

From: Laurie Dougherty <lauriedougherty@gmail.com>
Sent: Tuesday, October 29, 2013 9:09 PM
To: EFSEC (UTC)
Subject: Comment on Tesoro Savage proposed oil terminal in Vancouver, WA

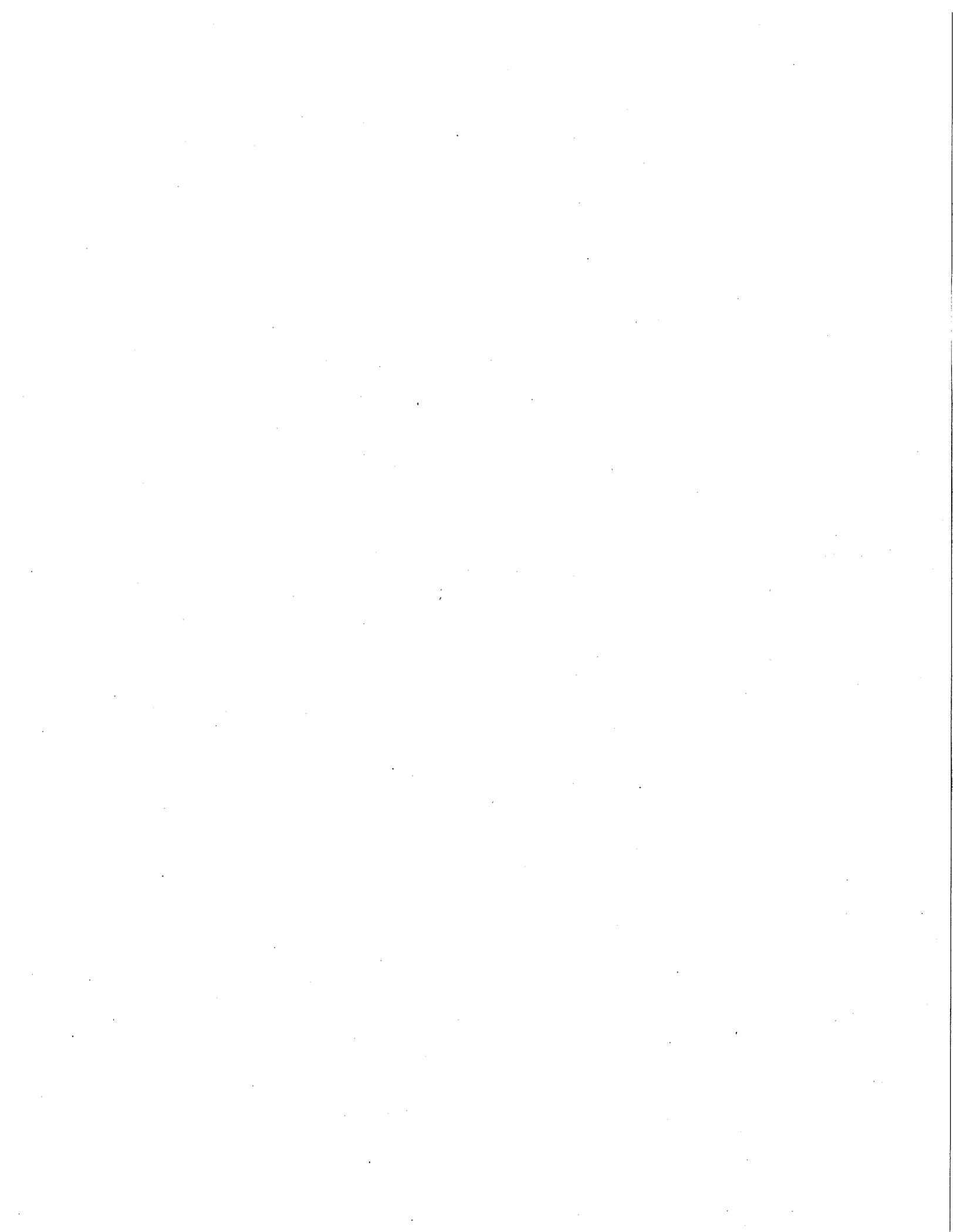
Categories: Comment, Blue Category

Laurie Dougherty 462 20th St. SE Salem, OR
617-504-0016 lauriedougherty@gmail.com

I have lived in Oregon for two years, however my daughter has lived in the Pacific Northwest for two decades and I visited Washington and Oregon many times before moving here. When I retired I was happy to come to such a beautiful region with such a history of innovative environmental policy.

I am very concerned about the climate change impacts of ramping up oil production. I'm also very concerned about the risk of oil spills along the Columbia River which would be disastrous to fisheries, recreation and other commerce on the river. I have traveled across country by Amtrak several times and will do so again next month to visit my son for Thanksgiving., traveling along the same BNSF tracks that carry Bakken Shield oil from North Dakota. Even before the increased capacity that this project would bring, I've seen hundreds of oil tanker cars on the route on sidings and in rail yards. I'm very concerned about the risk of train wrecks involving Bakken Shield oil, the same oil that devastated the Quebec town of Lac Megantic in an explosive train wreck last summer.

Just yesterday the governors of Washington, Oregon and California and provincial officials from British Columbia signed a plan to join together to fight climate change and build a clean energy economy. This is a big step in the right direction. The Tesoro Savage project would be a huge step in the wrong direction. I urge you to give comprehensive consideration to the harmful impacts of this proposal. Thank you



From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Rita Heinz <ritaheinz@hotmail.com>
Sent: Tuesday, October 29, 2013 10:01 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Oct 30, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

Please have the courage to say no to this massive push on dirty fossil fuels. Someone has to stop the insanity. 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. Rita Heinz
210 Suncrest Rd Unit 3
Talent, OR 97540-8620

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#153

From: Robin Thomas <robint@pacifier.com>
Sent: Tuesday, October 29, 2013 10:06 PM
To: EFSEC (UTC)
Subject: Testimony from EFSEC Hearing at Clark College 10/29/13
Attachments: Opposition to Oil Transfer Terminal .docx

Categories: Comment, Blue Category

Attached is a copy of my testimony from tonight's hearing. I appreciated the opportunity to testify.
Signed,
Robin C. Thomas

Testimony –Opposition to Oil Transfer Terminal 10/29/13

Hello, my name is Robin Thomas and I've lived at 3912 Clark Ave in Vancouver for the last 13 years.

I am here today to strongly urge the EFSEC to deny a permit to Tesoro Savage to create a "pipeline on wheels" that would transport 360,000 barrels of crude oil per day into the Port of Vancouver. This would require at least four 1 ½ mile long trains per day in addition to the current rail traffic coming in & out of our city.

