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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Keith Brown & Teresa Robbins <humansol@teleport.com>  
**Sent:** Saturday, October 26, 2013 1:54 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Blue Category

Oct 26, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

Keith Brown and Teresa Robbins  
211 Malfait Tracts Rd  
Washougal, WA 98671  
(360) 837-1089

To: Energy Facility Site Evaluation Council  
Honorable Washington Governor, Jay Inslee

Re: TESORO EIS SCOPING October 26, 2013

My wife and I live in Skamania County in the heart of the incredible Columbia River Gorge and its National Scenic Area, rated #6 in the world for sustainable beauty destinations by National Geographic Traveler.

This scoping process must take into account the impact of the oil trains during transport through this exceptional area. It needs to include the likelihood of increased fires as a direct result of derailment (possibly exacerbated by coal deposits along the tracks loosening the rails) and additional train traffic. As former volunteer firefighters and a fire commissioner during the past 10 years, we have fought first-hand, fires ignited by rail traffic in the Cape Horn region of the National Scenic Area. Oil is highly combustible and there are documented cases of oil train cars that have ignited and destroyed nearby communities (e.g. the recent tragedy in Quebec, Canada). On a dry day with high east or west winds that frequent this area, a fire could easily sweep out of control and up the slopes of Cape Horn destroying homes, lives, and wildlife habitat. We were distressed to see that the assessment of fire danger in the TESORO application did not include the rail transport route. The fire dangers and ability of gorge local volunteer community fire departments to adequately respond must be included as part of the EIS scope.

There are numerous homes in the West End of Skamania County that will be totally cut off from Emergency Response services as the mile and a half long oil trains travel through on an all too frequent basis. As former EMT's, we know this 15 to 20 minute delay for each train can literally be the difference between life and death. Eight or more additional trains would block any access for 2.5 to 3 hours a day for just this TESORO proposal!

The cumulative impacts on the National Scenic Area of the rail traffic for the Vancouver TESORO proposal, plus the proposed Cherry Point Coal Terminal (Bellevue), plus the proposed Millennium Terminal (Longview) totaling 42 additional trains moving through the gorge daily, at least half carrying toxic and highly combustible fuels (not to even mention the trains generated for other oil by rail projects planned in the Pacific Northwest) must be included and fully evaluated as a part of the scope of this EIS.

We have been intricately involved in developing the Cape Horn Trail and Recreation area for the past 8 years. This excessive train traffic will dramatically increase noise, the likelihood of a train derailment (due to build-up of coal on the tracks), and could result in significant crude oil spills and toxic degradation to what has been a pristine and treasured environment and experience.

Fully investigate, as part of this scoping process, the contamination that will certainly result from crude oil washing into the Columbia River, its tributaries and its many wildlife refuges. Do not allow this scenic treasure and sensitive wildlife to be destroyed.

Skamania County's economic health and future depends heavily on the draw this area has for tourists because of the National Scenic Area and the recreational opportunities that exist here. For example, 72% of all retail sales in Skamania County come from tourists. The additional oil trains will cut Stevenson off from their waterfront area, discouraging tourists, the docking of passenger ships and the holding of special events. While the TESORO application touts the 151 jobs created on the rail lines, it does not address the possible loss of community jobs and tourist income affected by excessive train traffic, possible contamination and rail disasters throughout the rail route. The negative economic impact on and potential loss of jobs within gorge communities must be fully considered during this scoping process.

Sincerely,

Dr. Keith Brown & Teresa Robbins  
211 Malfait Tracts Rd  
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(360) 837-1089