From: Jan Verrinder <janowa85@gmail.com>
Sent: Friday, November 08, 2013 9:48 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Oil Concerns

Categories: Comment, Blue Category

Here are my concerns regarding the oil terminal proposed for Vancouver.

380,000 barrels of crude oil traveling along the Columbia River Gorge in four, mile-and-half long trains (100-110 cars) daily. Derailments happen. Spilled oil would sink and travel the fast current spreading extensively.

Prevailing wind patterns would carry daily chemical emissions from the facility to nearby neighborhoods.

Bakken oil is more combustible. It is acquired in North Dakota by the environmentally questionable practice, fracking. The field there was recently the site of a significant spill.

A strong earthquake would threaten the river. The soil would likely liquefy, breaking berms around storage tanks. Damaged berms would not be able to contain leaking oil.

The president of our ILWU said the 120 jobs created are not worth the threat to the environment, health, and livability of our community and they don't want them. It's not "if" an accident happens, it's "when".

I don't want Vancouver known for its dirty fossil fuels. It's a great town and this would threaten the "northwest" feeling.

Jan Verrinder
5410 Idaho St
Vancouver, WA 98661

.
You are what you eat, so don't be fast, cheap, easy or fake.

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Susan Peik <belight1020@gmail.com>
Sent: Friday, November 08, 2013 10:46 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Nov 9, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

The proposed Tesoro Savage project would transport 360,000 barrels of oil per day through the Columbia River Gorge National Scenic Area. I have grave concerns about this proposal and its impact on the Columbia River Gorge National Scenic Area and the quality of life of all residents in the area.

The scope of review under the State Environmental Policy Act (SEPA) must include the following:
What is the purpose of the project? The purpose statement must not be narrowly worded to only include the construction of an oil terminal for distribution of oil through the region. The purpose should be broad enough to include providing for the energy needs of the region and providing opportunities for appropriate waterfront development that benefits the local community.

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.

- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oils by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including wetlands, fish and wildlife habitat, rare plant habitat, and cultural resource, recreational, and tourism sites. These likely impacts must be included in the scope of review.

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

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

In conclusion, SEPA requires that the EIS address impacts to sensitive or special areas, such as the Columbia River Gorge, and the degree that the proposal would conflict with state, local, and federal protections for the environment, such as the Columbia River Gorge National Scenic Area Act. WAC 197-11-330(3)(e)(i), (iii). State law also requires the Governor and all state agencies to carry out their respective functions in accordance with the Columbia River Gorge National Scenic Area Act.
RCW 43.97.025. EFSEC and the Governor are required to review projects for their impacts on the Columbia River Gorge and to take actions to avoid those impacts.

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

Sincerely,

Ms. Susan Peik
16869 65th Ave
Lake Oswego, OR 97035-7865

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of John Ame <ledges@peak.org>
Sent: Saturday, November 09, 2013 11:29 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Nov 9, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.

- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oils by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including

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

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

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

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

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

Sincerely,

Mr. John Ame
835 SW 11th St
Corvallis, OR 97333-4243

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Gregg Kleiner <kleinerg@comcast.net>
Sent: Saturday, November 09, 2013 11:29 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Nov 9, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

We just saw what happened in Alabama when an oil train derails. This could happen on the scenic Columbia if the proposed Tesoro Savage project moves forward. I have grave concerns about this proposal and its impact on the Columbia River Gorge National Scenic Area. The scope of review under the State Environmental Policy Act (SEPA) must include the following:

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

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

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

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

In conclusion, SEPA requires that the EIS address impacts to sensitive or special areas, such as the Columbia River Gorge, and the degree that the proposal would conflict with state, local, and federal protections for the environment, such as the Columbia River Gorge National Scenic Area Act. WAC 197-11-330(3)(e)(i), (iii). State law also requires the Governor and all state agencies to carry out their respective functions in accordance with the Columbia River Gorge National Scenic Area Act.
RCW 43.97.025. EFSEC and the Governor are required to review projects for their impacts on the Columbia River Gorge and to take actions to avoid those impacts.

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

Sincerely,

Mr. Gregg Kleiner
940 SE Alexander Ave
Corvallis, OR 97333-2052

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of William McMurray <wpm1953@yahoo.com>
Sent: Saturday, November 09, 2013 12:29 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Nov 9, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

Sincerely,

Mr. William McMurray
12000 2nd Ave NW
Seattle, WA 98177-4508

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Joe Wilkins <joe.robert.wilkins@gmail.com>
Sent: Saturday, November 09, 2013 12:59 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Nov 9, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

Sincerely,

Mr. Joe Wilkins
1015 NE Galloway St
Mcminnville, OR 97128-3832

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Jack West <jpwest@teleport.com>
Sent: Saturday, November 09, 2013 1:29 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Nov 9, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

Sincerely,

Mr. Jack West
3914 SE Licyntra Ln
Milwaukie, OR 97222-8835
(503) 659-7922

From: Donna Brune <donnabrun@gmail.com>
Sent: Saturday, November 09, 2013 1:48 PM
To: EFSEC (UTC)
Subject: Tesero/Savage Port of Vancouver project

Categories: Comment, Blue Category

Committee:

My family has lived on the Columbia River for 3 generations. My great grandmother was a Native American. This river has provided for the people of the State of Washington and Oregon for hundreds of years. Today I am a resident of Camas WA and live on the Columbia River. The railroad that you propose to use to transport 386 thousand barrels of oil per day on is 50 feet from my front door.

My husband and I built our home knowing the railroad is there and accept they run trains, however in addition to the environmental impact this project has for the port and those downriver from the port, it will have significant impact to everyone along the river. My neighborhood in particular. The railroad is planning on adding another 2 mile long track in front of our houses on which to store for and unspecified period of time railcars full of oil. The neighborhood was not contacted by the railroad about this project, in fact we inadvertently learned of the project when they attempted to vacate the community right of way to only one of two roads that access the entire community. (the railroad told us they would do whatever they want, the neighborhood has no say in the matter) Any trains sitting on this spur will block the only emergency access we have. We currently have one crossing which is often blocked. In the 7 years I've lived here the crossing has been blocked countless times but on at least 5 occasions, it was blocked by a train for more than 1.5 hours. Adding this spur, planned to begin within 10 feet of our only crossing, will block access to and from our homes for the time it takes to get a 2 mile long train to speed. This will be the difference between life and death for someone.

I am very opposed to the Port project and would like to point out the impacts just in my neighborhood.

1) Significant safety impact. Where ever a spur and a train come together the probability for derailment and crashes increase dramatically. With oil and gas on these trains, our homes and our live are at significant risk because of this project.

2) Water, while many have spoken of the disaster that occurs with a spill in the river, any contamination along this train contaminates the water table between the rail and the river. We all have wells on our property for our drinking water. Our homes, the largest investment most American families make in their lifetimes become worthless without water. And those of us who have lived her for generations lose a way life that will not be recovered.