The increased train traffic alone would seriously impact the waterfront development along our Renaissance Trail, and would expose walkers, bikers, joggers, infants, & children in strollers crossing our Vancouver Land Bridge to incessant noise pollution, diesel fuel exhaust, and restricted views of the Columbia River.

The Renaissance Trail and the Vancouver Land Bridge are popular and unique recreational sites that required significant investment of public and private funds. They are heavily used by both residents and tourists year round, and they deserve preservation and enhancement, not environmental degradation. The current trains create significant noise pollution and distraction and frequently block views of the Columbia from the Land Bridge already. A significant increase in train traffic could seriously impact the recreational & historical value of this unique site .

While these concerns may seem minor compared to the increase in global warming and toxic air pollution that the oil trains would create, the Land Bridge and the Renaissance Trail are part of the heart and soul of our community, and they need to be protected and preserved for future generations.

Lastly, the proposed 32 acre Vancouver water front development east of the Port of Vancouver includes plans for 3,300 residential units, 250,000 square feet of retail space, and one million square feet of office space. This seems completely incompatible with the amount of train traffic that would traverse the new development en route to what would be the largest crude oil terminal in the Pacific Northwest.

(I didn't read the last paragraph, as someone else had already made this argument.)

I said, "I agree with the 3rd speaker about the incompatibility of the proposed Vancouver water front development with the plan to build an oil transfer terminal just east of this proposed development."

Please consider the above concerns as you proceed with the scoping process. Thank you.

Robin C. Thomas

From: Robert Hughes <bugssrah@msn.com>
Sent: Tuesday, October 29, 2013 10:16 PM
To: EFSEC (UTC)
Subject: Not Everyone in Vancouver says 'no' to the Tesoro Savage application

Categories: Comment, Blue Category

I attended the Scoping Meeting tonight at Clark College and wanted to share with you that not everyone there felt antagonistic to this project.

Some of us know that Norway has successfully said "yes" to building an economy around oil production and has not lost it's natural beauty or grandeur; some of us know that Paris or London in the late 1890's was filthy and is clean today . . .in fact, even in the 1990's we were having those days we were told not to go outside in many cities right here! Things are BETTER today, and we should recognize that our regulations are working.

There are many of us out here who have faith in the system and understand that before the project is built it will have to pass strict regulations and have state-of-the-art mitigation plans. Many of my neighbors are supportive of the project and the possibilities it brings to the area.

Robert and Ruth Ann Hughes
2710 Grant Street
Vancouver, WA
360-903-1462

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Robert Swope <frhn@nwinfo.net>
Sent: Tuesday, October 29, 2013 10:31 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Oct 30, 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,

Mr. Robert Swope
16191 Tieton Dr
Yakima, WA 98908-8021
(509) 965-2561

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#156

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Marjorie Johnson <mejohanson41@aol.com>
Sent: Tuesday, October 29, 2013 11:01 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Oct 30, 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.

I personally do not see the value in lost natural resources which would be our beautiful Columbia River to a devastating OIL SPILL. We fish the best Salmon out of the Columbia, have many visitors just come to the Gorge to view it's beauty and enjoy its parks and recreation opportunities. Do you think they will come is all they hear is train whistles, hold up on track crossings, oil slicks on the river, polluted fish, etc. etc.??? This is a bad bad idea and no amount of temporary jobs can justify something that will affect the millions of our future generations in a negative way. Please do not let this Big Oil project go forward. Thank you for listening, please do not let this hazard poisonous "waste" flow down our Columbia Gorge.

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

Sincerely,

Ms. Marjorie Johnson
640 NW Freeman Ave
Hillsboro, OR 97124-2833
(503) 640-4682

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Kathy Lane <ladylane99@hotmail.com>
Sent: Tuesday, October 29, 2013 11:31 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category

Oct 30, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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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,

Ms. Kathy Lane
1906 C St
Vancouver, WA 98663-3330

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#158

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Brian Anderson <brianmichaelanderson@yahoo.com>
Sent: Tuesday, October 29, 2013 11:31 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment, Blue Category, Yellow Category

Oct 30, 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. Brian Anderson
1848 SE 35th Ave
Portland, OR 97214-5041



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: Cynthia Thornton-Tang

Address: 218 NW 41st St, Vancouver, WA 98660
(Please include your Zip!)

RECEIVED

OCT 29 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.

- Will there be an escrow fund set up for clean up costs once the port transitions away from an oil terminal?
- Will there be back up plans for the safety of the terminal in the case of flood, earthquake, or fire? If relying on a back up generator, ^{how} will that be protected?
- Will there be a mandate that all spills, whether in transit over land, on site, or in the river or ocean are reported and ^{the reports are} available to the public? ^{Who would be the clean up crew?} How would the fines be levied?
- Will there be an escrow account set up in the event of a spill or other accident?

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.

- Are the railway cars the same as involved in the explosion in Canada? If the railway cars are not double hulled, when will they be replaced & who will pay for this?
- Will the Tesoro Savage & the port still find this profitable if there is a carbon tax?
- Will the oil be exported out of the country?
- Is this the safest way to transport the oil?
- Could the equivalent number of jobs be created in this region if the port land was used by a different tenant?
- How will disruptions to communities be handled where there are street level crossings?
- Will a value be set for the natural resources of this area or the wildlife? ~~so that~~ If there was a spill, there would be compensation to the public who make their living by having our resources and wildlife? Would there be compensation for loss of a legacy?



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: Soren Andersen
Address: 2914 E. McLoughlin Vanco, 98001
(Please include your Zip!)

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.

I DO NOT WANT ANY OIL OR
COAL EXPORTS.

