From: Sierra Club <information@sierraclub.org> on behalf of Dawn Treanor <treanord@msn.com>
Sent: Thursday, November 21, 2013 8:59 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 21, 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. Dawn Treanor
4124 NE 74th Ave
Portland, OR 97218-3633
(503) 287-1522

From: Tom Crawford <tom@praxisnw.com>
Sent: Thursday, November 21, 2013 1:46 PM
To: EFSEC (UTC)
Subject: TESORO-SAVAGE OIL TERMINAL in Vancouver, WA

Categories: Green

I am writing to express deep concern over the prospect of this terminal being built in Vancouver. I believe it poses significant risk to the Columbia River and surrounding communities. In addition I am concerned about its effect on our global climate; building additional delivery capacity for oil encourages the production and use of more oil, resulting in greater C02 emissions. I encourage you to include the following considerations in your assessment of this proposal:

--Environmental risk to the Columbia River and related ecosystems.
--Safety and health risks to the local community and surrounding communities, due to the severe impacts of a spill, explosion or other accident at the site.
--Risk to Native American communities upstream along the Columbia, who may be affected by spills during water transport of the fuel. This could affect our ability to honor fishing and other rights guaranteed by treaty with tribes who have traditional hunting and gathering places along the Columbia.
--Risk to the global climate through increased emissions of CO2 and other greenhouse gases. This affects all of us, especially the most vulnerable (developing nations, children and the unborn.)

Thank you for your consideration.

Tom

Tom Crawford
Praxis Northwest, LLC
PO Box 2578
Olympia, Washington 98507

From: Sierra Club <information@sierraclub.org> on behalf of Jeffrey Mcgrath <partymaster@comcast.net>
Sent: Thursday, November 21, 2013 1:57 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 21, 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. Jeffrey Mcgrath
2117 19th Ave S
Seattle, WA 98144-4409

From: Sierra Club <information@sierraclub.org> on behalf of Douglas Campbell <d_campb@yahoo.com>
Sent: Thursday, November 21, 2013 2:55 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 21, 2013

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

Dear Mr. Posner,

Regarding Docket No. EF-131590, Application No. 2013-01, I urge the Washington Energy Facility Site Evaluation Council (EFSEC) to thoroughly 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. Douglas Campbell
8923 N Woolsey Ave
Portland, OR 97203-2077
(503) 287-6517

From: Grossman, Zoltan <grossmaz@evergreen.edu>
Sent: Thursday, November 21, 2013 3:23 PM
To: EFSEC (UTC)
Cc: Grossman, Zoltan
Subject: Comments on Tesoro-Savage Oil Terminal

Categories: Green

Dear Mr Posner,

I am a Professor of Geography and Native Studies at The Evergreen State College in Olympia, and co-editor of the anthology Asserting Native Resilience: Pacific Rim Indigenous Nations Face the Climate Crisis (Oregon State University Press, 2012). http://osupress.oregonstate.edu/book/asserting-native-resilience

I am writing to comment on the Tesoro-Savage Oil Terminal scoping process. Just at a time when our state and local governments are trying to reduce our carbon footprint, Washington ports are becoming more complicit in the expansion of the fossil fuel industry. If you like the coal trains, you'll love the oil trains. The negative effects of coal dust are cumulative over time, but a *single* oil shipment can utterly devastate an entire town, river, or coastline.

The oil boom in North Dakota's Bakken shale basin is reverberating throughout the country. The process of "fracking" (the hydraulic fracturing of bedrock with water and chemicals) has recently made the state number two in U.S. oil production, after Texas. The oil boom has been a social scourge, with housing shortages, prostitution and sex trafficking in "man camps," displacement of Fort Berthold tribal members, and endless traffic of chemical and water trucks. Fracking has also been an environmental disaster, lowering and contaminating water tables, yet the process is exempt from the Safe Drinking Water Act. In September, a North Dakota pipeline spilled at least 20,600 barrels of crude oil into a wheat field.

In July, an oil train from North Dakota exploded in a Quebec town, killing 47, and in November a second train exploded in Alabama. The Federal Railroad Administration is now investigating whether Bakken crude is more flammable than other oil. The FRA, together with the Pipeline and Hazardous Materials Safety Administration, has been raiding crude-by-rail shipping companies, to seize documents it suspects will show that the companies have been covering up the volatility of Bakken oil. The federal agencies are calling the raids "Operation Classification," or simply the "Bakken Blitz." Any assessment of the Tesoro-Savage project should include an examination of the volatility of Bakken crude, and the issues with any oil additives. http://thehill.com/blogs/e2-wire/319459-feds-launch-bakken-blitz-of-oil-by-rail-inspections

Given fracking's track record, why are our public ports enabling Big Oil to expand in North Dakota? According to a Sightline Institute report "The Northwest's Pipeline on Rail," if all ten Northwest oil-by-rail plans proceed, they could cumulatively carry as much crude oil as the proposed Keystone XL pipeline. Efforts to curb greenhouse gasses will be moot if our fossil fuel addiction continues to grow. Washington ports can act locally to help roll back global climate change, by halting shipments of fracking supplies and fracked oil. They can ship more wind-turbine blades, rather than helping to hasten climate change and rising seas--which, ironically, threaten to inundate the ports themselves.

Dr. Zoltán Grossman
2700 Evergreen Parkway NW

Olympia, WA 98505 USA
E-mail: grossmaz@evergreen.edu
Office: (360) 867-6153

From: Jan Keller <jankeller3@gmail.com>
Sent: Thursday, November 21, 2013 3:52 PM
To: EFSEC (UTC)
Subject: Comments and concerns about Tesoro Savage's oil-by-rail proposal

Categories: Green

Dear Governor Inslee, Mr. Posner, and Washington EFSEC,
I am writing to you out of deep concern over the negative impacts of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver WA, and other Northwest communities. I urge you to assess the full impact of this proposal, and recognize that because of the negative impacts, the proposal should be denied.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal should be carefully scrutinized. For example, EFSEC must assess:

* The transportation and public health impacts--including the possible effects of an explosion--of additional oil train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver (WA) and other communities along the rail and shipping route. Do we want a community in Washington to be in a headline like the tragic headlines for Lac-Megantic, Quebec, or Pickens County, Alabama? Do we think our communities would be any more safe than those communities, given the volume of Tesoro Savage's proposal and their poor safety record in the past?
* The potential impacts of a large train-related oil spill along the rail route in Washington and beyond. Again, headlines come to mind, like those from Kalamazoo, MI in July 2010. I hope that we can learn from these headlines, and understand that this is a dead-end choice that we must not make.
* The increased risk of an oil tanker spill on Washington State waters and along the shipping route. These risks are both to the living creatures in the water, and to the living creatures on land who depend on those creatures--that's us--fishermen and women, for starters, but a vast number of us depend in one way or another on the health of the waters beside us.
* The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil. Governor Inslee, if the phrase 'added oil shipments' is substituted into a statement of yours, the description is apt: "if (people) burn the enormous amounts of" --added oil shipments-- "that are exported through our ports... it doesn't matter where it's burned, it ends up in Puget Sound. That is a physical fact..."

It is our responsibility to preserve and protect our planet. We must stop investments in fossil-fuel infrastructure, the dirty technology of the past, and increase our focus on alternative energies. Thank you.
Jennifer Keller
Bellevue, WA

From: Sierra Club <information@sierraclub.org> on behalf of Karin Haag <bakonlove@yahoo.com>
Sent: Thursday, November 21, 2013 3:58 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 21, 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. Karin Haag
2275 River Heights Cir
West Linn, OR 97068-4053

From: Sierra Club <information@sierraclub.org> on behalf of Madora Boyd <matboyd304@aol.com>
Sent: Thursday, November 21, 2013 3:59 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 21, 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. THE MAIN 'REASON' FOR EXTRACTING OIL & GAS IS THAT 'WE NEED IT'. IF SO, WHY IS IT BEING SHIPPED OVERSEAS? WE DON'T USE IT HERE, NO NEED TO EXTRACT IT.