3) Security. Along the river there are many places on railroad property that the homeless choose to camp and other criminal activity occurs. The train sitting on a spur that is not visible from and major highway or in an industrial area is an easy target for both petty criminals and terrorists wanting to make a statement. We frequently deal with this element. There are many places along the Columbia where the trains are easily accessed. We live in an isolated neighborhood with no security.

4) Access, which is also a safety concern. Last year, I lost my husband to a heart attack . While I waited for the ambulance to arrive, I gave him CPR, The ambulance took over 25 minutes to arrive---if there had been a train blocking the crossing at that moment I would have waited another 30 minutes. They revived him and he died in the ambulance on the way to the hospital. Please don't let one of my neighbors wait an hour while they watch their loved one die so that the port of Vancouver can ship oil overseas. The spur and increased train traffic will quadruple the length and number of times our access is blocked.

5) The future prosperity of Clark County, and the State of WA is at risk because of this project. Oil is a temporary commodity that will one day be replaced with better alternatives. Water, however, is a precious commodity that now and especially into the future will be far more valuable to our community and our State.

I urge you to look to the true future of what the city of Vancouver and the State of Washington can be. We can start by being visionary, making decisions for the future, not for next year. It's a brave thing to do, please have the courage to fight for the people of the State of Washington to continue to live in the best place in the world. Say no to Tesero.

--
Donna

Docket EF-131590 Tesoro Savage CBR Scoping Comment #359

From: Charles Young <charlesandrewyoung@yahoo.com>
Sent: Saturday, November 09, 2013 2:59 PM
To: EFSEC (UTC)
Subject: Please protect our town from the TSVEDT
Attachments: TSVEDT Opposition.pdf

Categories: Comment, Blue Category

Charles and Kassondra Young
315 W 25th Street
Vancouver, WA 98660

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

For the Attention of Stephen Posner, Interim EFSEC Manager

Dear Sir:

I wish to express our community's strong objection to the Tesoro Savage Vancouver Energy Distribution Terminal (Application No. 2013-01, Docket No. EF-131590.) After careful examination of the proposal we have determined that the risk of this project would far outweigh the minor rewards to our community and the broader area. This project would enrich a few out of state parties while placing a completely unreasonable burden of risk on the city of Vancouver. These risks are to safety, real estate value and our local environment.

My primary concern is the questionably safety of this project. This proposal involves a MINIMUM of four, mile-plus long unit trains of crude oil per day going through dense residential and commercial zones at main line speed. Contrary to popular belief, crude oil DOES explode. Sadly this has

already been witnessed this summer in Lac Megantic Quebec, where almost 50 residents were incinerated by a relatively small unit-train of Bakken crude. Just yesterday there was another derailment and explosion of an oil train in Alabama. A simple internet search illustrates past oil-industry catastrophes and aftermath. While hazardous material does already travel by rail through our community, this proposal would exponentially increase the number of carloads, and thus exponentially increase the risk to us all. Is this fair to our community?

The people hurt most by the mistakes of the petrochemical industry are those who live nearby. Large companies such as Tesoro and Savage have no stake in our state or our community. If an accident were to occur, they pay some fines and go to court with a team of lawyers. This is a minor speeding ticket for them. Meanwhile our community would be left to pick up the pieces on our own. In the aftermath of the Lac Megantic tragedy, no party is admitting fault and the province is on the hook for much of the recovery. Why would we expect a different outcome from a mishap involving this project? Tesoro already has a highly questionable safety and environmental record. This is not disputed fact.

The city of Vancouver is in the process of renewing our downtown and clawing back from the economic ravages of the great recession. Our property values are on the rise and life is looking brighter for our town. Unit oil trains do not fit into this broader picture of investment and real estate development. The rail line would run right though our waterfront project. Who would want to invest in real estate adjacent to this? This proposal would negatively impact our recovery and the value of our real estate.

With regard to our local environment, this project is a potential environmental disaster. Large-scale transport and transshipment of oil has a long history of disastrous spills. In addition, the industry has an atrocious record of cleanup and compensation. The Columbia River is a resource that belongs to us all. By allowing these out of state corporations to use our riverbank we accept the risk of spills and damage to our renewable resources with no benefit to us. In addition, it is the height of hypocrisy that Washington State be a part of the Pacific Coast Action Plan while approving the Tesoro Savage Vancouver Energy Distribution Terminal. This would turn our community into a hub of carbon export.

In summary Tesoro and Savage would be exploiting OUR resources for THEIR profits. This project will produce negligible job creation and minimal revenue generation, with maximum risk to safety, real estate and our environment. This is entirely unacceptable and we implore you to not approve this project.

Sincerely,

Charles and Kassondra Young

Charles and Kassondra Young
315 W 25th Street
Vancouver, WA 98660

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

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I wish to express our community's strong objection to the Tesoro Savage Vancouver Energy Distribution Terminal (Application No. 2013-01, Docket No. EF-131590.) After careful examination of the proposal we have determined that the risk of this project would far outweigh the minor rewards to our community and the broader area. This project would enrich a few out of state parties while placing a completely unreasonable burden of risk on the city of Vancouver. These risks are to safety, real estate value and our local environment.

My primary concern is the questionably safety of this project. This proposal involves a MINIMUM of four, mile-plus long unit trains of crude oil per day going through dense residential and commercial zones at main line speed. Contrary to popular belief, crude oil DOES explode. Sadly this has already been witnessed this summer in Lac Megantic Quebec, where almost 50 residents were incinerated by a relatively small unit-train of Bakken crude. Just yesterday there was

another derailment and explosion of an oil train in Alabama. A simple internet search illustrates past oil-industry catastrophes and aftermath. While hazardous material does already travel by rail through our community, this proposal would exponentially increase the number of carloads, and thus exponentially increase the risk to us all. Is this fair to our community?

The people hurt most by the mistakes of the petrochemical industry are those who live nearby. Large companies such as Tesoro and Savage have no stake in our state or our community. If an accident were to occur, they pay some fines and go to court with a team of lawyers. This is a minor speeding ticket for them. Meanwhile our community would be left to pick up the pieces on our own. In the aftermath of the Lac Megantic tragedy, no party is admitting fault and the province is on the hook for much of the recovery. Why would we expect a different outcome from a mishap involving this project? Tesoro already has a highly questionable safety and environmental record. This is not disputed fact.

The city of Vancouver is in the process of renewing our downtown and clawing back from the economic ravages of the great recession. Our property values are on the rise and life is looking brighter for our town. Unit oil trains do not fit into this broader picture of investment and real estate development. The rail line would run right though our waterfront project. Who would want to invest in real estate adjacent to this? This proposal would negatively impact our recovery and the value of our real estate.