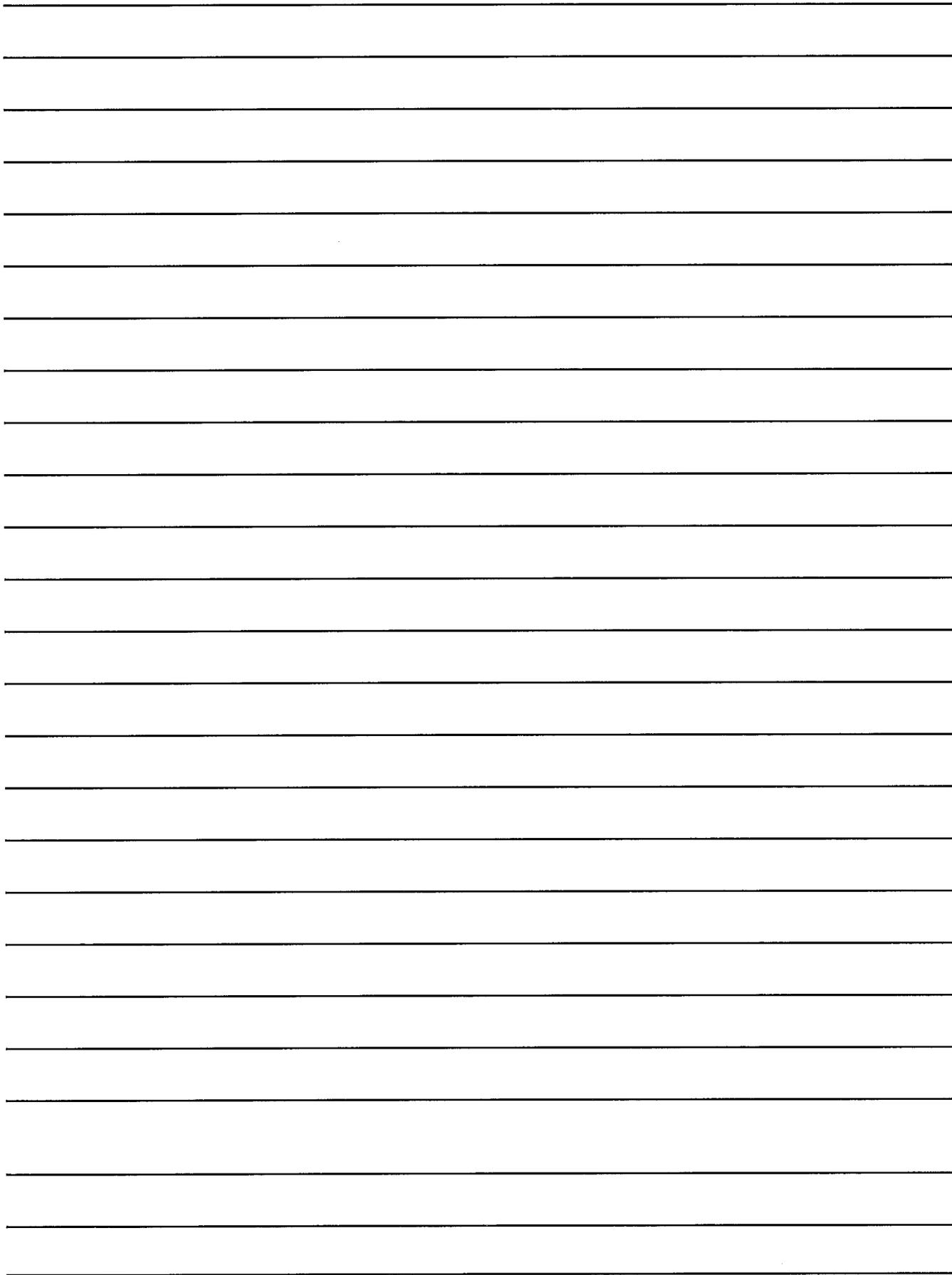
RECEIVED

OCT 29 2013

ENERGY FACILITY SITE
EVALUATION COUNCIL

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call (360) 664-1363, or e-mail efsec@utc.wa.gov.





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: CAROL ROSE

Address: 2209 NW 12 AVE, VANCOUVER
(Please include your Zip!) 98665

RECEIVED

OCT 29 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

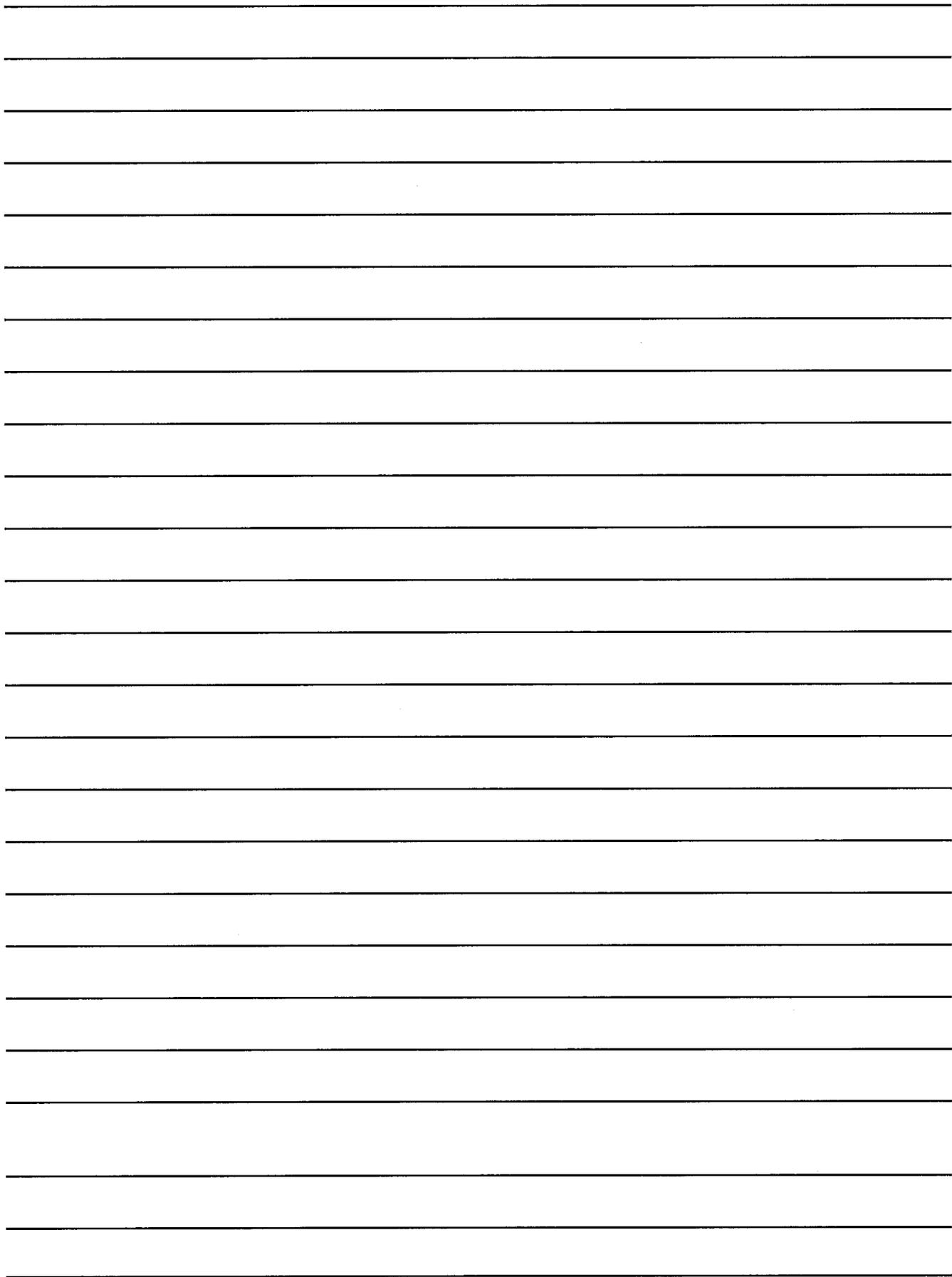
Leave this sheet in the Comment Box today, or mail it to:
EFSEC, PO Box 43172, Olympia, WA 98504-3172.

