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**From:** Sierra Club <information@sierraclub.org> on behalf of Tex Cusic  
<texcusic@comcast.net>  
**Sent:** Friday, November 15, 2013 2:28 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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,

Ms. Tex Cusic  
254 Ho Hum Ln  
Aberdeen, WA 98520-8533  
(360) 533-9835

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**From:** Sierra Club <information@sierraclub.org> on behalf of Sue Ellen Carpenter <geraldsueellen@hotmail.com>  
**Sent:** Friday, November 15, 2013 2:29 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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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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. Sue Ellen Carpenter  
248 Bon Jon View Way  
Sequim, WA 98382-8093  
(360) 681-2766

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**From:** Sierra Club <information@sierraclub.org> on behalf of Kathleen Tei <kateirn@hotmail.com>  
**Sent:** Friday, November 15, 2013 2:54 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 2013

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

Dear Mr. Posner,

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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. Kathleen Tei  
1408 A Street Kp N  
Lakebay, WA 98349-9642

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**From:** Sierra Club <information@sierraclub.org> on behalf of Sandra Earle <dsearle@earthlink.net>  
**Sent:** Friday, November 15, 2013 2:55 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 2013

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

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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. Sandra Earle  
5642 40th Ave W  
Seattle, WA 98199-1035  
(206) 281-7274

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**From:** Sierra Club <information@sierraclub.org> on behalf of Lauren Taylor <outloudart@gmail.com>  
**Sent:** Friday, November 15, 2013 2:56 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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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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. Lauren Taylor  
PO Box 1112  
Ashland, OR 97520-0038  
(541) 488-2146

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**From:** Sierra Club <information@sierraclub.org> on behalf of c giles <gilesci@eou.edu>  
**Sent:** Friday, November 15, 2013 3:11 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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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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. c giles  
1702 Oak St  
La Grande, OR 97850-1556  
(541) 663-0858

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**From:** Sierra Club <information@sierraclub.org> on behalf of Thomas Romano <thomasromano3829@comcast.net>  
**Sent:** Friday, November 15, 2013 3:29 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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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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. Thomas Romano  
12995 SW Allen Blvd Apt 6  
Beaverton, OR 97005-4576  
(503) 430-0569

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**From:** Lee Rafferty <director@vdausa.org>  
**Sent:** Friday, November 15, 2013 3:58 PM  
**To:** EFSEC (UTC)  
**Subject:** Weighing in on the Tesoro lease with the Port of Vancouver  
**Attachments:** oil terminal letterhead.docx

**Categories:** Green

Hello, Mr. Posner. Please consider the attached letter when evaluating the proposed oil terminal near downtown Vancouver, Washington. While our board of directors is not taking a pro or con stance, we do have concerns.

Thanks for your consideration.  
Lee Rafferty

[Like us on Facebook](#)



Lee Rafferty  
Executive Director  
811 Main Street  
Vancouver, WA 98660  
360.258.1129  
[www.vdausa.org](http://www.vdausa.org)



Board of Directors

Casey Wyckoff  
*President*

Josh Oliva  
*Vice President*

Charlene Dahlen  
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Linda McLain  
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Linda Glover  
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Lee Coulthard

Brian Davis

KC Fuller

Michael Lary

Linda Reid

Celinda Rupert

Christie Rust

Michelle Thor

Alishia Topper

Adam Tyler

Sherry Stewart

Lee Rafferty, *Executive Director*

811 Main Street  
Vancouver, WA 98660  
360.258.1129  
[www.vdausa.org](http://www.vdausa.org)

November 12, 2013

Mr. Stephen Posner, interim EFSEC manager,

Energy Facility Site Evaluation Council,

P.O. Box 43172,

1300 S. Evergreen Park Drive S.W.

Olympia, WA 98504-3172.

Dear Mr Posner:

We are the board of Vancouver's Downtown Association. Our work is laser focused on the vitality of our city's downtown core. We have advocated for the things that would make our downtown stronger. We have opposed the things that would make it harder to live, work, and invest in our downtown. Our core mission is to do those things that will help our city center become an even stronger economic driver in our region.

We understand that the EFSEC comment period regarding the matter of oil being shipped to and from the Port of Vancouver has been extended to December 18, 2013. Our board has taken no formal position on this issue.

Here's what we DO want to ask: Please look at our downtown as a place that you might be considering an investment, a vacation, or as a potential hometown. That's what VDA does every day. We ask that you carefully consider the impacts your decision will make on our community and neighborhoods. We ask that you be careful about the odors, the potential chemical environmental impacts, and the safety of the operation. One of our major programs for positive change is the 'Clean and Safe: A Tool For Revitalization' project. It is a litmus test for a number of our decisions.

Very passionate and well-informed people are on opposite sides of this issue. Vancouver's Downtown Association lands on the side of 'please do no harm' to our downtown that will alter its prospects for a vibrant, healthy future. If you would like to learn more about our work and our passion for this special place, go to [www.vdausa.org](http://www.vdausa.org)

This difficult decision falls ultimately to you. We appreciate the gravity and the stakes of this for this topic on you as a decision maker. And, we urge you to look at it through the lens of Downtown Vancouver's stakeholders.