With regard to our local environment, this project is a potential environmental disaster. Large-scale transport and

transshipment of oil has a long history of disastrous spills. In addition, the industry has an atrocious record of cleanup and compensation. The Columbia River is a resource that belongs to us all. By allowing these out of state corporations to use our riverbank we accept the risk of spills and damage to our renewable resources with no benefit to us. In addition, it is the height of hypocrisy that Washington State be a part of the Pacific Coast Action Plan while approving the Tesoro Savage Vancouver Energy Distribution Terminal. This would turn our community into a hub of carbon export.

In summary Tesoro and Savage would be exploiting OUR resources for THEIR profits. This project will produce negligible job creation and minimal revenue generation, with maximum risk to safety, real estate and our environment. This is entirely unacceptable and we implore you to not approve this project.

Sincerely,

Charles and Kassondra Young

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Margarita Donnelly <donnelly.margarita@gmail.com>
Sent: Saturday, November 09, 2013 3:00 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Nov 9, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.

- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oils by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including

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

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

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

In conclusion, SEPA requires that the EIS address impacts to sensitive or special areas, such as the Columbia River Gorge, and the degree that the proposal would conflict with state, local, and federal protections for the environment, such as the Columbia River Gorge National Scenic Area Act. WAC 197-11-330(3)(e)(i), (iii). State law also requires the Governor and all state agencies to carry out their respective functions in accordance with the Columbia River Gorge National Scenic Area Act.
RCW 43.97.025. EFSEC and the Governor are required to review projects for their impacts on the Columbia River Gorge and to take actions to avoid those impacts.

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

Sincerely,

Ms. Margarita Donnelly
5643 nw oak cr dr
CORVALLIS, OR 97330-3003
(541) 753-3110

Docket EF-131590 Tesoro Savage CBR Scoping Comment #361

From: Ellen Sue <garbash4free@gmail.com>
Sent: Saturday, November 09, 2013 4:30 PM
To: EFSEC (UTC)
Subject: no to oil terminal

Categories: Comment

Our family does not want the danger of having an oil terminal in our area. Please accept this as a plea for cleaner air and our environment. We do not believe the oil terminal will be the best plan for our area, considering air pollution as well as water pollution.

From: David Perk <davidperk@comcast.net>
Sent: Saturday, November 09, 2013 8:52 PM
To: EFSEC (UTC)
Subject: Proposed Tesoro Savage oil export facility at the Port of Vancouver, Washington

Categories: Comment, Blue Category

Dear Governor Inslee, Mr. Posner and Washington EFSEC,

I am writing to request that you deny Tesoro Savage their proposed oil storage and export facility at the Port of Vancouver, Washington.

My objections to this proposal are the following:

- Communities along the rail route will be disadvantaged by the increased rail traffic. Emergency vehicles may be prevented from completing their duties due to delays at rail crossings. Additional diesel particulates will negatively impact the health of communities all along the route.

- Increased rail traffic for oil transport will congest Washington's rail system and disadvantage other commercial and passenger rail service.

- Transporting oil by rail is excessively risky. Three high profile derailments have made the national news in 2013 alone. An oil train derailment in Washington state would be tragic. An oil train derailment that impacted the Columbia river would be catastrophic.

- Transferring oil from rail to ship at the Port of Vancouver for further transshipment creates additional risk of spills and on site contamination.

- Western coastal waters should not be burdened by the additional risk of oil spills due to increased oil shipping. Resources for responding to oil spills in coastal waters are already less than adequate.

- Our society needs to transition away from carbon-polluting forms of energy. The window of opportunity to do this before climate change becomes self-reinforcing is closing fast. As the International Panel on Climate Change has recognized, we have a finite "carbon budget" remaining to us. Approving the Tesoro Savage export facility will accelerate the production and combustion of fossil fuels better left unburned. As a nation we will be wasting our remaining carbon budget, avoiding the necessary transition to renewable fuels, increasing the carbon pollution in our atmosphere and altering the planetary climate for future generations.

I request that all of these objections be evaluated thoroughly for their complete costs and potential mitigation strategies.

Sincerely yours,

David Perk
842 NE 67th St.
Seattle, WA 98115

From: David Perk <davidperk@comcast.net>
Sent: Saturday, November 09, 2013 8:53 PM
To: EFSEC (UTC)
Subject: Proposed Tesoro Savage oil export facility at the Port of Vancouver, Washington

Categories: Comment, Blue Category

Dear Governor Inslee, Mr. Posner and Washington EFSEC,

I applaud the Washington State Department of Ecology's recognition of the issue of climate change and its relationship to carbon pollution.

I ask that the methodology used for assessing the climate impacts of the proposed Gateway Pacific coal export terminal also be applied to the Tesoro Savage facility.

A unified standard of evaluation should be applied to all carbon polluting resources extracted, produced or exported through the State of Washington. The true costs of carbon pollution have been excluded from consideration by our society for too long, as the challenges faced by our state's shellfish industry from ocean acidification illustrate all too well.

Sincerely yours,

David Perk
842 NE 67th St.
Seattle, WA 98115

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#364

To the WA State Energy Facility Site Evaluation Coucil

Reg: Scoping meeting in Vancouver Oct 28, 2013

RECEIVED
NOV 12 2013
ENERGY FACILITY SITE
EVALUATION COUNCIL

We are three friends.

Our combined age is over 222 years.

We are not related, but all of us were young children in Germany during WWII. We have seen and survived the horrors of man- made disaster.

We have now come to the age in our lives when we can reflect on life and what is important. We love living in Vancouver, WA, and more and more value our freedoms in this country. One of these freedoms is being able to voice our opinions and concerns about the proposed building of the crude oil terminal by Tesoro/Savage in the Port of Vancouver, and particularly the transport of the oil by rail through the Columbia Gorge.

Needless to say, there are numerous concerns about this.

It is dangerous, unhealthy, noisy etc – J U S T P L A I N I N S A N E !

Huge risks, little –if any – benefits. Long term and short term.

We urge you to give this matter serious thought on how our lives will be affected

The oil companies are always the winners. Our voices are small, but we and our children and their children should be your primary concern.

You know the problems.

Go deep into your conscience and vote against this disaster to happen

Deeply concerned,

Anne M. Poole 11/6/13

Anne M. Poole 6715 NE 63 rd St. Vancouver WA 98661

Maria R. Orendurff 11/6/13

Maria Orendurff 7003 NE 69 th St. Vancouver WA 98661

Hanna Klett 11-6-13

Hanna Klett 10318 NE 84 th St. Vancouver WA 98662

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#365

Washington State Energy Facility Site Evaluation Council

COMMENT FORM

Tesoro Savage Vancouver Energy Distribution Terminal

Public Informational & Scoping Meeting – Vancouver, Washington, October 28 & 29, 2013

Name: Joana Kirchhoff

Address: 3414 NE 73rd Ave Prtld OR 97213

(Please include your Zip!)