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. Madora Boyd
PO Box 745
Rochester, WA 98579-0745
(360) 273-5779

From: Sierra Club <information@sierraclub.org> on behalf of Bailey Roberts <baileyroberts22@gmail.com>
Sent: Thursday, November 21, 2013 5:02 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 21, 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. Bailey Roberts
375 W Clarendon St
Gladstone, OR 97027-2338
(503) 875-9978

From: Sierra Club <information@sierraclub.org> on behalf of Paula Lloyd <paulakatkins@aol.com>
Sent: Thursday, November 21, 2013 5:05 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 21, 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,

Miss Paula Lloyd
12 Mcadam Close
Burton-On-Trent, PR 0065 98220

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Yolanda Meno <yomeno@frontier.com>
Sent: Thursday, November 21, 2013 9:28 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 21, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. Yolanda Meno
521 NE 30th Dr
Gresham, OR 97030-2757

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Ann Watters RPP,RPE,BCPP <twofivestars@aol.com>
Sent: Thursday, November 21, 2013 9:28 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 21, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. Ann Watters RPP,RPE,BCPP
1940 Breyman St NE
Salem, OR 97301-4352

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#3913

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Linda Browning <lmbrowning08@comcast.net>
Sent: Thursday, November 21, 2013 9:58 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 21, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mrs. Linda Browning
0000 xxxxx xxxxxx
Beaverton, OR 97008

From: Sierra Club <information@sierraclub.org> on behalf of Kayla Lester <littlemonster1022@hotmail.com>
Sent: Thursday, November 21, 2013 10:27 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 22, 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,

Miss Kayla Lester
987 Cavalero Rd
Camano Island, WA 98282-8496

From: Sierra Club <information@sierraclub.org> on behalf of Trevor Vincent <boxingtrev@yahoo.com>
Sent: Thursday, November 21, 2013 11:11 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 22, 2013

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

Dear Mr. Posner,

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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. Trevor Vincent
1700 E Blackburn Rd
Mount Vernon, WA 98274-9076
(360) 428-2100

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of marguery lee zucker <lee@thelocomotive.com>
Sent: Thursday, November 21, 2013 11:17 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mrs. marguery lee zucker
1966 Orchard St
Eugene, OR 97403-2040

From: Sierra Club <information@sierraclub.org> on behalf of Mera Gagnon <bat-el@ccountry.net>
Sent: Friday, November 22, 2013 12:42 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 22, 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. Mera Gagnon
600 E Ashland Ln
Ashland, OR 97520-9342

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Phillip Callaway <phillip_callaway@msn.com>
Sent: Friday, November 22, 2013 5:49 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mr. Phillip Callaway
PO Box 542
Philomath, OR 97370-0542
(541) 929-2301

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Marianne Brevard <mariannebrevard@yahoo.com>
Sent: Friday, November 22, 2013 8:19 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

Sincerely,

Mrs. Marianne Brevard
880 Methodist Rd
Hood River, OR 97031-8810

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of William O'Brien <wobobr123@yahoo.com>
Sent: Friday, November 22, 2013 9:49 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

Sincerely,

Mr. William O'Brien
12520 SW Gem Ln Apt 202
Beaverton, OR 97005-1360

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Alex Prentiss <alex@imcclains.com>
Sent: Friday, November 22, 2013 10:19 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Orange, Duplicate

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

Sincerely,

Ms. Alex Prentiss
15685 SW 116th Ave
King City, OR 97224-2651

From: Sierra Club <information@sierraclub.org> on behalf of Yonit Yogev <yonityogev@yahoo.com>
Sent: Friday, November 22, 2013 10:40 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 22, 2013

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

Dear Mr. Posner,

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

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

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

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

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.
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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. Yonit Yogev
868 Henry Ln
Camano Island, WA 98282-7503
(360) 387-6743

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Lois Bancroft <loisbanc@gorge.net>
Sent: Friday, November 22, 2013 11:50 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Why is Tesoro not considering asking for input of the people who Live here in the Columbia Gorge? It is an insult & feels like, once again, the Big Companies, are railroading(no pun intended) right over ME.
Lois Bancroft
50 Moore Rd
White Salmon,WA 98672

Sincerely,

Mrs. Lois Bancroft
50 Moore Rd
White Salmon, WA 98672-8213
(509) 493-1080

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Lois Bancroft <loisbanc@gorge.net>
Sent: Friday, November 22, 2013 11:50 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Orange, Duplicate

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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Surface Transportation Board has determined that coal dust is a "pernicious ballast foulant," weakening rail lines and resulting in derailments. The likelihood of oil train derailments, the likely effects on Gorge resources and the impacts on communities must be analyzed.

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

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

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Why is Tesoro not considering asking for input of the people who Live here in the Columbia Gorge? It is an insult & feels like, once again, the Big Companies, are railroading(no pun intended) right over ME.
Lois Bancroft
50 Moore Rd
White Salmon,WA 98672

Sincerely,

Mrs. Lois Bancroft
50 Moore Rd
White Salmon, WA 98672-8213
(509) 493-1080

From: Sierra Club <information@sierraclub.org> on behalf of Ann Morten <dougmorten@comcast.net>
Sent: Friday, November 22, 2013 2:16 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 22, 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. Ann Morten
484 Grey Cliffs Dr
Saint Helens, OR 97051-1031
(503) 396-5145

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#3926

From: Sierra Club <information@sierraclub.org> on behalf of Sandra Hadenfeld <sanhad@comcast.net>
Sent: Friday, November 22, 2013 2:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 22, 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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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,

Ms. Sandra Hadenfeld
1600 SE 158th Ave
Vancouver, WA 98683-4634
(360) 523-4760

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#3927

From: Sierra Club <information@sierraclub.org> on behalf of Kelly Dale <kelly.dale@gmail.com>
Sent: Friday, November 22, 2013 4:46 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 22, 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. Kelly Dale
7330 21st Ave NW
Seattle, WA 98117-5623

Docket EF-131590 Tesoro Savage CBR Scoping Comment #3928

From: Dale McLain <daledmclain@gmail.com>
Sent: Friday, November 22, 2013 4:52 PM
To: EFSEC (UTC)
Subject: Port of Vancouver proposed Oil Terminal.

Categories: Green

Mr. Posner and Council:
Making Vancouver a major oil exporting site for 380,000 barrels of Balkan crude, per day would have major deleterious effects on our community, city and neighborhoods. First in route to Vancouver, these large trains will limit access to many homes along the river. This will manifest itself as a safety issue or at least a major inconvenience and will require major infrastructure revisions, i.e. overpasses or underpasses. Secondly, once arriving in Vancouver the city will be subjected to a safety issue that will undoubtedly be addressed (as they always are) by Tesoro. But an examination of their poor safety record is what is reality not hyperbole. Thirdly, hazardous fumes will be drifting into nearby schools and homes effecting health of the local population and lower property values. Finally I do not believe the citizens of Washington would be willing to accept the responsibility to add to or make it easier for big oil to contaminate our atmosphere and contribute to global warming. In closing I would suggest you ask Tesoro executives if they would be willing to live and raise their families in the proximity of such a terminal.

Dale D. McLain
Vancouver WA 98665

From: Sierra Club <information@sierraclub.org> on behalf of Diane Brown <beesting24@comcast.net>
Sent: Friday, November 22, 2013 5:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 22, 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. Diane Brown
1111 S 35th St
Tacoma, WA 98418-4010
(253) 579-3213

From: Sierra Club <information@sierraclub.org> on behalf of Julia Mohn <kptkwerk@yahoo.com>
Sent: Friday, November 22, 2013 6:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 22, 2013

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

Dear Mr. Posner,

Please consider the history of oil disasters. My family and friends live here in coastal Washington. I eat local crab and mussels when I can. I take my dogs for morning beach walks at dawn and it is so beautiful.