Comment letters must be postmarked by Monday, November 18, 2013.

The Columbia River is already
in danger due to Hanford.
How can our state protect the
oil danger on the Columbia,
Gov. Inslee just signed an
environmental agreement with
B.C, Cal, & Oregon. Surely he won't
approve this. This is adding oil
& coal to a disaster waiting to
happen. Fracked oil is most dangerous

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.



Port of Vancouver/energy facility site evaluation Council Tesoro Savage Vancouver energy distribution terminal
introductory and scoping comments
application number 2013 -- 01
Docket number EF --131590

RECEIVED

OCT 29 2013

ENERGY FACILITY SITE
EVALUATION COUNCIL**I introductory comments**

welcome to Vancouver
reasonable accommodation- thank you

 John Karpinski -- credentials

Who's Who in American Law (at least) 2003 to present

Won 2 Washington Supreme Court cases on the same day -- 9/9/99

- *Concerned Ratepayers Ass'n v. Public Utility Dist. No. 1 of Clark County, Wash.*, 138 Wn.2d 950, 983 P.2d 635 (Wash. 1999)
- *Currens v. Sleek*, 138 Wn.2d 858, 983 P.2d 626 (Wash. 1999)

Defeated Williams GSX natural gas pipeline through San Juan Co underwater nature preserve 2004

II Objections/scoping comments for the record

- My comments focus on SEPA, but equally relevant to NEPA

A) PORT CANNOT TAKE ANY ACTION THAT WILL LIMIT THE CHOICE OF REASONABLE ALTERNATIVES DURING SEPA REVIEW

I) object to the Port of Vancouver entering into a lease with Tesoro prior to final EIS as a violation of WAC 197 -- 11 -- 070

WAC 197-11-070 Limitations on actions during SEPA process

(1) Until the responsible official issues a final determination of nonsignificance or final environmental impact statement, **no action concerning the proposal shall be taken** by a governmental agency that would:

- Have an adverse environmental impact; or
- Limit the choice of reasonable alternatives.**

B) LEASES NOT EXEMPT FROM SEPA

WAC 197 -- 11 -- 800 (5)(c)Categorical exemptions

(5) **Purchase or sale of real property.** The following real property transactions by an agency shall be exempt:

(c) The lease of real property **when the use of the property for the term of the lease will remain essentially the same as the existing use**, or when the use under the lease is otherwise exempted by this chapter.

C) PORT LEASE IS AN ACTION UNDER SEPA...A PUBLIC ACTION.

1) lease is an action under WAC 197-11-704

(1) "Actions" include, as further specified below.

(a) New and continuing activities (including projects and programs) entirely or partly financed, assisted, conducted, regulated, licensed, or approved by agencies;

(b) New or revised agency rules, regulations, plans, policies, or procedures; and

(c) Legislative proposals.

(2) Actions fall within one of two categories:

(a) **Project actions.** A project action involves a decision on a specific project, such as a construction or management activity located in a defined geographic area. Projects include and are limited to **agency decisions to:**

(i) License, fund, or undertake any activity that will directly modify the environment, whether the activity will be conducted by the agency, an applicant, or under contract.

(ii) Purchase, sell, **lease**, transfer, or exchange natural resources, including **publicly owned land, whether or not the environment is directly modified.**

2) Lease is a public proposal under WAC 197-11-784

"Proposal" means a proposed action. A proposal includes both **actions** and regulatory decisions of **agencies** as well as any actions proposed by applicants.

D) NO ACTION ALTERNATIVE REQUIRED BY SEPA, obviated by lease

WAC 197-11-440 EIS contents

(5) Alternatives including the proposed action.

(a) This section of the EIS describes and presents the proposal (or preferred alternative, if one or more exists) and alternative courses of action.

(b) Reasonable alternatives shall include actions that could feasibly attain or approximate a proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation.

(i) The word "reasonable" is intended to limit the number and range of alternatives, as well as the amount of detailed analysis for each alternative.

(ii) The "no-action" alternative shall be evaluated and compared to other alternatives.

(iii) Reasonable alternatives may be those over which an agency with jurisdiction has authority to control impacts either directly, or indirectly through requirement of mitigation measures.

(c) This section of the EIS shall:

(i) Describe the objective(s), proponent(s), and principal features of reasonable alternatives. Include the proposed action, including mitigation measures that are part of the proposal.

(ii) Describe the location of the alternatives including the proposed action, so that a lay person can understand it. Include a map, street address, if any, and legal description (unless long or in metes and bounds).

(iii) Identify any phases of the proposal, their timing, and previous or future environmental analysis on this or related proposals, if known.

(iv) Tailor the level of detail of descriptions to the significance of environmental impacts. The lead agency should retain any detailed engineering drawings and technical data, that have been submitted, in agency files and make them available on request.

(v) Devote sufficiently detailed analysis to each reasonable alternative to permit a comparative evaluation of the alternatives including the proposed action. The amount of space devoted to each alternative may vary. One alternative (including the proposed action) may be used as a benchmark for comparing alternatives. The EIS may indicate the main reasons for eliminating alternatives from detailed study.

(vi) Present a comparison of the environmental impacts of the reasonable alternatives, and **include the no action alternative**. Although graphics may be helpful, a matrix or chart is not required. A range of alternatives or a few representative alternatives, rather than every possible reasonable variation, may be discussed.

(vii) Discuss the benefits and disadvantages of reserving for some future time the implementation of the proposal, as compared with possible approval at this time. The agency perspective should be that each generation is, in effect, a trustee of the environment for succeeding generations. Particular attention should be given to the possibility of **foreclosing future options by implementing the proposal**.