RECEIVED
NOV 12 2013
ENERGY FACILITY SITE
EVALUATION COUNCIL

Please write any comments you have with respect to the Tesoro Savage Vancouver Energy Distribution Terminal Informational & Scoping Comments

Leave this sheet in the Comment Box today, or mail it to: EFSEC, PO Box 43172, Olympia, WA 98504-3172. Comment letters must be postmarked by Monday, November 18, 2013.

Please before any permits are granted for this project, evaluate the effects of resource extraction, transportation and consumption on water, air, and climate. The environmental and the peoples at the point of extraction, along the transportation route, at the point of consumption and the winds and waters that move globally will all be adversely affected by coal & oil.

Please don't limit the scoping process to just the Port of Vancouver site.

Use the back of this form if you need more room for your comments.

For more information about EFSEC's review of these project changes, please contact: Sonia Bumpus, EFSEC Siting Specialist, PO Box 43172, Olympia, WA 98504-3172, call (360) 664-1363, or e-mail efsec@utc.wa.gov.

Docket EF-131590 Tesoro Savage CBR Scoping Comment #366

Blaine C. Ackley

655 NW 229th Ave. Hillsboro, OR 97124 503-693-0610

RECEIVED
NOV 12 2013
ENERGY FACILITY SITE
EVALUATION COUNCIL

November 6, 13

Washington Energy Facility Site Evaluation Council

P.O. Box 43172

Olympia, WA 98504-3172

RE: Tesoro Savage Vancouver Energy Distribution Terminal

To whom it may concern:

I would like to commend the Council for the initial scope of the investigation for the impact of the proposed project. After reviewing the materials, I believe that most of the important environmental impacts have been given some attention. However, I urge the Council to adopt a broad scope in assessing the environmental impact of the proposed facility. I do think there are some major missing areas that need further and / or greater attention.

In the first place, I can see no mitigation or consideration for the migratory endangered salmon, steelhead, and sturgeon that pass through the narrow channel of the Columbia River at the site of the proposed terminal. I urge the Council to involve the NOAA, the Army Corps of Engineers, the Interstate Fish Commission, and the Washington Department of Fish and Wildlife for guidance about dates

Blaine C. Ackley
655 NW 229th Ave. Hillsboro, OR 97124 503-693-0610

when in-water construction on the river should be curtailed during the passage of these migratory fish.

Furthermore, I can see no mitigation plans for the safety of the inhabitants in the communities that are bisected by the mile-long trains. A study by the group, Community Attributes, concludes that the increased train traffic would cause congestion at rail crossings. There are no plans to measure increases in air pollution or decreases in the ability of public safety and emergency responders to access emergency and public safety facilities because of the wait time at the crossings. These are literally life and death matters that deserve attention and mitigation of some kind. For example, a study by Dr. Dan Jaffe of the University of Washington at Bothell suggests that the increased number of diesel powered oil trains would have an adverse impact on air quality and deserves "more in-depth research on air quality impact".

I see that Council has considered possible natural and man made hazards including oil spills and how they might respond to such disasters. Yet, I cannot see any provisions about the levels of air quality that will be affected by the facility. Using the figures provided by Tesoro- Savage on page 5-477 of the application for the permit, you

Blaine C. Ackley
655 NW 229th Ave. Hillsboro, OR 97124 503-693-0610

will note that if you extrapolate that data over a yearly basis there would bin a significant increase in emissions for arsenic, benzene, cadmium, hexavalent chromium, anthracene, toluene, and both nitrous and sulfur dioxide. Most of these chemicals have been identified as having a causal relationship to the development of various kinds of cancer.

Finally, there are a number of questions that need further attention.

1) What about the potential for oil spills by trains or ships on the Columbia River?

2) What would the compound effects of multiple trains per day for both coal and oil be?

3) What about the greenhouse emissions for the transport and use of this oil?

Sincerely yours,

Blaine C. Ackley

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#367

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Joy Gohl <joy@adventurecruises.com>
Sent: Sunday, November 10, 2013 9:01 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Nov 10, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.

- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oils by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including

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

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

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

In conclusion, SEPA requires that the EIS address impacts to sensitive or special areas, such as the Columbia River Gorge, and the degree that the proposal would conflict with state, local, and federal protections for the environment, such as the Columbia River Gorge National Scenic Area Act. WAC 197-11-330(3)(e)(i), (iii). State law also requires the Governor and all state agencies to carry out their respective functions in accordance with the Columbia River Gorge National Scenic Area Act.
RCW 43.97.025. EFSEC and the Governor are required to review projects for their impacts on the Columbia River Gorge and to take actions to avoid those impacts.

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

Sincerely,

Ms. Joy Gohl
725 Snowden Rd
White Salmon, WA 98672-8224

From: George Feldman <feldmange@gmail.com>
Sent: Sunday, November 10, 2013 2:37 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Pipeline

Categories: Comment, Blue Category

Dear Governor Inslee and Mr. Posner,
I urge you to please "just say no" to the proposed transport of oil via rail through the Columbia River Gorge. My first concern is the contribution to climate change with yet more delivery of fossil fuels. The health-related impacts extend to the immediate environmental transgressions with a huge amount of rail traffic (air quality effects, noise, slowing of traffic at MANY intersections among the most obvious). Possible spills are yet another concern.
As a critical care and Internal Medicine physician, my thinking is oriented to risks and benefits. The negligible benefits from this project seem far outweighed by the immense downside risks.
Thank you for your consideration of my thoughts.
George W. Feldman, M.D., F.A.C.P.
11230 SW Collina Ave.
Portland, Or. 97219
phone: 503 267 7308

-

From: Scott Schroder <terra.enigmae@gmail.com>
Sent: Sunday, November 10, 2013 8:57 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Categories: Comment, Blue Category

Scott Schroder

2105 NE Junior St.

Portland, OR 97211

November 10, 2013

Stephen Posner, EFSEC Interim Manager,

Energy Facility Site Evaluation Council

1300 S. Evergreen Park Dr. S.W. Olympia, WA 98504

Re: Tesoro Savage Vancouver Energy Distribution Terminal

I am pleased, in a sense, to see that the EFSEC has opted in their scoping notification to include effects on global climate as a likely subject of analysis in the Tesoro Savage EIS; however, I would like to suggest that the effects are already so eminently clear as to preclude any real need for analysis. Certainly, there must be some threshold of absurdity or abhorrence beyond which a project is simply considered not to warrant analysis under the State Environmental Policy Act. Three well-established facts converge to make this energy distribution terminal such a project:

1. Atmospheric concentrations of greenhouse gases have reached levels such that an irreversible regime change in global climate is imminent if GHG emissions do not rapidly decline. The effects of this change are difficult to overstate—assessments of likely impacts from entities such as the Intergovernmental Panel on Climate Change read much like the Book of Revelations rewritten with confidence intervals and standard deviations—and include a mass extinction event to rival any of the previous five in Earth's history, the exacerbation of inequalities between rich and poor, resource wars, chronic food insecurity, and the collapse of complex civilization.
2. The sole purpose of storing and transporting fossil fuels, as in the case of the proposed Tesoro Savage terminal, is to eventually burn them.
3. Burning said fossil fuels will increase atmospheric concentrations of greenhouse gases.