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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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. Julia Mohn
240 W Horton St
Port Hadlock, WA 98339-9639

From: Sierra Club <information@sierraclub.org> on behalf of Heidi Brewer <hmbwolf@yahoo.com>
Sent: Friday, November 22, 2013 9:38 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 22, 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. Heidi Brewer
PO Box 176
Brightwood, OR 97011-0176

From: Sierra Club <information@sierraclub.org> on behalf of Carrie Heron <cjsmile@clearwire.net>
Sent: Friday, November 22, 2013 10:08 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 23, 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. Carrie Heron
5993 Rainier Ave S # B
Seattle, WA 98118-2763
(206) 760-4998

From: Sierra Club <information@sierraclub.org> on behalf of Steven & Monique Goldstein <greengoldpdx@gmail.com>
Sent: Saturday, November 23, 2013 2:08 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 23, 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. Steven & Monique Goldstein
16601 S Archer Dr
Oregon City, OR 97045-9202
(503) 557-4466

From: Sierra Club <information@sierraclub.org> on behalf of Steven & Monique Goldstein <greengoldpdx@gmail.com>
Sent: Saturday, November 23, 2013 2:08 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Orange

Nov 23, 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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Mr. Steven & Monique Goldstein
16601 S Archer Dr
Oregon City, OR 97045-9202
(503) 557-4466

From: Sierra Club <information@sierraclub.org> on behalf of Miguel Liriano <miguelliriano@hotmail.com>
Sent: Saturday, November 23, 2013 6:41 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 23, 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. Miguel Liriano
1711 112th Ave SE
Lake Stevens, WA 98258-7940

From: Sierra Club <information@sierraclub.org> on behalf of Ann E Prezyne <houseboata@gmail.com>
Sent: Saturday, November 23, 2013 1:36 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 23, 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. Ann E Prezyne
2031 Fairview Ave E
Seattle, WA 98102-3591

From: Sierra Club <information@sierraclub.org> on behalf of J. Woodworth <wpjtiger@comcast.net>
Sent: Saturday, November 23, 2013 2:06 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 23, 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. J. Woodworth
27011 E Eastland Dr
Newman Lake, WA 99025-9510

From: Sierra Club <information@sierraclub.org> on behalf of David Schlifka <david.schlifka@gmail.com>
Sent: Saturday, November 23, 2013 4:03 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 23, 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. David Schlifka
120 Kiveton Park Dr
Roswell, GA 30075-2955
(404) 422-1790

From: Sierra Club <information@sierraclub.org> on behalf of Ursula Mass <ursmas919@gmail.com>
Sent: Saturday, November 23, 2013 10:01 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 24, 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. Ursula Mass
15797 Snee Oosh Rd
La Conner, WA 98257-8927
(360) 466-3257

From: Sierra Club <information@sierraclub.org> on behalf of Kristina Lefever <kristinalefev@gmail.com>
Sent: Saturday, November 23, 2013 11:32 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 24, 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. Kristina Lefever
PO Box 789
Ashland, OR 97520-0027
(770) 565-1230

From: Sierra Club <information@sierraclub.org> on behalf of Joan Williamson <joanwmsn@frontier.com>
Sent: Sunday, November 24, 2013 8:35 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 24, 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. Joan Williamson
12735 NW Creekside Dr
Portland, OR 97229-3980
(503) 364-9530

From: Sierra Club <information@sierraclub.org> on behalf of Carol Dare <caroldare@charter.net>
Sent: Sunday, November 24, 2013 4:04 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 24, 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. Carol Dare
314 SE Oak St
Dallas, OR 97338-2008
(503) 623-3184

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#3943

From: Sierra Club <information@sierraclub.org> on behalf of Michelle Devlaeminck <madevlaeminck@gmail.com>
Sent: Sunday, November 24, 2013 7:05 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 24, 2013

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

Dear Mr. Posner,

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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. Michelle Devlaeminck
421 Memphis Way
Vancouver, WA 98664-1527
(360) 608-8233

From: Sierra Club <information@sierraclub.org> on behalf of mauricio carvajal <carvaggro666@hotmail.com>
Sent: Sunday, November 24, 2013 9:03 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 24, 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. mauricio carvajal
viento norte 4018
Santiago, None 9291583
742-0081

From: Sierra Club <information@sierraclub.org> on behalf of Karen Bachelder <nomadnw@aol.com>
Sent: Monday, November 25, 2013 1:15 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 25, 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 Bachelder
2119 Ne 80th Street
Seattle, WA 98115

From: lconaway50@aol.com
Sent: Monday, November 25, 2013 10:17 AM
To: EFSEC (UTC)
Subject: oil terminal in Vancouver WA

Categories: Green

Mr.Posner: I urge you to consider the following in your scope of the assessment of the proposed oil terminal in Vancouver, WA.

1. Impacts of an oil spill in the Columbia River. This river is one of the major rivers in the world and contains some of the last remaining wild fish runs in this region. A large oil spill in this river could be an environmental disaster that would surpass the Exonn Valdez spill in Prince William sound. That area is still suffering the effects of that spill. Please consider the damage that could be done to the Columbia River Gorge as well as to the river in Vancouver. The proposal is to haul 380,000 barrels of oil per day through this environmental sensitive region. There have already been several accidents in the recent months, including one in Alabama where a train derailed in a wetland area.

2. The danger such a terminal would pose to the downtown Vancouver area. There are several large hotels adjacent to this site as well as businesses, a large city park, County government offices, the Amtrak terminal and residential areas. Please consider the risks as shown by the oil train explosion in Canada which leveled several city blocks. This company has a poor safety record but even if their record was better, hauling that much oil on a daily basis through an environmental sensitive area is just an accident waiting to happen. Some risks are too high as the damage cannot be mitigated or fixed easily or well.

Thank you for considering my comments.

Linda Conaway

From: johnson-ml@comcast.net
Sent: Monday, November 25, 2013 4:43 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Oil Terminal - Please Deny this Activity

Categories: Green

Dear Members of the Washington Energy Facility Site Evaluation Council,

I urge you to deny the Tesoro Savage proposal for the Vancouver Washington oil terminal. I have many concerns regarding the proposal:

1) **Transporting crude oil by rail is unsafe and oil spills will happen.** The proposed oil terminal would require at least four, mile-and-a-half long unit trains per day traveling through the heart of Spokane and along the Spokane River. As evidenced by the tragedy in Lac Megantic, Canada that killed at least 47 people, in addition to numerous more recent rail accidents since then, transporting crude oil by rail is a risky venture. The risk is not only to Spokane but to Sandpoint, Cheney, and the Columbia River Gorge National Scenic Area. Oil spills have the potential to cause dramatic harm to fish habitat and nearby neighborhoods and businesses along the proposed rail route.

2) **Heavy Toll of Rail Traffic.** The rail traffic would include at least four full unit trains and four empty unit trains of oil each day. According to Tesoro Savage, each train includes 120 cars or more and extends almost a mile and a half long. These long, heavy trains would exacerbate traffic delays in communities along the rail lines in Washington, such as Sandpoint, Spokane, Spokane Valley and Cheney. The eight oil unit trains could come in addition to proposed coal unit trains – over a dozen of them – destined for Longview and Bellingham.

3) **Public Health is Threatened by Toxic Diesel Pollution from Crude Oil Trains** . More rail traffic through Spokane and at the Port of Vancouver equals dirtier air for people to breathe in surrounding neighborhoods. The health dangers of diesel particulate emissions from rail yards are well-known. Increased incidence of cancer, asthma, and respiratory and cardiac conditions are attributed to inhaling diesel particulate matter. I have asthma and my health is very sensitive to these emissions.

4) **Numerous Impacts.** The proposed oil terminal is initially intended to ship shale oil from the Bakken formation in North Dakota and Montana to West Coast refineries. Oil companies extract Bakken oil through the process of hydraulic fracturing ("fracking"), a notoriously dirty method of producing fossil fuels that has polluted aquifers and damaged

agricultural lands. In 2011 the oil and gas industry reported over 1,000 spills of wastewater, drilling fluids, or other materials in North Dakota, alone.

5) **We can do better than** The proposed oil terminal will increase access to and consumption of dirty oil. At 360,000 barrels of oil per day, the terminal will ship over 131 million barrels of crude oil per year. The combustion of this oil, alone (not counting the energy cost of producing the oil) will release over 56 million metric tons of carbon dioxide each year, as much as almost 12 million cars worth of greenhouse gas pollution. The community of Vancouver—and Washington State— can do better than becoming a trafficker of dirty fossil fuels.

Thank you for your consideration of my concerns.

Mary Lou Johnson
3319 W. 23rd Ave.
Spokane, WA 99224
Cell - 509-991-5512

From: Sierra Club <information@sierraclub.org> on behalf of Kathy Chaney <kjc287@gmail.com>
Sent: Monday, November 25, 2013 8:47 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 25, 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. Kathy Chaney
PO Box 513
Pendleton, OR 97801-0513

From: Sierra Club <information@sierraclub.org> on behalf of Eric Fosburgh <ericfosburgh@gmail.com>
Sent: Monday, November 25, 2013 9:18 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 25, 2013

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

Dear Mr. Posner,

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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. Eric Fosburgh
1415 E Republican St Apt 203
Seattle, WA 98112-4551

From: Sierra Club <information@sierraclub.org> on behalf of Mark Thomas <lyfguard@gmail.com>
Sent: Monday, November 25, 2013 11:17 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 26, 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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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. Mark Thomas
1145 SE Kamiaken St
Pullman, WA 99163-2237
(509) 592-5604

From: S Morris <sharon.morris100@gmail.com>
Sent: Wednesday, November 27, 2013 7:28 AM
To: EFSEC (UTC)
Subject: Columbia River Project
Attachments: TesoroProjectFSJltr11-22-13.pdf

Categories: Green

Interim EFSEC Manager
Energy Facility Site Evaluation Council
P.O. Box 43172
1300 S Evergreen Park Dr. SW
Olympia, WA 98504-3172efsec@utc.wa.gov

Dear Sir or Madam,

My name is Sharon Morris, and I have recently moved back from living in Asia for 22 years. We do not want our landscape to become like so many places in Asia. Full of rancid air and filthy waters. The USA should be proud that it is so green and we should strive to keep it that way. I urge you to please, think of your grandchildren, and their children after that...let's keep the Columbia River and surrounding areas clean and free from fossil fuels exports and the mess that they create.