E) Lease in violation of SEPA is an *Ultra vires* act

Noel v. Cole, 98 Wash. 2d 375, 655 P.2d 245 (1982) Gov't approval issued in violation of SEPA is ultra vires

F) SCOPING NOTICE FROM EFSEC FAILS TO REQUIRE COMPREHENSIVE REVIEW

1) fails to include impacts including, but not limited to

- Exporting oil impacts
 - Only need for a deep water port is for oil export
 - If claim only domestic use, put condition that any change to export must go through another full EFSEC review, SEPA and NEPA EIS
- Extra jurisdictional impacts
- WAC 197 -- 11 -- 060 4 b
 - Includes entire transportation system
- indirect impacts including the precedent of future dirty energy related projects
- WAC 197 -- 11 -- 060 4 d
- cumulative impacts
- WAC 197 -- 11 -- 060 4 d
- catastrophic impacts...like explosions/dead people/spills who live everywhere the rail line, and river/ocean spills
- WAC 197- 11 -794

◦ (1) "Significant" as used in SEPA means a **reasonable likelihood of more than a**

moderate adverse impact on environmental quality.

(2) Significance involves context and intensity (WAC 197-11-330) and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact.

The severity of an impact should be weighed along with the likelihood of its occurrence. **An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred.**

2) fails to discuss required alternatives

- No action/no lease alternative
- Other potential uses that create equal or greater # jobs at a lesser environmental impact

G.Object to the failure to circulate the EFSEC scoping notice to the mailing list the port of Vancouver

III Objections Re: Port of Vancouver -objection to participation of Jerry Oliver in any proceedings re: project.

A) Must raise procedural objections as soon as possible.

B) Jerry Oliver has a pecuniary interest in project and precedent of project

1) Commissioners agree to tie their salaries to Port of Vancouver revenues

As stated in the Columbian,:

By Aaron Corvin, Columbian port & economy reporter

Published: October 22, 2013, 7:52 PM

The Port of Vancouver's elected commissioners unanimously approved a resolution Tuesday that provides commissioners salary increases tied to the port's financial performance.

Currently, a port commissioner receives a salary of \$635 per month — or \$7,620 annually — which is adjusted for inflation every five years. Under the new policy, those salaries would rise further based on increases in the port's operating revenue. If, for example, the port reaches revenue of \$35 million to \$50 million, commissioners could receive \$800 per month, or \$9,600 annually. If revenue hit the \$50 million to \$70 million range, pay would increase to \$1,000 per month, or \$12,000 annually, and so on. Conversely, dropping revenue would reduce pay.

The port anticipates operating revenue of \$34.08 million for 2014, so a pay raise would not kick in yet under the proposed change.

2) Jerry Oliver is running opposed for reelection.



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: ANGELA VAHSHOLTZ - ANDERSON

Address: 2914 E. M'LOUGHLIN BLVD., VANCOUVER, WA
(Please include your Zip!) 98661

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OCT 29 2013

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

ENERGY FACILITY SITE
EVALUATION COUNCIL

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.

I am strongly opposed to the Tesoro Distribution
Terminal. The economic costs far exceed
the gains the terminal provides.

Consider - Health costs - how many people
living along train tracks will
develop asthma? ASD or autism
in unborn children?

Environmental costs - It's only a
matter of time before we
experience a derailment, fires, ->

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.

explosions and oil spills. All of this = massive property costs and needless environmental clean up.

* Shipping massive quantities of oil over the Columbia River Bar is a massive problem waiting to happen.

→ They've spent huge amounts of money on salmon habitat restoration. These gains would be lost in an oil disaster.

→ Our governor has just signed a pact with Oregon, California + B.C. - This terminal is in direct opposition to their commitment to climate change.

- Vancouver has spent thousands of dollars on renewing the new waterfront - This terminal is dirty and undermines the healthy community planned for this area.

- TESORO = HORRIBLE, A STUPID IDEA!



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: THOMAS SWARF

Address: 813 NE 130TH CT VANCOUVER 98684
(Please include your Zip!)

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THE MOUTH OF THE COLUMBIA RIVER IS
ONE OF THE MOST DANGEROUS SHIP'S PASSAGES
IN THE WORLD. A TANKER ACCIDENT THERE
COULD DESTROY HUNDREDS OF MILES OF
WA & OR COASTLINE.

THE SCOPE OF ENVIRONMENTAL IMPACT
MUST TAKE INTO ACCOUNT THE ENTIRE
TRANSPORTATION CORRIDOR THAT THE
OIL WILL TRAVERSE.

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COMMENT FORM

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October 28 & 29, 2013

Name: Elizabeth Graser-Lindsey
Address: 2134 S. Ferguson Rd. Beavercreek OR
(Please include your Zip!)

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1. Freight routes & the rails are crowded in this region & should not be tied up for export use when there is inadequate for local passenger & regional freight needs
2. Salmon are already severely endangered & do not need addition hazards particularly oil spills. Other fish are also endangered.
3. Our water needs to remain pure & should not be contaminated by leaks
4. Oil carried could change over the years →

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call (360) 664-1363, or e-mail efsec@utc.wa.gov.

- and carrying ones can lead to extra leaks
5. Local towns are endangered when they are split in half by rail and people can't get where they need to go & emergency vehicles can't reach emergencies,
6. How can there be oil trains if the rails are filled w/ coal trains?
7. My children's lives matter. I don't want climate change elevating temperatures & threatening us w/ crop failure & famine; I don't want municipal snow packs depleted; I don't want storms & sea level rise; I don't want new insect pests such as West Nile virus



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: ANDREW STONE

Address: 238 N. BEECH, PORTLAND OR 97227
(Please include your Zip!)

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Comment letters must be postmarked by Monday, November 18, 2013.

I live closer to the terminal than much of Vancouver. I work
recreate in and eat food from the rail corridor.
Who would this terminal benefit? Would Tesoro put local b-shops
and communities at risk with an export Terminal? Would they
export Canadian Oil to Asia?
Even if it is ONLY for American oil - why ship it from here?
There are other alternatives. We gain 70 jobs. ~~we~~ we
risk - there will be derailers and spills. Tesoro acknowledge
this. What is the cumulative effect over time on all
communities along the rail corridor of diesel soot, rail upgrades

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call (360) 664-1363, or e-mail efsec@utc.wa.gov.

into sensitive areas, the impact on Washington and the region of spills and derailments on ecology, on local health, on food systems (ranch, farm, orchard, vineyard near rail corridor), on fish including ~~Endangered~~ ^{protected} threatened/Salmon, and on the protected Columbia River Gorge Scenic Area.

Please consider regional costs and benefits in this evaluation.

