

(UTC)

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**From:** Helen Drwinga <drwingahl@hotmail.com>  
**Sent:** Friday, December 06, 2013 2:40 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.

Helen Drwinga

37069

UTC)

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**From:** Alan Kittelson <alankittelson@gmail.com>  
**Sent:** Friday, December 06, 2013 2:43 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.

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- 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.

Alan Kittelson

05491

(UTC)

**From:** Mallery Crews <MalleryCrewsJD@gmail.com>  
**Sent:** Friday, December 06, 2013 3:15 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:

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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.

Mallery Crews

32208

UTC)

**From:** marin quezada <quezadamarin@yahoo.com>  
**Sent:** Friday, December 06, 2013 3:20 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:

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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.

marin quezada

60640

**UTC)**

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**From:** Eileigh Doineau <edoineau@gmail.com>  
**Sent:** Friday, December 06, 2013 3:21 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.

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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.

Eileigh Doineau

97232

Tesoro Savage CBR  
Scoping Comment  
#27206

UTC)

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**From:** Sandra Sobek <s.sobek@comcast.net>  
**Sent:** Friday, December 06, 2013 3:24 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.

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- 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.

Sandra Sobek

01341

UTC)

**From:** Tara Sinclair <tsinclair228@gmail.com>  
**Sent:** Friday, December 06, 2013 3:25 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.

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- 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.

Tara Sinclair

02777

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**From:** Symone Ma <symonema@wildmail.com>  
**Sent:** Friday, December 06, 2013 3:44 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.

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- 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.

Symone Ma

50613

**From:** Barbara Graper <barbie12@tcsn.net>  
**Sent:** Friday, December 06, 2013 3:45 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.

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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.

Barbara Graper

93465

**UTC)**

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**From:** don green <dongreen05@comcast.net>  
**Sent:** Friday, December 06, 2013 3:45 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

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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.

don green

94602

UTC)

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**From:** Alessandro Raganato <alessandroraganato@hotmail.it>  
**Sent:** Friday, December 06, 2013 3:52 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.

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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.

Alessandro Raganato

90016

**UTC)**

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**From:** Gloria Ladum <glovos@comcast.net>  
**Sent:** Friday, December 06, 2013 3:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Oil-by-Rail Shipments through the Gorge

Please recommend denial of the Tesoro-Savage permit to develop the oil pipeline in Vancouver, WA.

This project would pose a direct risk of contamination to the Columbia River and potential disaster to Columbia Gorge communities.

**UTC)**

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**From:** mclaren@iinet.com  
**Sent:** Friday, December 06, 2013 3:59 PM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

Dear Stephen Posner

I am a resident of Vancouver Washington and would like to express my feelings in support of the Tesoro Savage Vancouver Energy Distribution Terminal. The proposed project appears to both receive and ship North American crude oil to US refineries which will replace foreign imports, plus what appears to be a declining production in both Alaska and California. This crude will be refined in US refineries which is important to our local and national economy. It appears this would be a boost to America's energy security, will bring economic benefits and valuable jobs to our local community.

As a resident here for over 51 years, I believe the safety and environmental reviews are extremely important and will help ensure that this is done safely and responsibly. I know a request has been made for the scope of the SEPA environmental analysis to be focused on impacts from this proposed facility. I agree that the scope of the EIS should be limited to only potential impacts related to the facility design and operation. I suggest that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- 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 the site-based facility impacts, could dilute the core focus of this facility. We don't want a dampening effect for transportation of other commodities, such as agricultural products, which are vital to the economies of the state and Vancouver, Washington.

I believe that 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.

Wade McLaren  
3818 Oregon Drive  
Vancouver WA 98661

Sincerely,  
Wade McLaren

**From:** Patricia Pritchard <sunsets52@att.net>  
**Sent:** Friday, December 06, 2013 3:59 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:

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- 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.

Patricia Pritchard

06460

**From:** Akura Pardington <akura.email@gmail.com>  
**Sent:** Friday, December 06, 2013 4:11 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:

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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.

