jun 29, 2014

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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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,

Dr. Donna Carr, M.D.
1201 Sidonia St
Encinitas, CA 92024-2240
(760) 436-7836