Respectfully,

*Lee Rafferty*

Lee Rafferty

Executive Director

Vancouver's Downtown Association

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**From:** Sierra Club <information@sierraclub.org> on behalf of Lloyd & Elizabeth Taylor <emtseattle@gmail.com>  
**Sent:** Friday, November 15, 2013 6:06 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 2013

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

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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. Lloyd & Elizabeth Taylor  
721 N 138th St  
Seattle, WA 98133-7424  
(206) 349-1856

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Maureen Johnston  
<maureenjohnston988@gmail.com>  
**Sent:** Friday, November 15, 2013 6:07 PM.  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 2013

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

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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. Maureen Johnston  
13421 26th Ave NE  
Seattle, WA 98125-4307  
(206) 367-4841

---

**From:** Sierra Club <information@sierraclub.org> on behalf of M Freeman  
<me\_freeman@comcast.net>  
**Sent:** Friday, November 15, 2013 6:30 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 2013

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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. M Freeman  
4516 NE 106th St  
Seattle, WA 98125-6907

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Lloyd Johnston  
<lajceoigthi@gmail.com>  
**Sent:** Friday, November 15, 2013 7:00 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 2013

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

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Sincerely,

Mr. Lloyd Johnston  
13421 26th Ave NE  
Seattle, WA 98125-4307  
(206) 367-4841

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Padraic Freeman  
<paddy.freeman@gmail.com>  
**Sent:** Friday, November 15, 2013 7:31 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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,

Mr. Padraic Freeman  
405 McGraw St  
Seattle, WA 98109-2144  
(206) 963-1673

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Diane Moan <dianemoan@gmail.com>  
**Sent:** Friday, November 15, 2013 7:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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.

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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. Diane Moan  
12517 26th Ave NE  
Seattle, WA 98125-4301  
(704) 651-4126

---

**From:** Grace Teigen <teigeng@q.com>  
**Sent:** Friday, November 15, 2013 8:09 PM  
**To:** info@portvanusa.com; EFSEC (UTC); vancmo@cityofvancouver.us; Elect Topper; Patty Murray; Maria Cantwell; Jaime Herrera; stonier.monica@leg.wa.gov; boardcom@clarck.wa.gov; letters@columbian.com  
**Cc:** Sandy and Erskine Wood; Joyce and Jim Tobias and Chiappetta; Robin Engle  
**Subject:** Proposed Oil Terminal Port Development, Albina Asphalt Plant Expansion, Columbia articles Nov 14, 2013

**Categories:** Green

Burlington Northern loves the easy grade and low cost of bringing all sorts of cargo through the Columbia River Gorge and into Vancouver and beyond. The Port Commissioners are doing their job when they explore every opportunity to expand business at the Port. That said, we believe that they should look through a wider lens to get the full picture. The proposed Tesoro Oil Transfer site poses serious risks to many thousands of neighbors all along the route.

1. Consider that 47 residents (including a 4 year old child) in Lac Megantec, Canada were incinerated in their beds by the exact same type of oil in July 2013. All for lack of a set safety brake.
2. Consider that two Washington oil terminals have just had their permits reversed for "failure to address public safety and environmental issues".
3. Consider that when combined with proposed Albina Asphalt tanks and plant, the remaining hazardous chemical combination, after all possible filters have worked perfectly, is supposed to "scatter in the wind" according to Tesoro's "environmental consultant". The wind? Really? Two different proposals, two different decision makers but their properties are located in the same place and their "air combines."
4. Consider that Tesoro has a record of poor compliance with safety requirements and that their financial health is questionable. Can we rely on their promises? Did BP's protestations of safety protect the Gulf Coast?
5. Consider that a Tesoro Logistics pipeline recently ruptured in North Dakota spilling 865,000 gallons. Ask the farmer whose land is destroyed how he feels about Tesoro's safety record?
6. Consider that the promise of 100% use of new technology rail cars to mitigate the acknowledged risk, if true, is easily broken by Tesoro and Burlington.
7. Consider that Albina has received 49 odor complaints since 2010. Can the addition of tanks to hold 1,000,000+ gallons of asphalt and an additional "heating building", recently approved by the city, improve the situation?
8. Consider the when the oil is loaded on ships and taken out past the (dangerous) Columbia River bar, the risk we would be taking with the river, with Warrenton, with Astoria, with the LongBeach peninsula? And with everyone who lives and works along it?
9. Consider whether, when we voted for unopposed Port Commissioners, we ever imagined that we were authorizing them to impose these potentially life threatening risks on this many of their fellow Washington citizens.

That litany should be enough to discourage anyone, but we believe the Port Commissioners, the Vancouver City Council and the Governor should also consider that both the Tesoro or Albina developments do serious damage to Vancouver's attractiveness as a place to settle and raise a family or indeed make many other types of investment. We had been hoping and planning to buy one of the new Columbia West Renaissance condos that will soon be built just a short distance along the river. We are changing our mind because, even if the proposed sites pass every sort of emissions standard, the proximity of these sites to and the resultant damage to our city's

image, does harm to every investment in the area. We believe many other potential investors will share our concern. None of the regulators or decision makes have jurisdiction over our investment but...

Vancouver has already spent millions of tax payer dollars into the new infrastructure to pave the way for the Columbia West Renaissance Development. This is in keeping with the Vision Plan (2010)of Vancouver as a livable, attractive, family friendly place. The City has worked hard to transform the downtown core, build a Convention Center, beautify Esther Short park, create a Farmers Market . If we expand the asphalt plant by 1,000,000 plus gallons **and** we roll 380,000 barrels of crude oil a day past Wintler Park, Tidewater Cove, hundreds of homes along Evergreen Boulevard, along our Heritage Trail, past the back door of the new City Hall and end within smelling distance of the residents Fruit Valley, Jantzen Beach and the 1.3 billion dollar proposed river front development, how have we impacted all these positive efforts? Is 120 possible jobs enough? What could conceivably be "in it" for Vancouver that will offset the damage to our health, safety, our community, our image for "livability", our attractiveness for tourism and our many individual and collective investments?