Fossil fuel exports are a bad investment for the Pacific Northwest, will greatly contribute to the ongoing catastrophe of climate change worldwide, pose a direct risk to our Orca, and are potential disaster to the Columbia River Gorge and its communities (similar to the rail explosion in Lac-Mégantic, Quebec this past July which killed almost 50 people).

Please read the attached letter that was scripted from Friends of the San Juans, they have put a lot of research into their findings and I agree with what they say.

Thank you so much for your time,

Sharon Morris
1686 Galbraith Lane
Bellingham, WA
98229
sharon.morris100@gmail.com

FRIENDS
OF THE SAN JUANS

November 22, 2013

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

Delivered via email: efsec@utc.wa.gov

RE: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dear Mr. Posner,

Thank you for this opportunity to provide scoping comments for preparation of the Tesoro Savage Vancouver Energy Distribution Terminal (Tesoro Savage). Please accept the following comments from the FRIENDS of the San Juans.

FRIENDS of the San Juans (FRIENDS) is a non-profit organization founded in 1979 to support local efforts to manage growth and protect the natural beauty and rich wildlife in Washington's San Juan Islands. Using science, policy, law, education, and citizen activism, FRIENDS works to protect, preserve, and restore the land, water, sea and livability of the San Juan archipelago. FRIENDS' activities include protection of orca whales and other endangered species; marine research and habitat restoration; ecological stewardship and conservation; land use and environmental compliance; community engagement and education. FRIENDS' efforts have produced cleaner, healthier habitats for sensitive species in beaches, parks, and waters; inventories of marine and nearshore habitat to help rebuild depleted salmon stocks; and increased protections for our magnificent orca whales. Members of FRIENDS live, work, and recreate in the San Juan Islands and in the surrounding waters, where they enjoy immersing themselves in nature. FRIENDS is concerned about the marine impacts associated with the Tesoro Savage project. Many of the concerns are echoed along the entire shipping route and must be included in the process. We offer these comments to secure standing for our staff, board and members in the process.

I. ECONOMY OF THE SAN JUANS

San Juan County's current economic bread and butter are visitors, retirees, and part-time residents who have vacation homes in the islands. The San Juan Islands economy is inextricably connected to the beauty of our environment and the health of our ecosystems. Many islanders depend upon a healthy and sustainable salmon fishery and orca population. Tourism is the primary economy in San Juan County and our endangered Southern Resident Killer Whales (SRKW), also known as orca whales, are the prime driver of that economy.

With a boost from the recent designations of "#1 Island in the U.S." by Trip Advisor[1]," #2 in the New York Times' Best Places to Visit," "#3 on Lonely Planet's 'Top 10 Destinations for 2013'", and National Monument status, the San Juan Islands are now a major tourist destination. San Juan County's visitors and part-time residents provide significant state and local tax revenues. [2] In 2012, more than 700,000 people visited our islands and spent nearly $158 million.[3] In the same year, 1,850 jobs here were directly related to the travel industry.[4] During August 2012, the peak travel month, the total number of non-agricultural jobs, direct (due to tourism), indirect and induced, in San Juan County was 6,450.[5]

The San Juan Islands face "direct, indirect and induced" damage to the health of our environment due to the Tesoro Savage increased shipping traffic, with its accompanying underwater noise, air and water pollution, increased risk of a fuel/cargo spill in our surrounding waters, and potential impacts to federally listed threatened and endangered fish, wildlife and marine mammals protected under the US Federal Endangered Species Act.

Please address the following impacts in the Tesoro Savage Project:

1. What are adverse impacts, including the adverse impacts from the increased risk of oil spills, to salmon, an essential food for the endangered SRKW, in the Columbia River?

2. What would be the adverse impacts to forage fish, an essential food for salmon and in turn SRKW, from increased oil spills in the Columbia River?

3. What is the economic threat from the loss of SRKW to the economy of the San Juans?

4. What would be the loss of property values and what would be the loss of tourism, real estate sales, from depleted fish and wildlife populations such as the SRKW in the event of a major oil spill in the Columbia River?

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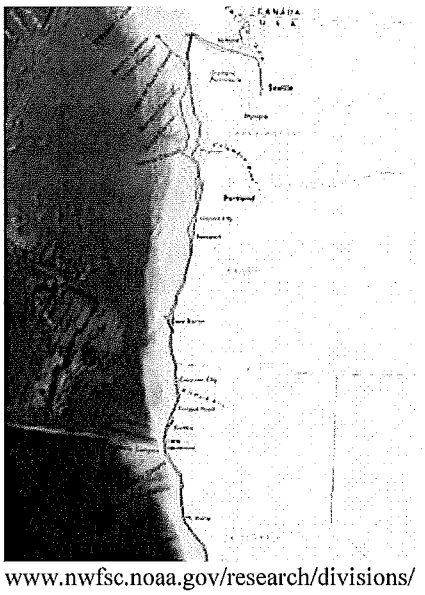
[1] *http://www.youtube.com/watch?v=8ApK0SYothA*
[2] San Juan County collected $884,314 and the Town of Friday Harbor collected $298,830 in lodging taxes in 2012. Treasurer, Town of Friday Harbor; San Juan County Treasurer's Office.
[3] San Juan Islands Visitors Bureau, http://www.visitsanjuans.com
[4] Dean Runyan Associates "Washington State Travel Impacts and Visitor Volume, 2002-2012."

5. What would be the loss of property values and what would be the loss of tourism, real estate sales, from depleted fish and wildlife populations such as SRKW in the event of a major oil spill from vessels and barges transiting through the San Juans on their way to deliver propulsion fuel to ships in Longview?

6. In analyzing each and all of the above impacts, what would a "worst case scenario" look like in the presence of *each* of the plausible, compounding factors or events, including but not limited to human errors, storms, earthquakes, tsunamis, and other planned/proposed projects that may contribute to increased cumulative impacts and chance of accidents? What would a "worst case scenario" look like for *all* the above plausible, compounding factors combined? What would be the estimated damages in dollars, overall and for San Juan County in particular, if such a "worst case" event were to happen? Will the Tesoro Savage project have sufficient insurance coverage to insure against the "worst case" damages and economic losses?

II. UPPER COLUMBIA RIVER AND SNAKE RIVER CHINOOK SALMON ARE ESSENTIAL FOR THE SURVIVAL OF SAN JUAN COUNTY'S ORCA WHALES

The Southern Resident Killer Whales (SRKW), also known as the orca whale, is San Juan County's icon. As noted above, our tourism-driven economy is dependent on these charismatic marine mammals. The birth rate of the SRKWs is strongly correlated with the abundance of Chinook salmon. New information shows that abundant runs of Columbia and Snake River Chinook salmon are important to the long-term survival of the SRKW.[6]



www.nwfsc.noaa.gov/research/divisions/cb/ecosystem/marinemammal/index.cfm

Since the Southern Resident Killer Whale (SRKW) was listed as Endangered under the Endangered Species Act in 2005, the National Oceanic and Atmospheric Administration (NOAA) has funded studies of SRKWs to better understand how they can be protected. A key part of this effort is defining Critical Habitats that are essential for their traveling, foraging, resting, and reproduction. It is well established that SRKWs spend much of the summer near the San Juan and Canadian Gulf Islands, but winter sightings had been rare until a satellite-tracking device was attached to a young male SRKW in K pod. This NOAA-funded project has tracked the winter travels of the K pod of Southern Resident Killer Whales along the outer coast from the Strait of San Juan de Fuca to Northern California. K pod spent the most time between late

[5] Washington State Employment Security Department, Labor Area Summaries, https://fortress.wa.gov/esd/employmentdata/reports-publications/regional-reports/labor-area-summaries.
[6] http://www.nwfsc.noaa.gov/research/divisions/cb/ecosystem/marinemammal/satellite_tagging/blog.cfm

December 2012 and early April 2013 around the mouth of the Columbia River. Because Chinook salmon is the preferred food of the SRKW, they were likely feasting on upper Columbia and Snake River Chinook salmon that were transiting these waters at the time.