There are many other reasons, such as the inevitability of accidents (as evinced by the alarming increase in oil train explosions and fires in recent times as oil-by-rail transport becomes increasingly common in the United

States), that this project is a horrible idea. But the effects on global climate of burning the 360,000 barrels of oil per day that the facility would process are so manifestly clear and so terrible as to decisively render the project unworthy of serious consideration by EFSEC.

SEPA implementing regulations at WAC 197-11-060(4)(b) state that: "In assessing the significance of an impact, a lead agency shall not limit its consideration of a proposal's impacts only to those aspects within its jurisdiction, including local or state boundaries . . ."

Ergo, the impact of burning 360,000 barrels of oil per day, in concert with the world's existing greenhouse gas emissions, is well within the scope of the EIS. The combustion of these fossil fuels will result, assuming the Bakken Shale oil the terminal is intended to distribute has the average crude oil emissions coefficient of .43 metric tons of CO2 per barrel (EPA, http://www.epa.gov/cleanenergy/energy-resources/refs.html), in the emission of 154,800 metric tons of CO2 per day.

EFSEC cannot plausibly claim that these emissions are inevitable, i.e. that if the agency does not approve this particular facility in Vancouver the oil will simply be transported and ultimately burned by some other means. As fossil fuel extraction in North America has rapidly increased with the advent of ever more extreme, previously unheard of methods, such as hydraulic fracturing with horizontal wells, infrastructure for the distribution of fossil fuels has become the critical, limiting factor in their exploitation. Attempts at a global agreement on climate change have failed spectacularly and repeatedly, thanks in large part to the consistent recalcitrance of the United States; legislation to address the issue at the national level is a non-prospect in the current political climate; and federal action to date has been tentative, piecemeal, and thoroughly inadequate. As a result, those wishing to preserve conditions on earth accommodating of life as we know it have increasingly turned to more local efforts, and in particular to resistance to new fossil fuel extraction and distribution projects.

I am writing this on Sunday, November 10th. To present a cursory list, which I have every confidence is incomplete, in the past week anti-fossil fuel extraction and infrastructure actions have included:

1. The smashing of Royal Bank of Canada ATMs by saboteurs for its role in funding the extraction of bitumen from Alberta.
2. The smashing of a Chevron station's gas pumps by the same saboteurs for its role in the Pacific Trail Pipeline.
3. The announcement by members of the Elsipogtog First Nation that they would resume their blockade of hydraulic fracturing for natural gas in New Brunswick, following the violent eviction of their initial blockade by the RCMP a few weeks previous.
4. A flotilla deployed from New Zealand to protest offshore oil drilling.
5. An anti-pipeline protest at the Kentucky state capitol organized by nuns.
6. A camp convened in Nebraska by the Ponca tribe in resistance to the Keystone XL pipeline.
7. A banner hung from an overpass of I-180 in Pennsylvania protesting shale gas extraction.
8. A pledge of resistance by Earth First! to hydraulic fracturing in the lower Eel River in northern California.
9. A conference on fighting coal extraction in West Virginia.
10. A mock fracking rig set up on British Columbia Premier Christy Clark's front lawn in protest of hydraulic fracturing.
11. The partial shutdown of the Port of Vancouver in protest of the very Tesoro Savage project on which I am presently offering comments.

From the list above, it should be clear that fossil fuel extraction and infrastructure is currently the subject of a massive worldwide opposition movement; or, to phrase it in slightly different terms, if the EFSEC rejects this proposal and Tesoro Savage seeks to replicate it in some other place, it is a certainty that they will face fierce opposition there, as well.

The logic that fossil fuels will inevitably be burned somewhere—i.e. a refusal to prevent an infrastructure project in Washington because some other, less responsible jurisdiction will simply accommodate the proposal, resulting in no reduction in emissions and economic losses for Washington—is precisely the logic which has allowed collective inaction by the governments of the world as climate change has progressed to the brink of irreversible catastrophe. As Michael Liebreich states in his 2007 paper "How to Save the Planet: Be Nice, Retaliatory, Forgiving and Clear" (http://about.bnef.com/white-papers/how-to-save-the-planet-be-nice-retaliatory-forgiving-and-clear/):

The US, with its expanding population, relatively consistent economic growth and extensive domestic coal reserves, sees a cap on carbon emissions as a threat to its competitiveness, and hence to its global hegemony. The developing world – led by China and India – denounces any calls for a cap on emissions as an effort by former colonial powers to hold back development. At a recent debate organized by the UN General Assembly, delegate after delegate stood up to insist that the developed world caused the problem, and the developed world must solve the problem– this despite the fact that China will this year become the world's largest emitter of greenhouse gases.

If Washington defers its responsibility to address climate change to some other entity, such as the federal government, it can be assured this responsibility will be deferred in turn. No doubt, the level of GHGs in the atmosphere is an issue that transcends the state of Washington's regulatory capacities: it would be far preferable if there existed a national and international framework for addressing climate change in which the state could function with some assurances that, as it met its obligations to reduce emissions, other entities around the country and around the world would be doing the same. Alas, no such framework exists, nor does it seem particularly likely to exist. One does not have the privilege of choosing the times into which one is born: onerous as the burden may be, the state of Washington cannot avoid the fact that the federal government has abrogated its responsibility with respect to climate change, leaving Washington with the complicated and inconvenient task of taking as great a role as possible in averting global catastrophe.

The essential message of Liebreich's paper, which utilizes the tenets of game theory, is that smaller-scale, unilateral action likely represents a more plausible path toward global GHG reductions than a broad international agreement. In other words, while rejecting proposals such as the Tesoro Savage distribution facility can be considered a minimal responsibility, such decisive action on the part of individual states and other jurisdictions can have broad-reaching global effects. Because international attempts to address climate change have largely failed owing to collective mistrust on the part of negotiating parties, the remedy is, quite simply, for decisive action to be taken unilaterally, at whatever regional scale is possible—action such as the rejection of a fossil fuel distribution terminal by the state of Washington. Bold, good faith efforts on the part of states, counties, and cities to curb GHG emissions have the capacity to send a signal to their counterparts around the country and around the world that action on climate will be reciprocated—in short, to create an atmosphere of trust of proactivity.