Neither Tesoro nor Albina can in any sense, be considered "harmless". Though we don't live in Fruit Valley, we stand with their concerned residents and ask both the City Council and the Port Commissioners to take another very serious look at where we are going. We ask Governor Inslee to step in. Who will take a look at the "whole picture" and make more considered decisions.

Respectfully,

Grace Teigen  
Gene Wigglesworth

G

**From:** Sierra Club <information@sierraclub.org> on behalf of Bertha Bertha <concernedperson7@hotmail.com>  
**Sent:** Friday, November 15, 2013 8:12 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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. Bertha Bertha  
private  
Manzanita, OR 97130

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Barbara Rebenstorf <grannyrebs@comcast.net>  
**Sent:** Friday, November 15, 2013 8:28 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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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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. Barbara Rebenstorf  
750 Cascade St Apt 214  
Oregon City, OR 97045-2796  
(503) 387-5762

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**From:** Sierra Club <information@sierraclub.org> on behalf of Michael Pedersen  
<whereismichael\_987@hotmail.com>  
**Sent:** Friday, November 15, 2013 8:44 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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. Michael Pedersen  
27445 212th PI SE  
Maple Valley, WA 98038-3162

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Judith Gordon  
<judithrgordon@comcast.net>  
**Sent:** Friday, November 15, 2013 8:57 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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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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. Judith Gordon  
101 NW 58th St  
Apt 19  
Seattle, WA 98107-2075  
(206) 324-1454

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Florie Rothenberg <frothenberg@comcast.net>  
**Sent:** Friday, November 15, 2013 9:09 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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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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. Florie Rothenberg  
12303 23rd Ave NE  
Seattle, WA 98125-5252  
(206) 440-7264

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Danya Jablon <danya12321@yahoo.com>  
**Sent:** Friday, November 15, 2013 9:11 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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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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. Danya Jablon  
5220 176th St SW Unit 73  
Lynnwood, WA 98037-3045  
(206) 236-2131

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Kristina Bradwell  
<kristinabradwell@gmail.com>  
**Sent:** Friday, November 15, 2013 9:12 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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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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. Kristina Bradwell  
3080 Potter St  
Eugene, OR 97405-4277

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Justine Haltom <justine.haltom@gmail.com>  
**Sent:** Friday, November 15, 2013 9:19 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 2013

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

Dear Mr. Posner,

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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. Justine Haltom  
1902 Yew Street Rd  
Bellingham, WA 98229-8944

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Nancy White  
<nancypendletonwhite@comcast.net>  
**Sent:** Friday, November 15, 2013 9:40 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 2013

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

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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. Nancy White  
13311 E Forrest Ave  
Spokane Valley, WA 99216-0202  
(509) 922-3855

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**From:** George <aranobilis@earthlink.net>  
**Sent:** Friday, November 15, 2013 8:42 PM  
**To:** EFSEC (UTC)  
**Subject:** Vancouver Oil Terminal proposal comments

**Categories:** Green

Hello Council,

I spoke at the scoping hearing in Vancouver a few weeks ago. Due to the number of participants, I had to excise some significant portions of what I wished to say. Below is the complete version as I had hoped to present. Thank you again for your time and attention to this very important matter.

Hello. My name is George Jacobs, and for most of my professional life I have been a registered architect, although I no longer practice .

I say that not because I am about to give some sort of architectural critique of this proposal, but rather because when I first learned of it, a few things struck me which relate to the practices of proper development, approval, and construction.

The first is in regards to the meaning and intent of codes, permit processes, and regulation.

People in the building profession are taught that the purpose of codes, laws, and due process are to protect the health, safety and welfare of the general public; the citizens, the everyday users, those who contribute to the functioning of a community and society.

Those proposals which are determined to meet this criteria are allowed to proceed; those which do not, are denied.

The second aspect which jumped out at me about this proposal, was one of scale and proportion. As designers, we have been schooled in the appropriateness of scale and proportion.

Most zoning and planning ordinances in this country take this into account; how appropriate is the particular locality or site for the scale and scope of what is being proposed ? How appropriate is the proposed scale and USE of the facility in light of the surrounding context ?

When one looks at a proposal for a particular operations plant, it is typical to ask for examples, precedents, of other facilities in similarly situated places...and is then fair to examine the track record of such facilities.

Tesoro operates a refinery in Anacortes, one which has a very dark history of repeated violations and fines, many of them categorized as willful....as we all know. It is a facility which has the handling/processing capacity of around 115,000 barrels a day. Oil by rail traffic is approx.. 10 trains weekly.

It is located in a community with a population of 65,000 , measured w/i 15 mile radius of facility, which is how all population centers will be presented in this speech.

There is also a shell refinery in Anacortes which has a capacity of around 60,000 and rail traffic of 12 trains/weekly.

US Oil and Refining has an operation in Tacoma, a more metropolitan center. The facility has a capacity of 39,000 barrels daily, and rail traffic of 7 trains weekly. The population of metropolitan Tacoma and environs, again taken in the same radius to include the environs, is 400,000.

These, in Washington state. If we care to search out Tesoro facilities elsewhere, we can examine Salt Lake City, with a capacity of 58,000 barrels and a population measured via same radius of almost 450,000. Then Martinez, CA, with a capacity of 125,000 barrels and a population center of 300,000 people. Per their website, this is Tesoro's largest facility.

Both, like Anacortes, have received repeated fines and violations over the past few years. In both instances, many of the violations were also categorized as "willful" (meaning Tesoro was aware they were ignoring safety regulations and procedures, and decided to proceed regardless).

