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