Finally, WAC-11-444(2) makes clear than analysis under SEPA should take into account effects on elements of the built environment, or human environment, including noise (a)(i), transportation (c), and public services and utilities (d) such as firefighters (i) and police (ii). As a resident of northeast Portland, the site of the proposed facility is a shorter commute by bicycle than my daily commute to work. In the context of the global movement against fossil fuels, approval of a massive infrastructure project such as this one in the immediate vicinity of a city known for its vigorous environmental and social justice movements will inevitably engender large-scale protests and civil disobedience. Considering the scale of protests in places such as Oklahoma and Texas against the Keystone XL pipeline, it can be assumed that opposition to any attempted construction of the facility would constitute a significant civil disturbance, potentially disrupting business and straining local governmental resources. Should EFSEC make the—in my opinion dubious—decision to proceed with analysis of the project under SEPA, these impacts should be included.

With Love for All Life on Earth and a Promise of Resistance,

Scott Schroder

Docket EF-131590 Tesoro Savage CBR
Scoping Comment
#370

From: Virginia Feldman <feldmanvi@gmail.com>
Sent: Monday, November 11, 2013 8:21 AM
To: EFSEC (UTC)
Subject: Tesoro Savage oil transport

Categories: Comment, Blue Category

Dear Governor Inslee and Mr. Posner,

As a pediatrician and parent, wanting to protect future generations I urge you to oppose the savage rail transport of oil by Tesoro Savage through the Columbia River Gorge. Its contribution to climate change with delivery of even more fossil fuels has to be avoided for the sake of our children. Aren't we having enough typhoons as it is? The number of jobs generated are overblown. And health impacts in the immediate future will include even more environmental transgression, from the huge amount of rail traffic (air quality effects, noise, slowing of traffic at so many intersections). And at any time, expensive-to-cleanup spills will always lurk, to destroy budgets and wildlife.

As a medical doctor, I always weigh and discuss risk- vs- benefits. The benefits from this project--for anyone except Tesoro stockholders-- are far outweighed by the immense downstream risks.

Thank you for your attention

Sincerely,

Dr. Virginia M.Feldman MD, FAAP
11230 SW Collina
Portland, Or. 97219
503 635 4799

From: mackodvd <mackodvd@gmail.com>
Sent: Monday, November 11, 2013 8:30 AM
To: EFSEC (UTC)
Subject: vancouver oil terminal

Categories: Comment, Blue Category

Dear Sirs

I am writing to you about the proposed oil terminal in Vancouver WA. Please do not let them do this. This is BAD just plain BAD As a state, port, city, county WE CAN DO BETTER!!!

Ship solar panels made in Seattle
Ship wind turbine parts
Ship agricultural products

Stop catering to the dinosaur of fossil fuel
Fossil fuel is NOT the future...it is really NOT the future.
It will be long gone but the mess it WILL leave WILL be there forever.

Thank you
David Macko
Vancouver WA

From: Jim Johnson <jjohnson@tripwire.com>
Sent: Monday, November 11, 2013 8:56 AM
To: EFSEC (UTC)
Subject: Please reject Vancouver oil terminal plan

Categories: Comment, Blue Category

I live in Vancouver and strongly believe this is a wrong for Vancouver and Washington. The economic gains are small and the environmental risks extremely high. The number of railroad accidents continues to increase. We saw another one just last week in Alabama.

Vancouver and Washington can do better.

Jim

James B. Johnson | CEO & President
Direct: 971.313.6010
Mobile: 503.260.8074

Mikko LaVoie | Executive Assistant
Direct: 971.313.6010

TRIPWIRE
101 SW Main St. Ste.1500
Portland, OR 97204

The State of Security – The Tripwire Blog

www.tripwire.com

Docket EF-131590 Tesoro Savage CBR Scoping Comment #373

From: tcpraxis@q.com
Sent: Monday, November 11, 2013 10:55 AM
To: EFSEC (UTC)
Subject: Comments on Scoping for Tesoro Savage proposal for Vancouver terminal

Categories: Comment, Blue Category

To the site evaluation council:

I notice that you have included climate in the scope of environmental impacts to be considered for this application. I applaud that choice, and encourage you to give it significant consideration.I suggest that, as part of that analysis, you consider the scenario that if the terminal is not approved, the oil will not be shipped and will not be burned. This is analogous to the dynamic of building highways. We have seen that building highways has had the effect of encouraging the use of cars. Likewise, approving and building a terminal for shipping oil encourages the refinement and consumption of that oil. Without such a terminal, less fossil fuel will be consumed, resulting in fewer GHGs in the atmosphere.

Thank you for your work.

Tom Crawford

Docket EF-131590 Tesoro Savage CBR Scoping Comment #374

From: Chuck Schultz <chuckschultz3@msn.com>
Sent: Monday, November 11, 2013 5:20 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Petroleum Terminal

Categories: Comment, Blue Category

Dear Mr. Posner,

I am concerned about environmental impact of the proposed increase in the shipping of fossil fuels including petroleum and coal to Asia.

The Federal Government is doing too little too late about the climate crisis. For example, the administration has proposed a limit on miles per gallon effective in 2025 which is worse than the gas mileage I got on my 1981 Chevrolet or my 1984 Nissan. The State governments should step in and do what it can about the climate crisis to help our citizens alleviate the problems.

The hauling of fossil fuels by railroad through our communities is harmful in many ways:
The fossil fuels used in transportation, the idling of cars waiting at railroad crossings.
The increasing likelihood of oil spills on our aging tracks and bridges.
The degradation of air quality related to gasses from burning of the oil or coal released into the atmosphere.
The degradation of land use and fisheries resources in First Nations' territories.

I urge you to look closely at all the environmental impacts related to the expansion of marine terminals.

Respectfully

Charles B. Schultz
1621 Tullis St. NE
Olympia, WA 98506-3368

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#375

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Rebecca Clark <bjclark@siderial.com>
Sent: Monday, November 11, 2013 6:05 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Nov 11, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.

- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oils by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including

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

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

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

In conclusion, SEPA requires that the EIS address impacts to sensitive or special areas, such as the Columbia River Gorge, and the degree that the proposal would conflict with state, local, and federal protections for the environment, such as the Columbia River Gorge National Scenic Area Act. WAC 197-11-330(3)(e)(i), (iii). State law also requires the Governor and all state agencies to carry out their respective functions in accordance with the Columbia River Gorge National Scenic Area Act.
RCW 43.97.025. EFSEC and the Governor are required to review projects for their impacts on the Columbia River Gorge and to take actions to avoid those impacts.

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

Sincerely,

Ms. Rebecca Clark
5035 N Depauw St
Portland, OR 97203-4418

From: Don Strick <donstrick4@msn.com>
Sent: Monday, November 11, 2013 6:10 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Oil Terminal

Categories: Comment, Blue Category

Please say no to this project. Once again, it's an example of short-term gain for a few special interests and long-term environmental damage to the northwest and the planet. In addition to the possibility of worsening air pollution from coal dust, the idea of exporting coal--a huge contributor to greenhouse gases--is very short sighted.