Akura Pardington

34238

(UTC)

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**From:** Fred Suter <frsuter@comcast.net>  
**Sent:** Friday, December 06, 2013 4:12 PM  
**To:** EFSEC (UTC)  
**Subject:** Proposed Vancouver, WA Oil Terminal - DON'T DO IT

To - Energy Facilities Site Evaluation Council:

I am opposed to creating an oil terminal in Vancouver, WA for the following reasons:

1. In the last 4 months, there have been two derailments involving trains carrying oil from the Bakken oil field in North Dakota (one in Alabama and the other in Quebec). Oil has been transported from this oil field by rail only since the end of 2010. Two disastrous rail accidents have occurred in this short a period of time. This is a safety record that is unacceptable. The death toll in these two events is 47 people and unaccounted for damage to homes, businesses, infrastructure, and the environment. These two events have raised questions about the corrosiveness and volatility of the crude oil coming from the Bakken oil field. But the oil industry continues to transport the oil without satisfactorily addressing the concerns that have been raised.
2. There are numerous communities along this new proposed rail route, there is the amazing Columbia River, and there is Vancouver itself. All deserve better than this tarnished safety record indicates that they will receive. While oil industry companies publicly state that safety is their highest priority, their actions continue to demonstrate a willingness to prioritize profit over public welfare. This happens time and time again, whether it is the Exxon-Valdez ship wreck, or an oil rig explosion in the Gulf of Mexico, or a pipe line failure in Mayflower, Arkansas, or a train derailment in Lac Megantic, Quebec. This is a long, tainted, and consistent history.
3. The public is forced to assume the risk. The safety record of the oil industry speaks all too clearly and its actions continue to speak louder than its empty promises. The industry has not cleaned up its act. There simply is too much at stake to allow the oil industry to transport oil by rail through the Pacific Northwest. It hasn't earned the privilege.

Sincerely,

Fred Suter  
Vancouver, WA

UTC)

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**From:** jesse boeri <jboeri@usamedia.tv>  
**Sent:** Friday, December 06, 2013 4:15 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

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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.

jesse boeri

96161

JTC)

**From:** Erik Sneibis <sneibis@live.se>  
**Sent:** Friday, December 06, 2013 4:21 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

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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.

Erik Sneibis

74236

**From:** J Bliss <blissjb@aol.com>  
**Sent:** Friday, December 06, 2013 4:22 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:

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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.

J Bliss

86001

Tesoro Savage CBR  
Scoping Comment  
#27220

UTC)

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**From:** Brandon Brown <brandon.brown@cdph.ca.gov>  
**Sent:** Friday, December 06, 2013 4:35 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

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.

Brandon Brown

94530

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**From:** Dr Lawrence S. Roberts <lawrencesroberts@gmail.com>  
**Sent:** Friday, December 06, 2013 4:45 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:

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- 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.

Dr Lawrence S. Roberts

99999

UTC)

**From:** Jacqueline Edmundson <ernestedmundson@yahoo.com>  
**Sent:** Friday, December 06, 2013 4:45 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.

Jacqueline Edmundson

70125

**From:** David Vassar <Vassardavid@hotmail.com>  
**Sent:** Friday, December 06, 2013 5:16 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.

David Vassar

10027

UTC)

**From:** Ruth McCauley <charlizabet@gmail.com>  
**Sent:** Friday, December 06, 2013 5:05 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.

Ruth McCauley

0602

**UTC)**

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**From:** Mark Nolan <mnstretch@gmail.com>  
**Sent:** Friday, December 06, 2013 5:21 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.

Mark Nolan

87110

**UTC)**

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**From:** Pamela Wolfe <p.wolfe@wolfe-web.com>  
**Sent:** Friday, December 06, 2013 5:25 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.

Pamela Wolfe

10580

**UTC)**

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**From:** Amanda Lavictoire <amanda\_l@live.ca>  
**Sent:** Friday, December 06, 2013 5:40 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.

Amanda Lavictoire

L6T 2X6

(UTC)

**From:** Lester and Judy Hoyle <jalh2@frontiernet.net>  
**Sent:** Friday, December 06, 2013 5:57 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.

Lester and Judy Hoyle

97523

Tesoro Savage CBR  
Scoping Comment  
#27229

(UTC)

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**From:** Michelle Walters <aherbievore2@gmail.com>  
**Sent:** Friday, December 06, 2013 6:29 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.

Michelle Walters

46613

Tesoro Savage CBR  
Scoping Comment  
#27230

(UTC)

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**From:** Carol Lynn Harp <calliopy@juno.com>  
**Sent:** Friday, December 06, 2013 7:00 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.

Carol Lynn Harp

98010

**From:** Denise Fry <fdeni22@aol.com>  
**Sent:** Friday, December 06, 2013 6:31 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.