Oct. 29, 2013

Stephen Posner
Interim manager
Energy Facility Site Evaluation Council
1300 S. Evergreen Park Dr. SW
Olympia, WA 98504-3172

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ENERGY FACILITY SITE
EVALUATION COUNCIL

RE: Tesoro Savage Vancouver Energy Distribution Terminal

Dear Mr. Posner,

Thank you for hosting a public meeting regarding scoping of a proposed oil distribution terminal at the Port of Vancouver.

The scoping portion of a public process is normally just the initial phase, but in this case I believe it is the most important of all. That's because the scope of this decision affects not only the Vancouver community where this facility will be sited, nor will it be limited to the remarkable landscape of the Columbia River Gorge through which 380,000 barrels of oil will be shipped daily. Rather, this decision can and must be considered within the scope of atmospheric loading of carbon that is profoundly changing the planet our state leaders profess to care about.

Yesterday in San Francisco, Governor Inslee signed an agreement with Oregon, California and British Columbia, to promote the development of a clean-energy economy. Improving energy-efficiency and promoting renewable energy is commendable but also important for our self-interest. The West Coast is especially susceptible to climate change, including rising sea levels, more vigorous and frequent storms, changes in water supply, and acidification of our oceans. To his credit, Governor Inslee has long been a proponent of energy efficiency and limiting the emission of greenhouse gases.

Because we are blessed with an abundant network of hydroelectric dams, Washington's carbon contribution is small relative to other coal-dependent regions of the country, so we rarely get a chance to curb the large-scale carbon contributions whose impact we must live with. **This is a rare opportunity for the Evergreen State to put up or shut up.**

It makes no sense for Governor Inslee to attempt to stimulate a clean-energy economy on one hand, while easing the supply of the dirtiest form of fossil fuel extraction on the other hand -- at the same time undermining the city of Vancouver's efforts to revitalize our waterfront with all the attendant problems of an oil-export hub. And for what? For 110 full-time jobs in a county of half-a-million people. Surely, the Port of Vancouver can find other avenues to enhance Clark County's economy that doesn't involve sacrificing our community's aspirations at the cost of the global environment.

Scoping this problem is the key. If EFSEC is to make a recommendation to Governor Inslee, it cannot focus myopically on what the proponent calls the incremental effect on global climate change. The council can't slough this off as if-we-don't-someone-else-will, as the Port of Vancouver commission has. Fortunately, EFSEC is in position to take into account a broader point of view.

Thank you for considering my comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Erik Robinson', followed by a long horizontal line extending to the right.

Erik Robinson
6510 NW Lupin St.
Vancouver, WA 98663

Statement to the Energy Facility Site Evaluation Council about the Tesero-Savage oil export terminal

My name is Kate Ketcham. I am a nurse and resident of downtown Vancouver. I object the siting of a Tesero-Savage oil export terminal at the Port of Vancouver. What I have noticed is that much of the testimony and many of the safety systems for the terminal revolve around high visibility, low frequency events. My concern is about air and water quality degradation along the length of the oil transportation system to and from the proposed oil export terminal. I am concerned about the effects to air and water quality from high frequency, low visibility events. Specifically, I am concerned about the cumulative effects of small leaks, drips, vapor releases, overfills and other common incidents. I urge you to consider the entire length of the delivery system from rail car to barge or ship in your scoping. I am not an expert, but I have done some research. Even a little research reveals many opportunities for high frequency, low visibility incidents that cumulatively may cause environmental degradation.

The proposed Tesero-Savage oil export terminal will be located near a population center, several wildlife refuges and endangered fish habitat. I believe the potential for adverse environmental impacts due to the cumulative effects of oil loss and vapor losses along the entire oil export delivery path is significant and urge the Council to recommend that the Governor reject the Tesero-Savage oil export terminal proposal.

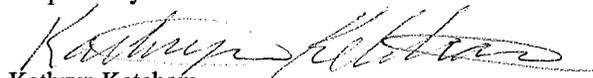
For example a few drips from a rail car valve are insignificant but multiplied over tens of thousands of cars in hundreds of trains these drips become gallons that have the potential to significantly contaminate water tables, rivers and streams harming endangered fish and other wildlife along the entire length of the route. While the tank farm will surely have non-permeable linings and dikes to contain oil spills, rail lines will not. Rainwater runoff will carry oil. I urge the Council to consider the cumulative effects to water tables, rivers and streams of small incidents along the entire rail line.

As I understand it, oil will be transferred from railcars to holding tanks, then onto barges and may then be transferred to ships. Each of the three or four transfers holds the potential for drips, overfills, vapor releases and accidental spills. There will be tens of thousands of transfers. Many incidents will be outside of dykes and containment systems. My review of the Washington Department of Ecology Prevention Recommendations on Bulk Oil Transfer Operations 1998-2005 leads me to believe that these kinds of incidents are not uncommon. Several barge companies and contractors will be likely be involved, some more knowledgeable, alert and well-trained than others. Given experience at facilities such as Cherry Point, accidents are predictable. Multiplied by thousands of transfers, small incidents will result in significant environmental damage. I urge the Council to consider the cumulative effect of transfer incidents to Columbia River water quality when making their recommendations.

Air quality is another concern. Although the tank farm will surely be equipped with some vapor recovery systems, releases outside recovery systems are likely. An example is small releases of vapor when valves are opened and closed. Air toxins like benzene, aromatic hydrocarbons and sulfur oxides will be released in small quantities with each transfer. These small releases are not infrequent and are predictable. There will be thousands of opportunities for small releases of vapor. Air quality is already a concern in the Columbia River air shed and Portland Metropolitan area especially during temperature inversions. I request that the EFSEC evaluate the environmental impact of cumulative small vapor releases on the air quality of Vancouver, the metropolitan area and the Columbia River air shed.

In conclusion, I believe there is significant potential for damage to water and air quality when cumulative small vapor and oil loss incidents along the entire oil delivery system are considered. I believe these low visibility, high frequency events will result in significant impacts on the health of the environment for wildlife, fish and the residents of Washington State. I urge you to recommend that the Governor reject the Tesero-Savage oil export terminal proposal.