Don Strick
Portland, OR
503-203-8677

From: vickie robison <stressa2005@gmail.com>
Sent: Monday, November 11, 2013 9:48 PM
To: EFSEC (UTC)
Subject: Comment on proposal to transport crude oil along the Columbia to Vancouver

Categories: Comment, Blue Category

Stephen Posner
Energy Facility Site Evaluation Council
PO Box 43172
1300 S Evergreen Park Dr SW
Olympia WA 98504-3172

November 11, 2013

Dear Mr. Posner,

I'm very worried about the very real potential for contamination along the entire route of the proposed Keystone XL Project, which includes downtown Spokane, the Columbia River Gorge and downtown Vancouver.

I live in an area that would be greatly endangered should there be a derailment of trains carrying crude oil to Vancouver and plead with you to not allow passage. Tesoro's safety record really concerns me. I don't care about jobs at the expense of an explosion and fires that are possible near schools and neighborhoods.

Everyone I speak with to about this agrees, so I'm representing my neighbors, friends and relatives as well.

Thank you for your concern and good judgement.

Vickie Robison,
West Vancouver resident

From: troublesomewolfgirl@gmail.com
Sent: Monday, November 11, 2013 10:16 PM
To: EFSEC (UTC)
Subject: oil terminal in Vancouver

Categories: Comment, Blue Category

I am a resident of Vancouver and I am writing to you to plead against an oil terminal here. Quite apart from empowering further climate change by encouraging and enabling even more use and reliance on dirty fossil fuels, the damage from which is no longer contested in the scientific community, the immediate destruction of our local, beautiful and deeply loved environment is a known, predictable, irrefutable effect. It doesn't matter how the oil is transported, as has been proved over and over again all over this nation, it will leak. It will destroy the environment when it does, and it will cost us, the taxpayers, millions of dollars to clean it up, as well as causing irreplaceable loss of our local environment. There is a reason no one wants these terminals in their communities. Please put a stop to this one. Thank you very much for your consideration.

JacqueLyn Lobelle

From: Jim Hubbard <hubbardhawker@yahoo.com>
Sent: Tuesday, November 12, 2013 9:37 AM
To: EFSEC (UTC)
Subject: No Oil refinery, please

Categories: Comment, Blue Category

I live on the Columbia River. I see trains many of them over a mile long on both sides of the Columbia bringing oil and coal to our area. Yesterday the Columbia Newspaper reported a tanker train carrying crude was derailed in Alabama and exploded. A similar accident occurred in Canada this year. The Columbia River is to important to take the risk of a disaster. I think it is not a question if it will happen but rather when! It is simply not worth the candle. Jim Hubbard

From: PETER DUBOIS <peter_dubois@msn.com>
Sent: Tuesday, November 12, 2013 12:10 PM
To: EFSEC (UTC)
Subject: Opposed to Tesoro's oil plan at Port of Vancouver

Categories: Comment, Blue Category

I am a concerned citizen.

The time is now to find creative way to tranistion away from our fossil fuel based economy. Oil is a non-renewable resource and is a key cause of climate change. I implore you to use the precautionary principle in the determination of the project's feasibility. This is a long-run vs. short run decision. The decision to side with long term survivability of our race - the human race is the track we should be on.

Think of your children and your grandkids when you make this deal. Please do not sell them out for short-term profits, jobs and economic welfare. This is short-sighted and the wrong decision.

I am writing this for one purpose. I believe the Govenor understands what is at stake and if he hears from the people and the people want a sustainable future then he will ultimately stop this pipeline on wheels project dead in its tracks.

Please share this with the Governor,

Sincerely,

Peter DuBois
16512 NE Beebe Road
Battle Ground, WA 98604
503-422-0989

From: James Lanz <james.lanz7@gmail.com>
Sent: Tuesday, November 12, 2013 1:26 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal
Attachments: Tesoro Savage oil terminal EFSEC ltr.doc

Categories: Comment, Blue Category

Dear EFSEC staff,

Attached is a letter regarding the proposed Tesoro Savage Vancouver Energy Distribution Terminal at the Port of Vancouver.

Sincerely yours,
James Lanz

November 12, 2013

Energy Facility Site Evaluation Council
PO Box 43172
Olympia, WA 98504-3172

Dear EFSEC Staff:

I am concerned about the health and environmental effects of the proposed Tesoro Savage Vancouver Energy Distribution Terminal at the Port of Vancouver. It's the largest oil terminal proposed in the Northwest. Also, the scale of oil transport by rail is unprecedented: 360,000 barrels per day by rail is 42% of the controversial Keystone XL Pipeline.

I am concerned about the public health impacts of air pollution that would result from transfer of oil from trains to storage tanks at the Port of Vancouver and additional air pollution during transfer from storage tanks to ships. The resulting air pollution will have harmful effects on Clark County residents.

I am concerned about the public health impacts of accidental oil spills along the entire route the oil trains would follow through Washington state. I believe a large train-related spill could devastate the Columbia River. What are the public health impacts of four, 100-tanker car trains transporting oil daily through our communities? What are the emergency response capabilities in each community to handle oils spills and fires?

I attended the Energy Facility Site Evaluation Council's SEPA Public Scoping Meeting at Clark College in Vancouver on October 29. Many speakers expressed their concern about the adverse health effects of the proposal. However, the Washington Department of Health is not represented on the Site Evaluation Council although other Washington state departments are represented. This seems a glaring oversight given the health and environmental ramifications of this project.

I urge that the Washington State Department of Health be included in the evaluation and licensing process. I look forward to your response to my concerns.

Sincerely yours,

James Lanz, RN

123 W 30th St, Vancouver, WA 98660

Docket EF-131590 Tesoro Savage CBR Scoping Comment #382

From: Paul Franzmann <paulie627@gmail.com>
Sent: Tuesday, November 12, 2013 4:06 PM
To: EFSEC (UTC)
Subject: North Dakota oil at Washington state ports

Categories: Comment

No, a thousand times over. Whether that oil is trucked or piped, there is an accident just waiting to happen. The cost of clean-up- as is the norm- will be borne by Washington state tax payers, while the profiteers get off with no responsibility.

Further, oil shipped Washington state ports is guaranteed to leak into the local water body, again creating a clean-up disaster for in-state taxpayers.

Finally, oil shipped to Asian countries will be burned without even the minimal regulations regarding pollution and global warming found in this country. In effect, we'll be subsidizing the return of that oil in the form of acid rain and increased climate damage.

No, a thousand times over.

Paul Franzmann
Walla Walla, WA

Docket EF-131590 Tesoro Savage CBR Scoping Comment #383

From: Mary Fifield <mary@amazonpartnerships.org>
Sent: Tuesday, November 12, 2013 5:23 PM
To: EFSEC (UTC)
Subject: I oppose construction of the Tesoro Savage project

Categories: Comment

Dear administrators,

As a Portland resident, I am writing today to express my strong opposition to the Tesoro Savage project. Shipping oil by rail through Washington puts all of the communities along the route at risk of oil spills, train derailments, and fires, causing tragedies like what we saw in Quebec this summer. No community should be subjected to that kind of danger, particularly when the goal is to transport shale oil, which is produced through hydraulic fracturing, a process that is highly contaminating. Most of all, at a time when the Philippines is reeling from the devastation of a super typhoon and 97% of the world's scientists agree that global warming is caused by human activity, we simply cannot afford--economically, environmentally, or morally--to approve projects that will worsen the situation and hasten catastrophic climate change.