Denise Fry

48082

**From:** James Baron <jredbaron@earthlink.net>  
**Sent:** Friday, December 06, 2013 7:04 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

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.

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- 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.

James Baron

98223

JTC)

**From:** ryan trammell <rytramm@gmail.com>  
**Sent:** Friday, December 06, 2013 7:05 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.

ryan trammell

46033

JTC)

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**From:** Sue Jackson <sue\_jackson@optusnet.com.au>  
**Sent:** Friday, December 06, 2013 7:36 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.

Sue Jackson

2125

**UTC)**

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**From:** Richard Vultaggio <richvultaggio@hotmail.com>  
**Sent:** Friday, December 06, 2013 7:47 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.

Richard Vultaggio

13850

UTC)

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**From:** Sue Elkevizth <selkevizth@gmail.com>  
**Sent:** Friday, December 06, 2013 7:53 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.

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- 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.

Sue Elkevizth

44256

(UTC)

**From:** Louise Guthrie <loumkg@hotmail.com>  
**Sent:** Friday, December 06, 2013 7:57 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.

Louise Guthrie

3136

(UTC)

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**From:** Susan Cannon <sube\_cannon@yahoo.com>  
**Sent:** Friday, December 06, 2013 7:59 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.

Susan Cannon

33982

Tesoro Savage CBR  
Scoping Comment  
#27239

UTC)

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**From:** Achmad Chadran <unia.deeds@gmail.com>  
**Sent:** Friday, December 06, 2013 8:24 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 strongly 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.

Achmad Chadran

01451

(UTC)

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**From:** cynthia waite <waitecw@yahoo.com>  
**Sent:** Friday, December 06, 2013 8:25 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.

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- 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.

cynthia waite

80402

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**From:** Elizabeth Fitzgerald <widgekit@embarqmail.com>  
**Sent:** Friday, December 06, 2013 8:47 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.

Elizabeth Fitzgerald

22936

(UTC)

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of William O'Brien <wobobr123@yahoo.com>  
**Sent:** Friday, December 06, 2013 3:32 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dec 6, 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. William O'Brien  
12520 SW Gem Ln Apt 202  
Beaverton, OR 97005-1360

(UTC)

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Jay Humphrey <blue1jay@yahoo.com>  
**Sent:** Friday, December 06, 2013 3:32 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No: 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dec 6, 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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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.

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

UTC)

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Monica Gilman <monicagilman@yahoo.com>  
**Sent:** Friday, December 06, 2013 3:32 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dec 6, 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.

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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.

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

(UTC)

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**From:** Chase <chase.james@comcast.net>  
**Sent:** Friday, December 06, 2013 6:22 PM  
**To:** EFSEC (UTC)  
**Cc:** Jim and Mary Chase  
**Subject:** Comments: Vancouver Oil Terminal - Contingency Plans  
**Attachments:** Contingency Plans.docx

**Categories:** Red Category

Comments attached.

Jim Chase  
(home) 503-224-5461  
(mobile) 503-962-9237  
3446 NW Vaughn St.  
Portland OR 97210

## Contingency Plans

Proper contingency plans must be required of the applicants in advance of approval of any permits. This is simply good business practice and regulatory responsibility. Spills, leaks, derailments, fires and explosions are not a question of "if", only of when and where. We all know that from recent events in Quebec and Alabama.

So the analysis and contingency plans must include emergency response plans for these calamities at:

- All locations along the train route from the source to the Terminal.
- With special emphasis on areas:
  - Where the train tracks pass within 100 meters of any community, residence or roadway.
  - Where the train tracks are immediately adjacent to the Columbia River or any other waterway along the route.

These contingency plans must include:

- A legal requirement for immediate notification of all authorities and the public of any spill, leak, derailment, fire or other incident – no matter the magnitude. This must include a requirement to report "near misses". I would suggest that "immediate" be defined as "within one hour of the time when the occurrence of such an event is known to the carrier".
- Clear definition of the responders who will deal with these events, and analysis of their capability and capacity to deal with such events.
- Clear procedures for dealing with any such event.
- Clear and legally binding definition of the limits placed on the carrier and responders for dealing with such events. For example, "You may not bulldoze the wreckage and oil into the river – no matter what!" (Sorry. I have a hard time coming up with the right words for this, but I hope you get the idea!)
- Clear and legally binding definition of fiscal responsibility for the cost of dealing with any such event.
- Clear and legally binding indemnification for the financial cost of dealing with any such event.
- The contingency plans and indemnification must cover both immediate response actions and long term remediation.