Juvenile Chinook salmon use the lower Columbia River for migration and sustenance. Adult salmon must migrate along the Columbia River past the site of the proposed Tesoro Savage terminal. Impacts associated with the proposed terminal, including fuel spills from vessels visiting the terminal, are potential threats to maintaining Chinook salmon runs adequate to sustain the SRKW population. Therefore we request that the scope of the EIS for the proposed Tesoro Savage project include a study of impacts to this key salmon population that is federally listed as Threatened under the Endangered Species Act. Chinook salmon are also subject to further conservation considerations under the Fish and Wildlife Coordination Act, 16 U.S.C. 661-667e and the Magnus-Stevens Fishery Conservation and Management Act-Essential Fish Habitat, Pub. L. 94-265 and by international conservation efforts under the Treaty. As species listed under the Endangered Species Act, their defined critical habitat must be protected under law.

Please address the following impacts in the Tesoro Savage project:

1. What would be the impacts to Chinook salmon, and especially to juvenile Chinook salmon, caused by the construction of this project?

2. What would be the cumulative impacts to Chinook salmon, and especially to juvenile Chinook salmon, of dredging contaminated river sediments near the Tesoro Savage Project site every few years to maintain access for Panamax-sized vessels?

3. What would be the impacts to Chinook salmon, and especially to juvenile Chinook salmon, of the noise and lighting during the round-the-clock operation of the proposed new rail lines and associated facilities, conveyors, and equipment?

4. What would be the impacts to Chinook salmon, and especially to juvenile Chinook salmon, of cumulative smaller fuel spills from the vessel traffic associated with the Tesoro Savage Project?

5. What would be the adverse impacts to migrating Chinook salmon smolts from oil spills of all sizes and in particular from heavy (also referred to as persistent) oils?

6. What would be the impacts to Chinook salmon, and especially to juvenile Chinook salmon, from improper flushing of vessel bilge spaces to remove oil, oil vapors, and other chemicals that may be lethal or sub-lethal to juvenile salmon?

7. What would be the impacts to Chinook salmon, and especially to juvenile Chinook salmon, from pollution-bearing stormwater from the proposed Tesoro Savage Project facilities into the Columbia River?

8. What would be the impacts to the federally listed Endangered Southern Resident Killer

Whales from declining runs of Upper Columbia River and Snake River Chinook salmon?

The Tesoro Savage Project should also study the cumulative adverse impacts to Chinook salmon of the proposed Morrow Pacific Coyote Island Project, the proposed Port Westward Transloading Coal Barge Dock, the proposed Vancouver Energy Distribution Terminal, the proposed Global Partners facility at Clatskanie, the proposed Millennium Bulk Terminals, Longview, and the proposed Paramount Terminal at Portland.

III. CUMULATIVE IMPACTS OF VESSEL TRAFFIC

The total number of cargo and tanker vessels calling at Columbia River terminals in 2012 was about 1428[7]. The Tesoro Savage Project must consider additional vessels projected in the Columbia River including the Millennium Bulk Terminal, Port Westward Coyote Island Terminal, and Ambre's Pacific Trans loading Barge Dock. The number of vessels navigating the Columbia River could increase by as much as 50%. The number and size of ships visiting the existing and proposed terminals and the amounts of hazardous cargo or fuel within those ships elevates the risk of shipping accidents and fuel spills in the Columbia River, the Columbia River Bar, or surrounding ocean waters.

Although the annual number of oil tanker spills fell about three-fold world-wide between 1992 and 2011, the number of fuel spills for allisions, collisions, and groundings of tankers and bulk cargo carriers in restricted and inland waters did not decrease during this period. These data indicate that improvements in the shipping industry, the efforts of the International Maritime Organization, and national governments have not decreased the number of accidents in inland and restricted waters. As an inland waterway, the Columbia River's significant spill risk could be even greater than the world-wide average.

In contrast to the reduction in tanker fuel spills (likely due to double-hulls and other structural improvements in tanker design); world-wide bunker fuel spills did not decrease between 1992 and 2011.[8] Bunker fuel is the generic term for fuel used by ship engines. It is heavier and more polluting than other fuels. The bunker fuel capacity of most large bulk carriers can be as much as 1.2 million gallons. These are single hull vessels with double bottoms that experience a historically higher mechanical failure and accident rates than other vessels. Combine these characteristics with the fact that most are operated by foreign crews and misunderstandings or miscommunications will additionally contribute to navigational errors and an increased risk level (despite the presence of a US Pilot).

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[7] Washington State Department of Ecology, Spill Prevention, Preparedness and Response Programme. (2013). *Vessel Entries and Transits for Washington Waters: VEAT 2012.* (Washington State Department of Ecology).

[8] Figures 9 & 13 in: Trends in Oil Spills from Tankers and ITOPF Non-tanker Attended Incidents Susannah Musk, Technical Support Coordinator -International Tanker Owner Pollution Federation Ltd, ITOPF London, UK

Bulk carriers travel without tug escorts, and require a large amount of room to maneuver. In an emergency, they require up to 1¼ miles to stop with power, and up to 7 miles without. In addition, these ships have large areas above the water that act as a sail. At low speed, this "sail area" makes them difficult to maneuver. An un-powered ship is even more subject to wind and currents, and will be essentially out-of-control without power or tug assistance. The absence of tug assistance, inadequate ship maintenance and crew training, along with severe weather all increase the risk of a fuel spill.

In an emergency, tug assistance can be undependable because it is based on the vessel of opportunity concept. This means that any tug that happens to be in the area may be called upon to provide assistance to a stricken vessel. However, a randomly available tug may not have the power, the proper equipment, or crew training necessary to render effective assistance to a large vessel in distress.

The bar at the entrance to the Columbia River is a physical challenge to any mariner and seagoing vessel. The following is from "Running the Bar" in the February, 2009 Smithsonian Magazine:

> 'Each of the 16 bar pilots has the authority to close the bar when conditions are too dangerous.' Still, "When we shut down the bar for two days, trains are backed up all the way into the Midwest. And just like a traffic jam on the freeway, once you clear the wreck, it takes a long time for it to smooth out again."

The impediment of the Columbia Bar has the potential to cause substantial delays in shipping schedules, particularly during stormy conditions. Shutting down "the bar" for several days in bad weather could result in crude trains accumulating all along the rail transport corridor.

Because of the increased vessel traffic from all proposed facilities, the Tesoro Savage Project EIS should include vessel traffic and risk evaluation studies. These assessments should consider not only the increased vessel size and numbers, but also the requirement for an expansion in the number of trained ship pilots to ensure safe navigation of the Columbia River from the bar to the proposed terminals and to sea again.

Please address the following questions within the EIS being developed for Tesoro Savage Project:

1. What would be the adverse impacts to Columbia and Snake River Chinook salmon (which are an essential food source for Southern Resident Orca Whales) from the increased risk of oil spills associated with the Tesoro Savage Project and the other proposed terminal on the river?

2. What would the economic losses to commercial and recreational fisheries be as a result of intermittent, and point source medium, and large oil spills in the Columbia River system impacting salmon, other finfish, and shellfish populations?

3. Are there adequate oil spill response resources and capability (trained personnel, equipment, response plans, and vessels) available and resident in the lower Columbia River to respond to, contain, and clean up oil spills? If not, please determine what would be required, what would be the cost, and who would pay to upgrade response resources necessary to adequately address oil spills on the river?

4. What would be the economic and social impacts from a storm-related or terminal equipment malfunction delay (possibly for days) in the scheduled shipping of crude from the proposed terminals, on the rail transportation system, and communities along the rail shipment corridor? Please study the impacts on local businesses, medical response time, traffic, and the efficient movement of goods by trucks created by any foreseeable delays in transportation of fossil fuels to export terminals

5. In addition to trains, would ships be backed up? Would ships remain offshore or would some need to anchor in the river? Both choices increase navigational hazards in dangerous waters.

6. What would be the loss of property values, tourism revenue, real estate sales and related tax revenue from a major oil spill in the Columbia River or associated waters?

7. For each of the impacts above, please conduct "worst-case" scenario analyses considering each and all combinations of possible, compounding factors such as storms, floods, earthquakes and human errors.