**This proposed Vancouver facility site sits in the second largest population center of the Pacific Northwest...**within a 15-mile radius there lives over 925,000 people. This is between DOUBLE and 15 times the populations of any of the aforementioned facility locations.

This proposal calls for a handling capacity of over **350,000** barrels per day. This is between TRIPLE and 9 times the amount of oil capacity of any other facility in the state, and/or run by Tesoro in other states of the west.

This proposed rail traffic will equal 72 trains weekly. This is between 4x and 10x the amount of rail traffic of any other facility either proposed or in operation.

So, scale and proportion. In both instances, the proposal is completely inappropriate for our population center, and beyond that...the proposal is also completely unprecedented in its scale and scope.

I would put forth that, given the repeated disasters of the past half decade, and Tesoro's abysmal track record, the relationship between capacity of a facility and population center should be inversely proportional. That is, the larger the populated area it sits in, the smaller the facility should be (if it should be allowed at all). In this instance, such a proportionality does not exist.

You do not put a terminal of unprecedented scale where it can **and likely will** cause the most impact and damage.

You have a corporation which has regularly and repeatedly and **willfully failed to safely operate smaller facilities located in much smaller population centers**, now proposing a massive facility in a dense and hugely populated municipality far, far larger than any other location in which they operate.

As a designer or building official, one would call that inappropriate. As just a regular Joe, it's more than fair to say it's a recipe for disaster.

Sincerely,

George Jacobs  
Portland

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**From:** Sierra Club <information@sierraclub.org> on behalf of Bethany Alender <bethany317@yahoo.com>  
**Sent:** Friday, November 15, 2013 9:54 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 15, 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,

Ms. Bethany Alender  
1519 9th Ave SW  
Olympia, WA 98502-5255  
(404) 819-8192

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Douglas Adams <douggoneit@gmail.com>  
**Sent:** Friday, November 15, 2013 10:04 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Douglas Adams  
2747 46th Ave SW  
Seattle, WA 98116-2420  
(206) 923-1885

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**From:** Sierra Club <information@sierraclub.org> on behalf of Denise R. Ballard <wateri@yahoo.com>  
**Sent:** Friday, November 15, 2013 10:25 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Denise R. Ballard  
6523 California Ave SW  
Seattle, WA 98136-1833

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Denise R. Ballard <wateri@yahoo.com>  
**Sent:** Friday, November 15, 2013 10:25 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Denise R. Ballard  
6523 California Ave SW  
Seattle, WA 98136-1833

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Lance Sobel <Irsobel@yahoo.com>  
**Sent:** Friday, November 15, 2013 10:36 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Lance Sobel  
101 NW 58th St  
# No19  
Seattle, WA 98107-2074

**From:** Sierra Club <information@sierraclub.org> on behalf of Gail Shackel  
<gmshackel@mac.com>  
**Sent:** Friday, November 15, 2013 11:19 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Gail Shackel  
3211 Point White Dr NE  
Bainbridge Island, WA 98110-4063  
(206) 842-0532

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**From:** Sierra Club <information@sierraclub.org> on behalf of Cathleen Countryman <kippcat@comcast.net>  
**Sent:** Friday, November 15, 2013 11:23 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Cathleen Countryman  
4621 N Huson St  
Tacoma, WA 98407-4416

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Carol Friendly <carol.friendly@gmail.com>  
**Sent:** Friday, November 15, 2013 11:32 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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.

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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. Carol Friendly  
6367 SW Lombard Ave Apt 51  
Beaverton, OR 97008-4794  
(971) 228-8483

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Tim Durnell  
<dtdurnell@gmail.com>  
**Sent:** Friday, November 15, 2013 11:57 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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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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. Tim Durnell  
3087 Daisy Mine Rd  
Rice, WA 99167-9745  
(509) 738-6101

---

**From:** Sierra Club <information@sierraclub.org> on behalf of karen potts <kfotheringhampotts47@gmail.com>  
**Sent:** Saturday, November 16, 2013 12:37 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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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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. karen potts  
671 Park St  
Ashland, OR 97520-2503  
(707) 280-9284

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Anthony Bencivengo <anthonylawerencebencivengo@msn.com>  
**Sent:** Saturday, November 16, 2013 12:57 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 2013

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

Dear Mr. Posner,

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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 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 due to the fact that the shipping route runs right along Puget Sound.
- 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, including their contributions to ocean acidification.

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. Anthony Bencivengo  
12516 37th Ave NE  
Seattle, WA 98125-4655  
(206) 363-6347

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**From:** Sierra Club <information@sierraclub.org> on behalf of Helen Hays <hlhays@ccgmail.net>  
**Sent:** Saturday, November 16, 2013 1:06 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Helen Hays  
18553 S Ferguson Rd  
Oregon City, OR 97045-9309  
(503) 631-4463

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**From:** Sierra Club <information@sierraclub.org> on behalf of Roxanne Earl  
<roxyearl@gmail.com>  
**Sent:** Saturday, November 16, 2013 1:08 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Roxanne Earl  
1351 Franklin St NW  
Salem, OR 97304-3903  
(503) 925-5699

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**From:** Sierra Club <information@sierraclub.org> on behalf of Sharon Fetter <sfetter@earthlink.net>  
**Sent:** Saturday, November 16, 2013 1:46 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Sharon Fetter  
PO Box 521  
Puyallup, WA 98371-0054

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**From:** Sierra Club <information@sierraclub.org> on behalf of Stephen Johnson <stevej7244@gmail.com>  
**Sent:** Saturday, November 16, 2013 1:51 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Dr. Stephen Johnson  
3840 NE 33rd Ave  
Portland, OR 97212-1753