Respectfully submitted



Kathryn Ketcham
123 W. 30th St., Vancouver, WA 98660

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Tesoro Savage Vancouver Energy Distribution Terminal; Public Comments

Thank you for allowing me to speak at the October 28, 2013 initial meeting but not being use to public speaking I have decided to make further comments that I could not make the evening before. I will focus on only one aspect that I feel disqualifies this project. I am surprised that Tesoro Savage had selected the Port of Vancouver, Washington in the first place. The Port is a bottleneck for smooth product transportation by sea. The Port of Vancouver sits 90 miles away from the Pacific Ocean. The river channels are narrow and ships transiting must pass close. I had the occasion to serve in the US Navy as a qualified Officer of the Deck on a ship similar in length and width to the vessels that will be used in transporting oil and ships of this nature are hard to stop and difficult to maneuver in almost any situation but in inland waters this presents a particular problem. Tesoro Savage will say that the ships being used are of the highest quality and manned by American crews. But the ships using the Columbia River are all not so qualified. Ships plying the Columbia come from all Pacific Rim Countries and are of questionable quality and crewed by maybe not so qualified crews. The difference now becomes apparent that the ships are not all carrying wood and grain products from the Northwest, but they are now carrying oil. If an accident should occur containment of an oil spill even from double bottom ships is an ever present possibility. Containment of oil in a river system will require traffic to be stopped in both directions until the clean-up is complete if at all. Once oil enters the estuaries of the various tributaries to the Columbia River, oil will be very hard to clean up; the effect on juvenile salmon fish using the estuaries for growth before entering the ocean will be dealt a death blow. The Pacific Northwest has spent millions of dollars in fish restoration and risking salmon recovery for short term profit, I believe, is not worth the price. What about low water in the river system. The Columbia River depends on Canadian snows and the water is also controlled by water users down the Columbia River system. Fish passage regulations now in place will require even further allocation restrictions. If global warming has an effect, who gets the water? Farms, Fish or Ships? What if the Columbia River Bar is closed because of winter storms? It has been closed in 2007 for at least 48 hours. Ships cannot move out to the ocean smoothly but must wait for a "Columbia River Bar Pilot" to take them safely across the Columbia River Bar. If ships must wait, they will have to anchor in the channel and wait their turn thus risking a possible collision from another ship maneuvering. If there is a delay in moving ships in and out of the Columbia River what about the trains coming into Vancouver. Trains carrying Oil, Coal, other products and Amtrak requesting space on just two tracks in Vancouver. I doubt that there is enough sidetrack in the Port of Vancouver to accommodate all the possible trains should the oil by ship transportation be delayed. The effect of having multiple trains stacked up in the system I feel will become detrimental to Vancouver and its continued growth. It all comes down to the main question, is the small profit in money and jobs that will come to Vancouver worth the risk? I say NO! Other ports will have to share in the burden from the inclusion of more ships in the river. Port of Portland, Longview, Kalama, and Astoria just to name a few.

Thank you
Philip Durkee

October 29, 2013

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Thank you
Philip Durkee



Washington State Energy Facility Site Evaluation Council

COMMENT FORM

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October 28 & 29, 2013

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Name: Carol Cavallaro

Address: 5835 SW Nevada Ct PDX
(Please include your Zip!)

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I have worked here in Vancouver for 35 years, I
have seen a downtown that worse ugly and unsafe. Over
the years Vancouver has become a place where quality
in living has increased due to fine decisions made at
several levels. Many people come here for vacation and
entertainment. You have a beautiful Renaissance River trail,
upbeat downtown and SO MUCH to protect for
economic reasons. Please continue this approach. It supplies
many jobs and will continue as you follow this trend.
Environment impacts are obvious but can Vancouver really

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afford to ~~demo~~ ruin it's tourist business, it's
livability (and thus ^{property} taxes from the lose of residents along
This gorgeous river.

Please do not ^{let} Vancouver ~~into~~ downhill, it
is just too nice.

- Concerns also include
all the usual)

Safety

pollution

Taxes ~~decline~~

lose of jobs

lose of livability

gain in illness

gain in homeless

503-246-5294

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Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#171

Mitchell
Meacham

OCT 29 2013

ENERGY FACILITY SITE
EVALUATION COUNCIL

NO Oil Terminal

Hello my fellow North westerners, my name is Mitchell Meacham and I am a sixteen year old student at Camas High School. The Philosopher Edmund Burke stated that the only thing necessary for evil is for good men to do nothing. The Tesoro-Savage oil terminal which is proposed to be built in Vancouver is an evil, from its beginnings with fracking In North Dakota, to rail transport, the movement of oil over water, and ending with the burning of the oil to pollute our earth. ~~This is a dangerous and costly process which we can no longer afford to do nothing about.~~

Throughout America, the process of fracking is being used to gain access to oil. What the oil companies don't want you to know is that fracking is polluting aquifers with dangerous chemicals, and releasing harmful gasses into American communities. Next the oil is transported by rail. These oil trains are not only a nuisance as they thunder through our home towns but are also extremely dangerous. This year alone there have been two oil train accidents, an oil train in a rural area derailed and exploded, another derailed destroying 30 buildings and causing 47 deaths. Are we willing to allow this sort of tragedy in Stevenson, Washougal, Camas, or Vancouver?

Of course not, but Tesoro is. After going through the proposed terminal, the oil will take a boat ride down the Columbia. If one of these ships were to wreck it would be a disaster, decimating the lower Columbia River ecosystem. The oil will eventually go to refineries which are also dangerous. There were 28 refinery fires in the 140 US refineries in 2012 alone.

(Possible Insert)

~~You Might be wondering what all of these things could possibly mean to each and every one of you. I can't say in three minutes how many negative effects there will be from this single terminal, there are just too many. What I can say is that this terminal would release toxic chemicals and fumes into our community. This terminal would promote the burning of fossil fuels which we do not need. And this terminal would endanger us by bringing explosive material by the hundreds of thousands of barrels per day through our towns. Disaster is not if, it is when, ask the families of the Canadians who died last summer.~~

Continued

Tesoro is a company which claims to pride itself on safety, a claim which is grossly untrue. A month ago a

Tesoro pipeline spilled 20,600 barrels, that's over 865,000 gallons, of oil into North Dakota. Also, the Tesoro refinery in Anacortes caught fire in 2010 killing ^{seven} ~~four~~.

Tesoro-Savage is feeding us a bad deal which is endangering our communities, homes, and families. I urge ^{EFSEC} ~~the department of ecology~~ to take a wide scope of the effects of this terminal as you will find it will negatively affect everything it touches along the entire process. Every person is guilty of the good they did not do; so we must do what is right and say no to environmental degradation, say no to big oil, say no to Tesoro, and say no to this terminal. Thank you.