8. Identify, quantify and evaluate the types and volumes of fuel (including fuel oil and diesel fuel), lubricating oil, hydraulic oil, mechanical oil, and cargo that would be carried by Tesoro Savage vessels, and under what circumstances, including results of an accident or during operations, fuel and other oils, and/or cargo could be spilled, discharged, or otherwise released into the environment;

9. Evaluate the types and efficacy of all safety communication systems and equipment that would be on board each Tesoro Savage vessel and the entities that would be responsible for providing and maintaining this equipment;

10. Identify and evaluate all rescue protocols and maritime accident response infrastructure along the Tesoro Savage vessels' routes;

11. Identify, quantify, and evaluate all potential impacts of Tesoro Savage vessel accidents or operational events that may result in fuel, oils, and cargo spills and/or other materials discharges on:

    a. oceans and shorelines, including all aquatic and terrestrial habitats;
    b. fish, marine mammals, other marine vertebrates and invertebrates;
    c. seabirds and their rookeries, water fowl, shorebirds and all other birds;
    d. terrestrial mammals;
    e. phytoplankton and zooplankton;
    f. aquatic and terrestrial plants

g. the marine food web;
h. commercial, sport, and subsistence fisheries;
i. tourism, local economies, communities, and cultures;

12. Identify who would pay the costs of response, assessment of damages, remediation, cleanup, and restoration of natural resources and damages for all impacts that could result from a Tesoro Savage vessel accident or operation.

IV. IMPACTS OF OCEAN ACIDIFICATION

Since the beginning of the industrial age ever-increasing amounts of carbon dioxide have been released into the atmosphere, not only warming the planet but increasing oceanic CO_2 content by 30% during the same period. For many years scientists have been measuring and reporting that oceanic CO_2 absorption is causing seawater to be more acidic. The chemistry of our oceans is changing. This change is already impacting coral reefs and could now threaten the entire marine food chain.

Ninety-seven percent of climate scientists agree that the burning of fossil fuels by industry, transportation, and energy production are responsible for the climate and chemical changes occurring in the atmosphere and oceans. If oceanic biodiversity is important for the species we rely upon as a food source, it would seem illogical to continue to promote the use of fuels associated with physical and economic damages linked to atmospheric and oceanic changes.
Executive Order 12-07, Washington's Response to Ocean Acidification, includes implementation of the recommendations of Governor Gregoire's Blue Ribbon Panel on Ocean Acidification; the number one recommendation is to reduce emissions of carbon dioxide. The proposed Tesoro Savage Project presents a direct contradiction to that Executive Order.

Please address the following impacts in the Tesoro Savage Project:

1. 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.

2. What would be the economic cost to the shellfish industry in Washington State because of ocean acidification due to increased oceanic CO_2 from the burning of the 360,000 barrels of oil each day through the Columbia River?

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

4. What would be the economic losses to the sea food and fishing industry, in terms of jobs and capital infrastructure, as a result of the decrease or loss of important species of marine food animals due to ocean acidification from GHG's and CO_2 contributed by burning fuel from products exported from the *Tesoro Savage* and the other proposed northwest fossil fuel export terminals?

5. What would be the economic costs to coastal communities of sea level rise due to climate change driven by the additional CO_2, and other GHG's produced from the burning of fuel shipped from the Tesoro Savage Terminal and the other terminals proposed in the Pacific Northwest?

6. What economic losses would the Columbia River system sustain because of a decline, or loss, of tourist, commercial, and recreational fishing revenue due to decrease in salmon fisheries because of ocean acidification affecting the marine food web attributable to CO_2 contributions from the proposed *Tesoro Savage* terminal?

7. What would be the cultural and socioeconomic losses to Native American Tribes of the region from a further decline in salmon populations due to ocean acidification by the additional CO_2 contributions from the Tesoro Savage project and other terminals proposed for the Pacific Northwest?

8. What would be the economic costs to San Juan County from the adverse impacts of ocean acidification on Chinook salmon? Since Chinook salmon are the main food source of the Endangered Southern Resident Killer Whales, what would a decline in both their Salish Sea and Columbia River food supply mean for their survival?

VI. IMPACTS OF CLIMATE CHANGE AND SEA LEVEL RISE

The Tesoro Savage project at full capacity will transport 360,000 barrels a day of oil by rail through the Columbia River Gorge to the Port of Vancouver on the banks of the Columbia River.[9] The adverse effects of climate change are those which result in changes to the physical environment or biota and which have significant deleterious effects on the composition, resilience, or productivity of natural and managed ecosystems or on the operation of socio-economic systems or on human health and welfare.[10]

The potential impacts of this change upon island communities such as the San Juan Islands are astronomical. The San Juans are comprised of over 450 islands, rocks, and pinnacles.[11] Twenty of these islands are inhabited by residents. Many of the remaining islands serve as summer recreation areas, research sites, or nesting or breeding haul out sites for marine mammals and seabirds. They could all be adversely impacted by sea level rise.

Washington State is believed to be particularly vulnerable to a warming climate particularly because of its snow-fed water supplies that provide drinking water, irrigation for agriculture and which are also responsible for nearly three-fourths of the state's electrical power. In addition to the

[9] http://www.efsec.wa.gov/Tesoro%20Savage/Revised%20Scoping%20Notice%20Electronic%2011-8-13.pdf
[10] FCCC: Article 1. Definitions.
[11] http://www.blm.gov/or/resources/recreation/sanjuans/

San Juan Islands, nearly 40 other communities, including some of the state's largest population areas, exist along 2,300 miles of Washington's shoreline, which is threatened by rising sea levels and ocean acidification.

It has been estimated that if no action is taken, potential costs to Washington state from climate change impacts are projected to reach nearly $10 billion per year by 2020 from increased health costs, storm damage, coastal destruction, rising energy costs, increased wildfires, drought, and other impacts.[12]

Due to the severity of this threat, Pacific coast leaders in the United States have recognized this threat to their regional environment and economy and on October 28, 2013, leaders of California, Oregon, Washington and British Columbia signed the Pacific Coast Action Plan [13] on Climate and Energy to begin to address these threats.

Climate impacts to island communities are well documented. Small islands are at the forefront of the extreme risks posed by climatic change. The threat of, 'possible adverse effects of sea level rise on islands'[14] was recognized in the United Nations *Framework Convention on Climate Change* (FCCC). It was added that such 'small island countries' are 'particularly vulnerable to the adverse effects of climate change'.[15] The 'deep concern' for small island states was reiterated at the 7th COP in 2001.[16] This concern, which is continually reiterated by groups such as the South Pacific Forum,[17] is due to their specific situation, which according to the 1994 United Nations Global Conference for the Sustainable Development of Small Island Developing States stated,

> While small islands developing states are among those that contribute least to global climate change and sea level rise, they are among those that would suffer most from the adverse effects of such phenomena and could in some cases become uninhabitable.[18]

Based on the volume of fuel to be exported and subsequently burned, we would request that the Tesoro Savage EIS include an analysis on the impacts of climate change on the San Juans.

Please address the following impacts in the Tesoro Savage Project:

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[12] Department of Ecology, State of Washington (2012). *Preparing for a Changing Climate Washington State's Integrated Climate Response Strategy.* (DOE, Olympia, Publication No. 12-01-004) 2-6.
[13] http://www.pacificcoastcollaborative.org/Documents/Pacific%20Coast%20Climate%20Action%20Plan.pdf
[14] The United Nations *Framework Convention on Climate Change Preamble Paragraph 12.*
[15] The United Nations *Framework Convention on Climate Change Preamble Paragraph 19*
[16] The Marrakesh Ministerial Declaration. COP 7 (Marrakesh). FCCC/CP/2001/13/Add.1. 21 January 2002. Part II. Action Taken. Decision 1/CP. 7.3.
[17] Example: "Global warming and sea level rise were among the most serious threats to the Pacific region and the survival of some island states." South Pacific Forum Communique. Paragraph 29. Available from www.forumsec.org.fj/docs/fc93.htm
[18] Report of the Global Conference on the Sustainable Development of Small Island Developing States. A/CONF.167/9. October, 1994. Annex I, Section III.

1. What would be the impacts of the acceleration of climate change to San Juan County's public infrastructure (roads, water, sewer, and electric utilities)?

2. What would be the costs from associated increased storm winds, ocean surges, and precipitation on the San Juans from climate change?

3. What are the impacts of sea level rise on marine mammal haul out sites and nesting and/or foraging sites for seabirds?