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**From:** Sierra Club <information@sierraclub.org> on behalf of Bette Schei  
<betteschei@gmail.com>  
**Sent:** Saturday, November 16, 2013 2:07 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Bette Schei  
2685 NW Savier St  
Portland, OR 97210-2413  
(503) 705-1971

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**From:** Sierra Club <information@sierraclub.org> on behalf of Tina Mulcahy <haleiwa47@hotmail.com>  
**Sent:** Saturday, November 16, 2013 2:07 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Tina Mulcahy  
24219 15th Pl SE  
Bothell, WA 98021-8875  
(425) 485-2121

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**From:** Sierra Club <information@sierraclub.org> on behalf of Robert Sullivan <bobert@spiritone.com>  
**Sent:** Saturday, November 16, 2013 2:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Robert Sullivan  
2022 N Willamette Blvd  
Portland, OR 97217-4405  
(503) 285-4313

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**From:** Sierra Club <information@sierraclub.org> on behalf of S Klof <jsklof@yahoo.com>  
**Sent:** Saturday, November 16, 2013 2:15 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. S Klof  
766 Charles Ave S  
Salem, OR 97302-6005  
(503) 588-3092

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**From:** Sierra Club <information@sierraclub.org> on behalf of Phebe Lowell Bowditch <bowditch@uoregon.edu>  
**Sent:** Saturday, November 16, 2013 2:26 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Dr. Phebe Lowell Bowditch  
83825 Morning Star Rd  
Creswell, OR 97426-9488  
(541) 744-1950

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**From:** Sierra Club <information@sierraclub.org> on behalf of Ronald King <rfking01@gmail.com>  
**Sent:** Saturday, November 16, 2013 2:32 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Ronald King  
1687 Onyx St NW  
Salem, OR 97304-2135  
(503) 364-5689

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**From:** Sierra Club <information@sierraclub.org> on behalf of Stephanie Strobele <sstrobele@msn.com>  
**Sent:** Saturday, November 16, 2013 2:47 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Stephanie Strobele  
15115 NE 67th Pl  
Redmond, WA 98052-4739

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**From:** Sierra Club <information@sierraclub.org> on behalf of Robert Thelen Thelen <romathelen@gmail.com>  
**Sent:** Saturday, November 16, 2013 3:02 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Robert Thelen Thelen  
PO Box 307  
Burns, OR 97720-0307  
(541) 493-2213

**From:** Sierra Club <information@sierraclub.org> on behalf of Jay Humphrey  
<blue1jay@yahoo.com>  
**Sent:** Saturday, November 16, 2013 3:06 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Jay Humphrey  
25525 S Laura Ln  
Estacada, OR 97023-9417

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**From:** Sierra Club <information@sierraclub.org> on behalf of Donna Harris <kermit.donna@gmail.com>  
**Sent:** Saturday, November 16, 2013 3:10 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Dr. Donna Harris  
55785 Lost Rider Loop  
Bend, OR 97707-2728  
(541) 593-1970

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**From:** Sierra Club <information@sierraclub.org> on behalf of William Monroe <bill.monroe@yahoo.com>  
**Sent:** Saturday, November 16, 2013 3:10 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. William Monroe  
1467 Ridge Dr  
Camano Island, WA 98282-7615  
(360) 387-8270

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**From:** Sierra Club <information@sierraclub.org> on behalf of Barbara Robinson <br99207@aol.com>  
**Sent:** Saturday, November 16, 2013 3:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Barbara Robinson  
4012 N Nevada St  
Spokane, WA 99207-3058  
(509) 487-6086

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**From:** Sierra Club <information@sierraclub.org> on behalf of Kim Collier  
<kimmcollierphd@comcast.net>  
**Sent:** Saturday, November 16, 2013 3:20 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 2013

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

Dear Mr. Posner,

Dear Stephen 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.

Both of my children, ages 8 and 11, are very concerned about our environment, our over reliance on oil and about protecting the Puget Sound for our resident orcas and other wildlife.

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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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,

Kim Collier  
818 12th Avenue  
Seattle, WA 98122

Sincerely,

Dr. Kim Collier  
818 12th Ave  
Seattle, WA 98122-4410  
(206) 329-5255

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**From:** Sierra Club <information@sierraclub.org> on behalf of Virginia Balogh <virginiabalogh1@gmail.com>  
**Sent:** Saturday, November 16, 2013 3:27 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Virginia Balogh  
135 S 331st Pl Apt 501  
Federal Way, WA 98003-7378

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**From:** Sierra Club <information@sierraclub.org> on behalf of Francesca Rossellini <francesca.rossellini@gmail.com>  
**Sent:** Saturday, November 16, 2013 3:28 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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:

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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. Francesca Rossellini  
5016 Fairwood Blvd NE Apt 242  
Tacoma, WA 98422-2147

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**From:** Sierra Club <information@sierraclub.org> on behalf of Robert Cleveland <rfcjr23@yahoo.com>  
**Sent:** Saturday, November 16, 2013 3:29 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Dr. Robert Cleveland  
9011 SW 15th Ave  
Portland, OR 97219-4239

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**From:** Sierra Club <information@sierraclub.org> on behalf of Caroline Bridges <cncbridges@comcast.net>  
**Sent:** Saturday, November 16, 2013 3:29 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Caroline Bridges  
2828 Shellgrove W  
Salem, OR 97305  
(503) 551-0346

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Gulnar Adam <gulnar78611@gmail.com>  
**Sent:** Saturday, November 16, 2013 3:31 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mrs. Gulnar Adam  
Redmond Way  
Redmond, WA 98052