Proposals are on the table to build two coal export terminals in Washington and now an oil terminal in Vancouver, all possibly serviced by one rail line at a distance of as much as 1500 miles, and all to pass through Vancouver. It is projected that 25 mile-long trains each day would be required to serve both of the coal export terminals. The projections for this oil terminal are 8-12 trains/day. All of these trains pass through a National Scenic area along the Columbia River, a Pacific Northwest treasure with the greatest flow of any North American river draining into the Pacific, and home to an important food supply, source of electricity and water.

The Statewide Rail Capacity and System Need Study completed in 2007 found that the BNSF's Vancouver-Pasco line was already at 70% of practical capacity even then. Agricultural producers in the interior of the state also rely on regular low-volume service. Clearly, this proposed increase in traffic would challenge the capacity of that rail line.

In addition, oil terminals are known to contaminate sites they inhabit. A few minutes online proves that and outlines why. Washington already has 49 Super Fund sites, indicating that we haven't done a great job monitoring potentially environmentally hazardous operations in the past. Pushing existing rail capacity to a point where derailments such as the recent Canadian disasters and those less dramatic ones that would still spill huge quantities of petrochemicals into the Columbia are increasingly likely. Using river front property for storage and transshipment of a known hazardous product with a likelihood of above and below ground water contamination in combination with problematic rail capacity makes this a very bad idea.

The message we are getting is that if there is anything left in the ground that we haven't exploited we need to do it as fast as possible. Greed and profit are kings. Forget future generations. That is yet another problem for our grandchildren to attempt to solve. They will need to be prepared to possibly add at least three more superfund sites to that long list.

Deanne Kocou

17818 NE 201st Ct

Brush Prairie WA 98606

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ENERGY FACILITY SITE
EVALUATION COUNCIL



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: Gisela S. Ray

Address: 85 SE 16th Court, Gresham OR, 97030
(Please include your Zip!)

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PLEASE WRITE ANY COMMENTS YOU HAVE WITH RESPECT TO THE
Tesoro Savage Vancouver Energy Distribution Terminal
Informational & Scoping Comments

ENERGY FACILITY SITE
EVALUATION COUNCIL

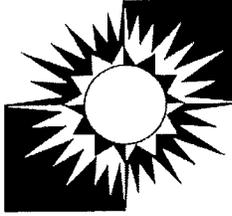
Leave this sheet in the Comment Box today, or mail it to:
EFSEC, PO Box 43172, Olympia, WA 98504-3172.

Comment letters must be postmarked by Monday, November 18, 2013.

I am very much opposed to sending oil
trains through the Columbia Gorge (or from
anywhere for that matter) to a terminal
in Vancouver, WA. The potential
environmental damage to the river (spills!)
& the valley - a powerful tourist attraction -
is very great. In light of the climate
change (already making itself known) makes
we should concentrate on renewables, not
on more carbon fuel infrastructure

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.



The Oregon Conservancy Foundation

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P. O. Box 982, Clackamas, Oregon 97015

Email: cnsrvncy@cascadeaccess.com

Phone: (503) 637- 6130 Cell Phone: (971) 221-4179

www.orconservancy.org

October 9, 2013

Before the Washington State Energy Facility Site Evaluation Council (EFSEC)

Public Comment of the Oregon Conservancy Foundation

The most significant oversight in the preparation of an Environmental Impact Statement (EIS) for the proposed Tesoro Savage petroleum terminal at the Port of Vancouver would be the failure to consider:

- Increased consumption of fossil fuel,
- Increased emissions of carbon dioxide, and
- Catastrophic Climate Change!

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The sole purpose for transporting oil by rail from North Dakota to the Port of Vancouver is to relentlessly press forward with the consumption of fossil fuel, which will have multiple adverse impacts affecting not only Vancouver but the Pacific Northwest and all of planet Earth.

The Intergovernmental Panel on Climate Change (IPCC) is now in the process of issuing their fifth assessment report on climate change. The first published report is entitled "Climate Change 2013, The Physical Science Basis." The IPCC's "Headline Statements from the Summary for Policymakers" contains a list of its significant findings of which the following are some major excerpts:

- *The atmospheric concentrations of carbon dioxide (CO²), methane, and nitrous oxide have increased to levels unprecedented in at least the last 800,000 years. CO² concentrations have increased by 40% since pre-industrial times, primarily from fossil fuel emissions and secondarily from net land use change emissions. The ocean has absorbed about 30% of the emitted anthropogenic carbon dioxide, causing ocean acidification.*
- *Human influence has been detected in warming of the atmosphere and the ocean, in changes in the global water cycle, in reductions in snow and ice, in global mean sea level rise, and in changes in some climate extremes. This evidence for human influence has grown since AR4. It is extremely likely that human influence has been the dominant cause of the observed warming since the mid-20th century.*
- *Continued emissions of greenhouse gases will cause further warming and changes in all components of the climate system. Limiting climate change will require substantial and sustained reductions of greenhouse gas emissions.*

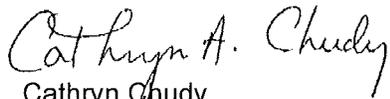
Any EIS must include all of the environmental, health and economic impacts of transporting 360,000 barrels of fracked crude oil by rail each day from North Dakota along the Columbia River. There must be risk assessments for threatened and endangered species, a programmatic EIS that considers cumulative regional rail impacts for coal as well as oil terminals, and an analysis of the vessel traffic impacts of all terminal proposals on the Columbia River. It is also imperative to consider the collective global impacts of multiple fossil fuel terminal projects on ocean acidification, acid rain, mercury emissions, and climate change.

We do not exist in a vacuum. What we do here links inexorably with what happens beyond the confines of our location. Your mandate requires you to "balance" demand for new energy facilities with the broad interests of the public, including protection of environmental quality and safety. You have it within your authority and you owe it to concerned citizens to ensure that your study will encompass the wider impacts that will be felt not only locally and regionally but outwardly in the world for centuries to come.

Climate change is upon us. We are its driving force, and we no longer can ignore the role we play in the survival of our planet. The price of business as usual is too great. It can no longer be supported by growth for the sake of growth, planned obsolescence, and the mindless consumption of resources and goods. The burden for change falls on us all and demands a greater consciousness in the way we live and protect life on Earth.

We thank you for taking these comments under consideration.

Respectfully,


Cathryn Chudy
Board of Directors


Lloyd K. Marbet
Executive Director
Oregon Conservancy Foundation



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: Amie Jackson

Address: 13715 SW Devonshire Dr Beaverton OR
(Please include your Zip!) 97005

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

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Place 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.

Tesoro lied about North Dakota. They do not
tell the truth and try to hide the damage they
have done. The pipe that broke in North Dakota
they claim was inspected. Why did it break and
what happens to the contaminated soil?

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:
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