I urge you to deny the permit for the construction of this terminal in Vancouver.

Mary Fifield
Co-Chair
Amazon Partnerships Foundation

www.amazonpartnerships.org
971-229-9287

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#384

Robert L. Rosenthal M.D.
201 Lakeshore Dr.
Stevenson, Wa 98648

November 8, 2013

RECEIVED
NOV 13 2013
ENERGY FACILITY SITE
EVALUATION COUNCIL

Stephen Posner
EFSEC Manage
Olympia, Wa

Dear Mr. Posner:

Today in the Columbian I read that a train (BN?) derailed yesterday, spilling oil over Alabama. Recently I read of a train accident/oil spill in Quebec that caused untold pain and harm to people and environment.

I don't care how secure Tesoro claims their new shipping site will be. I don't care how great the "newest and greatest" containment of spill equipment is. You and I both know that an accident will happen. It might be a week after the Vancouver site is up and running or it might be 10 years later. But we both absolutely know an accident will eventually occur. If it isn't a mechanical malfunction, it will be a human error.

The Columbia River, the Portland/Vancouver area, and indeed the pristine Columbia Gorge Scenic area is way too sensitive an area to be mucking around with this type of oil (and coal) terminal.

Please don't wait until we read the headlines that 10,000 salmon have been killed or 5,000 geese have been soaked in oil. Stop this situation now.

Thanks, Bob Rosenthal

Robert Rosenthal

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Marcia Tate <meptate@comcast.net>
Sent: Wednesday, November 13, 2013 6:40 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Nov 13, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.

- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oils by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including

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

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

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

In conclusion, SEPA requires that the EIS address impacts to sensitive or special areas, such as the Columbia River Gorge, and the degree that the proposal would conflict with state, local, and federal protections for the environment, such as the Columbia River Gorge National Scenic Area Act. WAC 197-11-330(3)(e)(i), (iii). State law also requires the Governor and all state agencies to carry out their respective functions in accordance with the Columbia River Gorge National Scenic Area Act.
RCW 43.97.025. EFSEC and the Governor are required to review projects for their impacts on the Columbia River Gorge and to take actions to avoid those impacts.

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

Sincerely,

Ms. Marcia Tate
6110 NE 53rd Pl
Portland, OR 97218-2379

From: Sierra Club <information@sierraclub.org> on behalf of Zach Ragbourn <zach.ragbourn@sierraclub.org>
Sent: Wednesday, November 13, 2013 6:46 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. 47 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.

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

Sincerely,

Mr. Zach Ragbourn
1410 N Scott St Apt 470
Arlington, VA 22209-2977
(202) 495-3032

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#387

From: Sierra Club <information@sierraclub.org> on behalf of Brian Dockstader <bridoc@gmail.com>
Sent: Wednesday, November 13, 2013 7:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.
This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

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

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

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

Sincerely,

Mr. Brian Dockstader
PO Box 1707
East Helena, MT 59635-1707

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#388

From: Sierra Club <information@sierraclub.org> on behalf of Courtenay Lewis <courtenayl@gmail.com>
Sent: Wednesday, November 13, 2013 8:17 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return.
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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.

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

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

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

Sincerely,

Ms. Courtenay Lewis
4012 Linnean Ave NW
Washington, DC 20008-3805

From: Sierra Club <information@sierraclub.org> on behalf of Brian Mason <mason.b@ghc.org>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

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

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

Sincerely,

Mr. Brian Mason
8615 238th St SW Apt H102
Edmonds, WA 98026-8957
(206) 355-0650

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#390

From: Sierra Club <information@sierraclub.org> on behalf of John Peterson <john_v_peterson@yahoo.com>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.
This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

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

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

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

Sincerely,

Mr. John Peterson
1570 SW Fellows St
Mcminnville, OR 97128-5859
(971) 241-9828

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#391

From: Sierra Club <information@sierraclub.org> on behalf of Brenda Sorensen <jimbrenda@aol.com>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

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

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.
This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

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

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

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

Sincerely,

Mrs. Brenda Sorensen
22213 E Lost Lake Rd
Snohomish, WA 98296-6820
(360) 668-6858

From: Sierra Club <information@sierraclub.org> on behalf of Larry Bulling <larry.bulling@oregonstate.edu>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.
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3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.
This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

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

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

Sincerely,

Mr. Larry Bulling
PO Box 113
Corvallis, OR 97339-0113
(541) 752-3711

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#393

From: Sierra Club <information@sierraclub.org> on behalf of Joel Mulder <joel_mulder@msn.com>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.
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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

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

Sincerely,

Mr. Joel Mulder
4312 29th Ave W
Seattle, WA 98199-1447
(206) 819-2445

From: Sierra Club <information@sierraclub.org> on behalf of Krista Heron <krista@drizzle.com>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

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

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.
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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. Krista Heron
7541 44th Ave NE
Seattle, WA 98115-5115
(206) 524-6044

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#395

From: Sierra Club <information@sierraclub.org> on behalf of Linda Kearney <lkear69378@aol.com>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.
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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

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

Sincerely,

Mrs. Linda Kearney
10043 NE Alton St
Portland, OR 97220-3627
(503) 255-1165

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#396

From: Sierra Club <information@sierraclub.org> on behalf of Brian Sullivan <bwsullivan@mindspring.com>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.
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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

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

Sincerely,

Dr. Brian Sullivan
7220 99th Ave SW
Lakewood, WA 98498-3352
(253) 278-1026

From: Sierra Club <information@sierraclub.org> on behalf of Bob Layton <bozebob@yahoo.com>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Bob Layton
1500 SW 11th Ave Unit 1002
Portland, OR 97201-3539
xxxxxxxxxx

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#398

From: Sierra Club <information@sierraclub.org> on behalf of Beverly Endicott <bev52650@hotmail.com>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return.
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5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

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

Sincerely,

Mrs. Beverly Endicott
2020 NE Linnea Dr
K343
Bend, OR 97701-4998

From: Sierra Club <information@sierraclub.org> on behalf of Connie Northern <north.sea@hotmail.com>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Connie Northern
17413 Woodcrest Dr NE
Bothell, WA 98011-5420
(425) 487-6174

From: Sierra Club <information@sierraclub.org> on behalf of Mark Wheatley <markwheatley@msn.com>
Sent: Wednesday, November 13, 2013 8:47 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Comment, Blue Category

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Mark Wheatley
1390 Gabriola Ct
Bellingham, WA 98229-5136