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Judy Kaitlus <judykailus@gmail.com>  
**Sent:** Saturday, November 16, 2013 3:36 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Judy Kaitlus  
3805 Lytle Rd NE  
Bainbridge Island, WA 98110-3206

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Jana Panfilio <jpanjleal@comcast.net>  
**Sent:** Saturday, November 16, 2013 3:45 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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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The public safety and environmental impacts of this proposal deserve close scrutiny. For example, EFSEC must assess:

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

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

Sincerely,

Ms. Jana Panfilio  
2825 SW 121st Ave  
Beaverton, OR 97005-1452

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**From:** Sierra Club <information@sierraclub.org> on behalf of Jeanine Paris <neenertoo@gmail.com>  
**Sent:** Saturday, November 16, 2013 3:45 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Jeanine Paris  
2000 N Alder St  
Ellensburg, WA 98926-2219

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**From:** Sierra Club <information@sierraclub.org> on behalf of Barbara Leen <macleighin@aol.com>  
**Sent:** Saturday, November 16, 2013 3:50 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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.

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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. Barbara Leen  
13420 90th PI NE  
Kirkland, WA 98034-1869  
(425) 823-2786

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**From:** Sierra Club <information@sierraclub.org> on behalf of Leslie Smith  
<lesliegraysmith@yahoo.com>  
**Sent:** Saturday, November 16, 2013 3:51 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Leslie Smith  
3733 E Smith Rd  
Bellingham, WA 98226-9573  
(360) 592-6756

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**From:** Sierra Club <information@sierraclub.org> on behalf of Scott Species <sspecies@yahoo.com>  
**Sent:** Saturday, November 16, 2013 4:02 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Scott Species  
1922 9th Ave Apt 401  
Seattle, WA 98101-1302

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**From:** Sierra Club <information@sierraclub.org> on behalf of Nancy Lee Farrell  
<nfarrellwa@gmail.com>  
**Sent:** Saturday, November 16, 2013 4:37 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Nancy Lee Farrell  
4005 N 24th St  
Tacoma, WA 98406-4804  
(253) 952-0571

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**From:** Sierra Club <information@sierraclub.org> on behalf of Mary Branson  
<marydbranson@hotmail.com>  
**Sent:** Saturday, November 16, 2013 5:00 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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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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. Mary Branson  
PO Box 388  
Centralia, WA 98531-0388  
(360) 508-8024

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**From:** Sierra Club <information@sierraclub.org> on behalf of Share Jolliffe <sherjoll@yahoo.com>  
**Sent:** Saturday, November 16, 2013 6:34 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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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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. Share Jolliffe  
4740 34th Ave NE  
Seattle, WA 98105-4007  
(206) 528-1508

**From:** Steve Howell <cycleor@comcast.net>  
**Sent:** Saturday, November 16, 2013 6:47 AM  
**To:** EFSEC (UTC)  
**Subject:** Proposed Vancouver Oil terminal  
**Attachments:** EFSEC.docx

**Categories:** Green

A consideration for Governor Inslee.

Thank you,

Steve Howell

November 15, 2013

Steve Howell  
11004 NE 102<sup>nd</sup> Avenue  
Vancouver, WA 98662

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

Dear Mr. Posner:

The Columbian newspaper article on November 15, 2013 on air quality and the proposed oil terminal in Vancouver, WA, causes me concern.

Tesoro Corp. stated, "Will apply the "best available" control technologies, including vapor combustion equipment." My question to Tesoro Corp is; does that technologies exist? By typing into a browser search engine the phrase "Oil storage facility explosion or Railcar oil tanker cars accidents" returns many millions of "hits" worldwide. So do current technologies reduce the emissions to protect human health either environmental?

Tesoro Corp planned terminal would be in a wildlife habitat encompassing 2,300 acres just to the north of the project. Prevailing winds in winter are from the south. Lastly but of critical importance is the residences less than two miles from the terminal.

I hope our State leaders make a decision that is the best interest of Washingtonians.

Sincerely,

Steve Howell

**From:** jwilli@kensel.com  
**Sent:** Saturday, November 16, 2013 7:19 AM  
**To:** EFSEC (UTC)  
**Subject:** proposed oil terminal Vancouver, Washington

**Categories:** Green

I am a resident of Clark County. I live north of the proposed terminal. I am opposed to bringing trains through the Columbia River basin and transporting the fuel out of Vancouver and through the Columbia River. Times are changing. We need to focus on infrastructure that is bringing non polluting energy to our communities and to the world. Allowing this terminal to be added, adds to the old way of thinking. I understand we are in an economic downturn , however, it is a perfect time to make Washington State a shining example of new thinking and focus toward innovation in the energy field. After all we have a giant problem with Hanford, and notice how many decades it has taken to make it safe - and it is becoming more of a threat to the Columbia and the waterways. With that knowledge Washington state needs to make a commitment to green energy, not adding more pollution to our state but to add more non-polluting energy. Washington could be an example of what NO could accomplish. We could possibly to be an example to the world in the energy field!

Jan Williams

Sent from Windows Mail



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**From:** Sierra Club <information@sierraclub.org> on behalf of Howard Leighty <zephyr@pcez.com>  
**Sent:** Saturday, November 16, 2013 7:59 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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.