4. What would be the costs associated with more intense storms coinciding with the highest tides on our public roads and infrastructure?

V. CONCLUSION

Our members share common interest in the rich and diverse fish and wildlife resources that spend their lives in both the San Juans and the Columbia River. FRIENDS of the San Juans respectfully requests that you fully exercise your legally conferred duties as trustees to study in detail the broader implications and impacts of the Tesoro Savage Proposal, including the impacts on cultural resources, and fish and wildlife.

Many of the impacts we have raised in these comments cannot or would not be mitigated or mitigation would be ineffective to prevent or remediate permanent environmental harm. Unless every one of these impacts, singly and in combination, would be fully mitigated, we recommend the "no action" alternative.

We look forward to the Draft EIS addressing all of our comments with in-depth analysis and with reasonable alternatives identified, including the no build option. Should the project be permitted, all feasible mitigation measures should be required to be implemented.

Thank you for this opportunity to comment on the scope of the EIS for the proposed Tesoro Savage Project.

Sincerely,

Stephanie Buffum

Stephanie Buffum, MPA/MURP
Executive Director
FRIENSD of the San Juans

From: Sierra Club <information@sierraclub.org> on behalf of Amanda Penn <beanosaurusrex@yahoo.com>
Sent: Tuesday, November 26, 2013 1:20 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 26, 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. Amanda Penn
6238 25th Ave NE
Seattle, WA 98115-7106

From: James Tyree II <jamesltyreeii@gmail.com>
Sent: Tuesday, November 26, 2013 2:55 PM
To: EFSEC (UTC)
Subject: Vancouver Oil Terminal Comments

Categories: Green

To whom it may concern:

We citizen of the Pacific Northwest, DEMAND that the energy that is produced come from clean renewable sources such as solar and wind and possibly hydro power on a small scale not harming fish any more than possible. We also DEMAND that there be DISINVESTMENT and DENIAL of ANY coal gas or oil projects which result in shipping more gas coal or oil or more burning of these fuels which produce harmful pollution to our public air water and soils. NO to the Vancouver Oil Terminal. We can have jobs AND clean renewable fuel and power projects. It is NOT either or!

James Tyree II
Portland,OR

From: bronson874@aol.com
Sent: Tuesday, November 26, 2013 8:46 PM
To: EFSEC (UTC)
Subject: Tesoro-Savage Project

Categories: Green

Washington State Energy Facility Site Evaluation Council

Dear Sirs:

Please recommend denial of a permit for the Tesoro-Savage project in Vancouver, WA. We do not need rail pipelines running down the Columbia Gorge to a massive oil terminal. The environmental risks to the Gorge and surrounding areas simply are not worth it. The potential contamination and pollution from explosion, toxic spill, or other disasters far outweigh the economic benefits to the region. Any disaster in the Gorge would have negative effects for generations to come. The environment there is just too fragile and pristine to support any sort of fossil fuel development. Do the right thing this time and recommend denial of all permits for the Vancouver port.

Melinda Bronsdon
12229 NE 64th St
Kirkland, WA 98033
bronson874@aol.com
425-827-5708

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Bob Welsh <bob@mind-over-media.com>
Sent: Tuesday, November 26, 2013 10:41 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mr. Bob Welsh
2183 Juneau Ct S
Salem, OR 97302-2221

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of marguery lee zucker <lee@thelocomotive.com>
Sent: Tuesday, November 26, 2013 11:41 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

Sincerely,

Mrs. marguery lee zucker
1966 Orchard St
Eugene, OR 97403-2040

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Phillip Callaway <phillip_callaway@msn.com>
Sent: Wednesday, November 27, 2013 5:11 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

Sincerely,

Mr. Phillip Callaway
PO Box 542
Philomath, OR 97370-0542
(541) 929-2301

From: Jimmy & Robin <jimmyandrobin@robbinsusa.com>
Sent: Wednesday, November 27, 2013 6:35 AM
To: EFSEC (UTC)
Subject: Scoping Comment for Tesoro Savage Project

Categories: Green

Dear Mr. Posner,

Please address the following impacts in the Tesoro Savage Project:

1. What are adverse impacts, including the adverse impacts from the increased risk of oil spills, to salmon, an essential food for the endangered SRKW, in the Columbia River?

2. What would be the adverse impacts to forage fish, an essential food for salmon and in turn SRKW, from increased oil spills in the Columbia River?

3. What is the economic threat from the loss of SRKW to the economy of the San Juans?

4. What would be the loss of property values and what would be the loss of tourism, real estate sales, from depleted fish and wildlife populations such as the SRKW in the event of a major oil spill in the Columbia River?

Robin Hirsch, Orcas Island

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of John Nettleton <jpn5710@yahoo.com>
Sent: Wednesday, November 27, 2013 7:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

Sincerely,

Mr. John Nettleton
4311 SE 37th Ave Apt 21
Portland, OR 97202-3265

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#3960

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Lewis Sternberg <tmp@star-mountain.com>
Sent: Wednesday, November 27, 2013 7:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

Sincerely,

Mr. Lewis Sternberg
8005 NW Hawkins Blvd
Portland, OR 97229-9141
(503) 464-0333

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Sheelagh Oliveria <shee0106@msn.com>
Sent: Wednesday, November 27, 2013 8:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

We must stop bowing to archaic interests. Also the prevailing attitude seems to be one of "we know more than you, little people".
This is not a sustainable approach anymore than continuing to bow to NAFTA & digging up the earth. Look forward if there is anything left to look forward to.

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

Sincerely,

Dr. Sheelagh Oliveria
5904 SE Knight St
Portland, OR 97206-6030

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Rebecca Railey <rainshine42@hotmail.com>
Sent: Wednesday, November 27, 2013 8:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

As a resident of the city of Vancouver for 14 years, and someone who works in the Columbia River Gorge, I strongly oppose this project. We in the Pacific Northwest pride ourselves in being environmentally aware and taking action to protect our beautiful land. Shipping a fuel that we should be moving away from as well as the potential for a disastrous trail wreck in my city or the Gorge makes this project a very bad idea.
I already commented to my city council members, who unfortunately chose to back the project. I am appealing to you to deny the permit.

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

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

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

Sincerely,

Mrs. Rebecca Railey
10308 NW 4th Ave
Vancouver, WA 98685-5289
(360) 213-4565

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Rebecca Railey <rainshine42@hotmail.com>
Sent: Wednesday, November 27, 2013 8:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Orange, Duplicate

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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Mrs. Rebecca Railey
10308 NW 4th Ave
Vancouver, WA 98685-5289

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Peter von Christierson <pvonc@olypen.com>
Sent: Wednesday, November 27, 2013 8:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

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Sincerely,

Mr. Peter von Christierson
1229 - 29thSt.
Port Townsend, WA 98368

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Jacob Meyer <meyerjak@hotmail.com>
Sent: Wednesday, November 27, 2013 8:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

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Sincerely,

Mr. Jacob Meyer
908 Sun Tillikum St
N Bonneville, WA 98639-4647

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Susan Dornfeld <dornfelds@hotmail.com>
Sent: Wednesday, November 27, 2013 8:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

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Sincerely,

Ms. Susan Dornfeld
PO Box 8305
Portland, OR 97207-8305

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Ann Watters <twofivestars@aol.com>
Sent: Wednesday, November 27, 2013 8:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

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Sincerely,

Ms. Ann Watters
1940 Breyman St NE
Salem, OR 97301-4352

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Bruce Barnum <bbarnum@windermere.com>
Sent: Wednesday, November 27, 2013 9:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Comment

Nov 27, 2013

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Sincerely,

Mr. Bruce Barnum
3220 NW Esplanade
Seattle, WA 98117-2625
(206) 783-7641

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Bruce Barnum <bbarnum@windermere.com>
Sent: Wednesday, November 27, 2013 9:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Orange, Duplicate

Nov 27, 2013

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WA

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3220 NW Esplanade
Seattle, WA 98117-2625
(206) 783-7641

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Evy Bishop <evybishop@ipns.com>
Sent: Wednesday, November 27, 2013 9:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

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

Sincerely,

Ms. Evy Bishop
13932 NE Beech St
Portland, OR 97230-2738

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Corinne McWilliams <cmcw@nwlink.com>
Sent: Wednesday, November 27, 2013 9:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

Sincerely,

Ms. Corinne McWilliams
6325 NE Lessard Rd
Camas, WA 98607-8948

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Charlie Graham <cgraham@teleport.com>
Sent: Wednesday, November 27, 2013 9:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

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WA

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Sincerely,

Mr. Charlie Graham
695 NE 4th Ave
Hillsboro, OR 97124-2330

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Nora Polk <nora.mattek@gmail.com>
Sent: Wednesday, November 27, 2013 9:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

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

Sincerely,

Mrs. Nora Polk
6405 SE 62nd Ave
Portland, OR 97206-6605

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Monica Gilman <monicagilman@yahoo.com>
Sent: Wednesday, November 27, 2013 9:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

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

Sincerely,

Ms. Monica Gilman
25525 S Laura Ln
Estacada, OR 97023-9417

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Deborah Miller <pdxdjmiller@aol.com>
Sent: Wednesday, November 27, 2013 9:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

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

Sincerely,

Mrs. Deborah Miller
3233 NW Wilson St
Portland, OR 97210-1248

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Jay Humphrey <blue1jay@yahoo.com>
Sent: Wednesday, November 27, 2013 9:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

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Sincerely,

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

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Cort Brumfield <damon64@comcast.net>
Sent: Wednesday, November 27, 2013 9:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

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Thank you for considering these comments and including them into the official record. Your support is absolutely vital.