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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. Howard Leighty  
PO Box 5193  
Vancouver, WA 98668-5193

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Brent Williams  
<yellowpupfarm@bctonline.com>  
**Sent:** Saturday, November 16, 2013 8:05 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 2013

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

Dear Mr. Posner,

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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. Brent Williams  
21721 S Cloudview Dr  
Oregon City, OR 97045-9160

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Mike Murphy <guemesif@gmail.com>  
**Sent:** Saturday, November 16, 2013 8:05 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 2013

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

Dear Mr. Posner,

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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. Mike Murphy  
5819 Edens Rd  
Anacortes, WA 98221-9057  
(360) 293-9225

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Randy and Melaine Zimmerman <melaine.zimmerman@gmail.com>  
**Sent:** Saturday, November 16, 2013 8:07 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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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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. Randy and Melaine Zimmerman  
3704 S Manito Blvd  
Spokane, WA 99203-1523

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Paula Weisman <paulaweisman@gmail.com>  
**Sent:** Saturday, November 16, 2013 8:58 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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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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. Paula Weisman  
1207 NW 92nd St Apt 404  
Seattle, WA 98117-3424  
(415) 225-0148

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**From:** Sierra Club <information@sierraclub.org> on behalf of Carl Spotz <cspotzrun@gmail.com>  
**Sent:** Saturday, November 16, 2013 9:00 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Carl Spatz  
3503 W Mukilteo Blvd  
Everett, WA 98203-1251

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**From:** Siberman88@aol.com  
**Sent:** Saturday, November 16, 2013 9:16 AM  
**To:** EFSEC (UTC)  
**Subject:** Port of Vancouver oil terminal  
  
**Categories:** Green

Hello:

I have serious concerns about the proposed Port of Vancouver oil terminal and oil by rail project. While this would create jobs, I'm concerned about the condition of the rail system to handle greatly increased train traffic and long delays at railroad crossings for vehicular traffic in communities like Camas and Washougal. I'm especially concerned about a train derailment or other accident causing an oil spill in the Columbia Gorge or in any community along the route. I would think, at minimum, that any train car transporting oil would be constructed so that it could not burst in the event of an accident, whatever it takes. Recall the oil train accident in eastern Canada awhile back.

It's encouraging, as I understand, that such oil would be used for U.S. refinement and consumption (including AK), perhaps Canada thus helping those economies and perhaps stabilizing or reducing gasoline prices, but what guarantee is there that this would not change, shipping crude to China or elsewhere?

Thank you,  
Steve Foster  
Vancouver WA



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**From:** Sierra Club <information@sierraclub.org> on behalf of Michael Bellinger <michael@michaelbellinger.com>  
**Sent:** Saturday, November 16, 2013 9:28 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. We need to protect our waterways.

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. Many people in Alaska are still affected by the results of the Exxon Valdez disaster.

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. The trade-off is not worth it for Washington State.

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 for the long term health of the state.

Sincerely,

Mr. Michael Bellinger  
11574 Entiat River Rd  
Entiat, WA 98822-9771

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**From:** Sierra Club <information@sierraclub.org> on behalf of Paula Kinzer <ecosense@bendbroadband.com>  
**Sent:** Saturday, November 16, 2013 9:30 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 2013

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

Dear Mr. Posner,

I urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal, docket No. EF-131590, Application No. 2013-01 which would turn the Port of Vancouver into a major crude oil export terminal and create unacceptable environmental and public health and safety risks.

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 urgently ask you to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Mrs. Paula Kinzer  
65180 76th St  
Bend, OR 97701-8612  
(541) 390-5826

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**From:** Sierra Club <information@sierraclub.org> on behalf of Carla Utter  
<carlautter@yahoo.com>  
**Sent:** Saturday, November 16, 2013 9:32 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Carla Utter  
3717 Oyster Bay Rd NW  
Olympia, WA 98502-9544  
(360) 866-9604

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**From:** Sierra Club <information@sierraclub.org> on behalf of Dorothy Jordan <dorriewolf@earthlink.net>  
**Sent:** Saturday, November 16, 2013 9:33 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01.

Nov 16, 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,

Ms. Dorothy Jordan  
1407 Abbott Rd  
Lynden, WA 98264-9401

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**From:** Sierra Club <information@sierraclub.org> on behalf of Kate Mullins <k8\_mullins@hotmail.com>  
**Sent:** Saturday, November 16, 2013 9:58 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Kate Mullins  
18724 NE Everett Ct  
Portland, OR 97230-7639  
(408) 390-4256

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**From:** Sierra Club <information@sierraclub.org> on behalf of Michael Young  
<meatmichael@yahoo.com>  
**Sent:** Saturday, November 16, 2013 10:04 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Michael Young  
2004 E 13th St  
The Dalles, OR 97058-3904  
(541) 296-4042

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**From:** Sierra Club <information@sierraclub.org> on behalf of Wesley Noone <wnoone@cocc.edu>  
**Sent:** Saturday, November 16, 2013 10:30 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Wesley Noone  
32 NW Gilchrist Ave  
Bend, OR 97701-2514

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**From:** Sierra Club <information@sierraclub.org> on behalf of Nick Barcott  
<nbarcott@msn.com>  
**Sent:** Saturday, November 16, 2013 10:59 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Nick Barcott  
1318 N Lake Stickney Dr  
Lynnwood, WA 98087-2029  
(425) 741-0070

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**From:** Sierra Club <information@sierraclub.org> on behalf of Feryll Blanc  
<wildsalmon.tales@gmail.com>  
**Sent:** Saturday, November 16, 2013 11:00 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Feryll Blanc  
13589 Trumpeter Ln  
Mount Vernon, WA 98273-8905  
(360) 424-8253

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**From:** Sierra Club <information@sierraclub.org> on behalf of Marceline Gearry <marcelineg@gmail.com>  
**Sent:** Saturday, November 16, 2013 11:04 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. Marceline Geary  
2884 NW Savier St  
Portland, OR 97210-2418  
(503) 223-4366

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Jim Ploger  
<jploger@gmail.com>  
**Sent:** Saturday, November 16, 2013 11:28 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Jim Ploger  
1909 S Charles St  
Seattle, WA 98144-2932  
(206) 372-4212

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**From:** Sierra Club <information@sierraclub.org> on behalf of Tim Hesterberg  
<enviro@timhesterberg.net>  
**Sent:** Saturday, November 16, 2013 11:33 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Dr. Tim Hesterberg  
2628 31st Ave W  
Seattle, WA 98199-3338  
(206) 398-9207

**From:** Sierra Club <information@sierraclub.org> on behalf of Pamela Allee  
<alleepa@gmail.com>  
**Sent:** Saturday, November 16, 2013 11:33 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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. By full impact I mean that global implications must be considered! For instance, the possibility that the continued extraction and use of fossil fuels (especially from the Bakken fields or the Canadian oil sands ) will eventually reduce rainfall in the northwestern US, greatly impacting our agriculture and forestry yields.

If approved, the plan would result in 380,000 barrels of dirty Bakken 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 want you to reject 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. Since I live very close to the railroad "cut" in North Portland, I am quite concerned about the very real danger to our property and to our AIR.

2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route. You need to realize that the Astoria Bar requires expert piloting and a craft able to respond nimbly to safely cross over to the ocean. Please realize that a tug and barge is NOT the nimblest of craft!

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. This cannot be emphasized enough!

5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington state. The oceans have already been changed enough by CO2 and other emissions from fossil fuel use to impact the viability of marine life worldwide.

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

Sincerely,

Mrs. Pamela Allee  
7425 N Portsmouth Ave  
Portland, OR 97203-4242  
(503) 285-6371

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**From:** Sierra Club <information@sierraclub.org> on behalf of Mariska Voronovszky <m.voronovszky@gmail.com>  
**Sent:** Saturday, November 16, 2013 11:58 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Mariska Voronovszky  
4806 NE 316th Ct  
Camas, WA 98607-9656

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**From:** Sierra Club <information@sierraclub.org> on behalf of R T von Koch  
<rtvonkoch@hotmail.com>  
**Sent:** Saturday, November 16, 2013 11:59 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. R T von Koch  
8459 NW Ash St  
Portland, OR 97229-6769  
(949) 366-8329

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**From:** Sierra Club <information@sierraclub.org> on behalf of Nick Taylor  
<greenybaabaa@yahoo.com>  
**Sent:** Saturday, November 16, 2013 12:30 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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:

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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. Nick Taylor  
2927 33rd Ln NW  
Olympia, WA 98502-3215

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**From:** Sierra Club <information@sierraclub.org> on behalf of Mary Lasswell  
<marylasswell@comcast.net>  
**Sent:** Saturday, November 16, 2013 12:31 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Mary Lasswell  
3728 N Russet St  
Portland, OR 97217-5939  
(503) 283-0547

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**From:** Sierra Club <information@sierraclub.org> on behalf of Nathan Petz <breezers12@yahoo.com>  
**Sent:** Saturday, November 16, 2013 12:59 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Nathan Petz  
811 Latourell Way  
Vancouver, WA 98661-5829

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Frank Hadella <hadellaf@hotmail.com>  
**Sent:** Saturday, November 16, 2013 12:59 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Frank Hadella  
2735 SE 50th Ave  
Portland, OR 97206-1537  
(503) 239-1839

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Heidi Goodrich-Kinsey <jonheidi2@yahoo.com>  
**Sent:** Saturday, November 16, 2013 12:59 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Dr. Heidi Goodrich-Kinsey  
1400 Carroll Rd  
Mosier, OR 97040-9768  
(541) 478-2045

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**From:** Sierra Club <information@sierraclub.org> on behalf of Kath/Leen Russell <needtoknow1@gmail.com>  
**Sent:** Saturday, November 16, 2013 1:30 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Kath/Leen Russell  
1203 W 16th Ave  
Spokane, WA 99203-1025

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Barbara Whitney  
<gypsysyhouse@yahoo.com>  
**Sent:** Saturday, November 16, 2013 1:31 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Ms. Barbara Whitney  
14701 Dayton Ave N Apt 114  
Shoreline, WA 98133-6497  
(206) 856-6918

**From:** HOLSONRET@aol.com  
**Sent:** Saturday, November 16, 2013 1:32 PM  
**To:** EFSEC (UTC)  
**Subject:** Oil Industry In Vancouver, WA.

**Categories:** Green

The oil industry, consisting of Tesoro and Savage companies wanting to place oil distributing and handling at The Port of Vancouver, is without a doubt at the point of ludicrous and knee jerking for the promises of jobs. No job or job will be worth the aftereffect of even the unintentional mistakes and disasters. We have spent billions to clean up our rivers, air we breath, the Salmon and fish in The Columbia River. This all could be lost overnight with one mistake or careless move. We of Clark County do not want or need the insalubrious conditions brought on by the infamous oil industry. This concept of large profits for a few at the expense of property owners and the citizens of Clark County is a disaster in the making.

Harold R. Olson  
1702 N. W. Gregory Drive  
Vancouver, WA. 98665  
telephone: 360-694-0279



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**From:** Sierra Club <information@sierraclub.org> on behalf of Reed Turner <reeddog1@gmail.com>  
**Sent:** Saturday, November 16, 2013 1:32 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Nov 16, 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,

Mr. Reed Turner  
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