Sincerely,

Mr. Cort Brumfield
9002 NE Webster St
Portland, OR 97220-4628

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Constance McConnell <murphydog2005@comcast.net>
Sent: Wednesday, November 27, 2013 9:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

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

Sincerely,

Ms. Constance McConnell
3122 SE Main St
Portland, OR 97214-4134

From: Sierra Club <information@sierraclub.org> on behalf of Thomas Comish <amherstcomish@aol.com>
Sent: Wednesday, November 27, 2013 9:52 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 27, 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. Thomas Comish
PO Box 436
Republic, WA 99166-0436

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Lois Bancroft <loisbanc@gorge.net>
Sent: Wednesday, November 27, 2013 10:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Green, Additional Content

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

I don't understand the morality of, first Ambre energy sending coal, now Tesoro sending oil through one of the most scenic areas in the world, (in my opinion)not considering the public sentiment. We have to fight & keep fighting to preserve our environment, to say NO to the big money companies. I live here. They don't. It is tiring. It is maddening. Why are the alternative waterfront developments not being pushed by Governor Inslee & Gover Kitzauber?
Lois Bancroft
50 Moore Rd
White Salmon, Wa 98672

Sincerely,

Mrs. Lois Bancroft
50 Moore Rd
White Salmon, WA 98672-8213
(509) 493-1080

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#3981

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of John Salisbury <ranger1857@gmail.com>
Sent: Wednesday, November 27, 2013 10:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

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

Sincerely,

Mr. John Salisbury
719 Center St
Oregon City, OR 97045-1948

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of mary neptune <seagoddess75@hotmail.com>
Sent: Wednesday, November 27, 2013 10:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

Sincerely,

Ms. mary neptune
14005 SE 38th St
Vancouver, WA 98683-3908

From: Brian Lynch <bebop@rockisland.com>
Sent: Wednesday, November 27, 2013 10:39 AM
To: EFSEC (UTC)
Subject: please deny oil terminal permit

Categories: Green

Greetings:

I am writing as a citizen of Washington State, resident of Shaw Island, to request that you deny the permit for Tesoro Corp. and Savage Company to build a massive oil terminal at Vancouver, WA.

Fossil fuel exports are a bad investment for the Pacific Northwest, will greatly contribute to the ongoing catastrophe of climate change worldwide, pose a direct risk to our Orca, and are potential disaster to the Columbia River Gorge and its communities (similar to the rail explosion in Lac-Mégantic, Quebec this past July which killed almost 50 people).

Thank you for your consideration,

Brian K. Lynch
Shaw Island, WA

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Jay Russo <stellarjay1@gmail.com>
Sent: Wednesday, November 27, 2013 10:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

Sincerely,

Mr. Jay Russo
1262 Duncan Creek Rd
Stevenson, WA 98648-6177
(509) 427-5002

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Chris Collmer <chriscollmer@gmail.com>
Sent: Wednesday, November 27, 2013 10:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

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

Sincerely,

Mr. Chris Collmer
704 W 20th St
Vancouver, WA 98660-2420

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Judy Steinberger <jlasteinberger@gmail.com>
Sent: Wednesday, November 27, 2013 11:12 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple, Multiple Duplicate

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

Sincerely,

Ms. Judy Steinberger
2744 NE 26th Ave
Portland, OR 97212-3501

From: Sierra Club <information@sierraclub.org> on behalf of Harry Ison <harryison1924@gmail.com>
Sent: Wednesday, November 27, 2013 11:21 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 27, 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. Harry Ison
901 N Forest St Apt 134
Bellingham, WA 98225-5562
(360) 671-5796

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Duane Meissner <duanemeissner@centurytel.net>
Sent: Wednesday, November 27, 2013 11:42 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

Sincerely,

Mr. Duane Meissner
33287 SW Dutch Canyon Rd
Scappoose, OR 97056-4004

From: Marcie Keever <marcekeever@hotmail.com>
Sent: Wednesday, November 27, 2013 12:56 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- 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 increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Marcie Keever

94116

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Ann Bronson <bop@gorge.net>
Sent: Wednesday, November 27, 2013 1:12 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mrs. Ann Bronson
678 Larch Ct
Hood River, OR 97031-7802

From: Adam Russel <asapien47@gmail.com>
Sent: Wednesday, November 27, 2013 1:35 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Purple Category

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

•The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
•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 increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Adam Russel

21042

From: jodi@cpbctc.com
Sent: Wednesday, November 27, 2013 1:36 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Categories: Green

Dear Stephen Posner

I am a resident of Washington and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. The proposed project will receive and ship North American crude oil to US refineries to offset or replace foreign imports and declining production in Alaska and California. This crude oil will be refined in US refineries to help meet the everyday needs of residents and businesses along the US West Coast – including those of the state of Washington. In short, it helps with America's energy security and will bring economic benefits and valuable jobs to our local communities.

As a resident, I believe the safety and environmental reviews are extremely important and will help ensure that this is done safely and responsibly. As such, I would request that the scope of the SEPA environmental analysis be purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Risks caused by earthquakes
- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Protection of Columbia River water quality and fish and wildlife resources
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility and have a dampening effect on transportation of other commodities, such as agricultural products, which are vital to the economies of Vancouver, Clark County and the state of Washington.

This balanced approach is consistent with SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy. Thank you for considering my comments.

Sincerely,
Jodi Guetzloe Parker

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#3993

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Madeleine von Laue <mvonlaue@hotmail.com>
Sent: Wednesday, November 27, 2013 1:42 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. Madeleine von Laue
2804 E 8th St
Vancouver, WA 98661-4850

From: Carter Case <carterdcase@gmail.com>
Sent: Wednesday, November 27, 2013 1:49 PM
To: EFSEC (UTC)
Subject: Scoping comments for Tesoro Savage proposal in Vancouver

Categories: Green

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
* Safety of crude oil being transported by rail and the risks to communities along the route; and
* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Carter Case
2120 159th Ct. SE
Mill Creek, WA 98105

From: Adam Russel <asapien47@gmail.com>
Sent: Wednesday, November 27, 2013 2:04 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Categories: Purple Category

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

•The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
•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 increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Adam Russel

21042

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of . Steel <iamsteel@gmail.com>
Sent: Wednesday, November 27, 2013 2:42 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. . Steel
General Delivery
Sandy, OR 97055-9999

From: peter Stocker <pstocker@foe.org>
Sent: Wednesday, November 27, 2013 2:55 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- 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 increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

peter Stocker

95918

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of j roberts <coconutcarousel@yahoo.com>
Sent: Wednesday, November 27, 2013 3:42 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mr. j roberts
11924 NE Russell St
Portland, OR 97220-1755

From: Sierra Club <information@sierraclub.org> on behalf of Mason Rhoads <mason_rhoads@yahoo.com>
Sent: Wednesday, November 27, 2013 4:52 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 27, 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. Mason Rhoads
4307 35th Ave W
Seattle, WA 98199-1363
(206) 284-9575

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Robin Thomas <robint@pacifer.com>
Sent: Wednesday, November 27, 2013 5:12 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
Ongoing oise pollution from trains near public sightseeing and recreational areas such as The Land Bridge in Vancouver is also an issue

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

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

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

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

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

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

Sincerely,

Ms. Robin Thomas
3912 Clark Ave
Vancouver, WA 98661-6014