Personal perspective and insight.

I am retired. During my working career I once built and managed a chemical plant. Some of the chemicals were explosive, some mildly toxic, some utterly harmless. We built many great safety features into the plant. As I recall, these accounted for about one-fourth of the total cost of the plant. Money well spent, in my opinion! As we were about to begin operation I held a meeting with all the newly hired employees - with many leaders and residents of the surrounding community in attendance. I had mounted a very large, red EMERGENCY STOP BUTTON on the wall. My "pre-game" talk was very clear! "If there is any accident, any spill, any danger whatsoever, no matter how minor, hit the EMERGENCY STOP! All shipping, all receiving, all production processes STOP IMMEDIATELY! All hands on deck! Eliminate the risk or danger! No excuses! And I want to know right away – don't mind the clock!"

OK. The big red button was never actually attached to anything. That was just theatrics on my part. But it got my point across. The years passed and we never had a significant accident. The few minor spills were dealt with just as I had hoped.

Please try to require the philosophy of this approach of the applicants. Unless you do, I assure you, nothing is further from their minds!

(UTC)

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**From:** Chase <chase.james@comcast.net>  
**Sent:** Friday, December 06, 2013 6:25 PM  
**To:** EFSEC (UTC)  
**Cc:** Jim and Mary Chase  
**Subject:** Comments on Vancouver Oil Terminal - Liability and Indemnification  
**Attachments:** Liability and Indemnification.docx

**Categories:** Red Category

Comments attached.

Jim Chase  
(home) 503-224-5461  
(mobile) 503-962-9237  
3446 NW Vaughn St  
Portland OR 97210

### **Liability and Indemnification**

I submitted a separate comment titled "Contingency Plans". In that comment I called for proper definition of financial responsibility and for requirement of adequate third party indemnification for the cost of remediation for damage from oil spills, leaks, fires, explosions, derailments and other accidents. I believe this subject merits further elaboration.

When the oil is in transit in rail cars who owns the oil and who is legally responsible for whatever damage may result from such incidents? Is it the oil company or the railroad? Also, many oil tank cars are owned by companies that service them rather than by the railroads themselves. Who owns these cars? And what is their liability *vis a vis* the railroads and the oil company? This needs to be clearly defined and acknowledged by the oil company, the railroad and any third party car owners before any permit for the Terminal is approved.

And what is the extent to which such parties are liable? This should include death and injury to humans and animals, property damage, and lost wages and income to individuals and businesses affected by such incidents.

What liability would these parties have in the event of **irreparable harm** to the environment? For example, if a substantial amount of oil spills into the Columbia or an old growth forest is destroyed due to a fire caused by the oil transports, it is possible that the damage could be truly irreparable. In such cases it is a good, common practice to require substantial remuneration from the liable parties that can be used for the betterment of the affected areas or parties – even if not to restore them to the original state. The right to such remuneration and the terms and amounts that could be assessed should be legally defined in advance of granting the permits for the Terminal.

Finally, third party indemnification should be required. The railroad and oil company may seem large enough to have adequate financial resources to cover any such liability. However, we cannot rely on that as a solution. I am required by law to carry liability insurance on my car. Why should they be any different?

UTC)

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**From:** Chase <chase.james@comcast.net>  
**Sent:** Friday, December 06, 2013 6:27 PM  
**To:** EFSEC (UTC)  
**Cc:** Jim and Mary Chase  
**Subject:** Comments on Vancouver Oil Terminal - Clearing Derailments  
**Attachments:** Clearing Derailments.docx

**Categories:** Red Category

Comments attached

Jim Chase  
(home) 503-224-5461  
(mobile) 503-962-9237  
3446 NW Vaughn St  
Portland OR 97210

### **Clearing Derailments**

While living in central Illinois I witnessed how a large derailment was handled. In that case the closed rail cars were carrying grain, and the derailment occurred in the middle of a large, empty field. So it was not nearly as dangerous as for trains carrying oil through sensitive areas. Within hours of the wreck the railroad arrived with big construction equipment and simply plowed grain, railcars and everything into a big heap off the tracks. They made no attempt to save the railcars or salvage the grain. Some of the railcars were hardly damaged but were bulldozed into scrap metal by the railroad! What a waste! Why would they do that? Later I came to understand that the railroad's only priority is to clear the tracks and make them ready for more trains. Nothing else matters!

There was a coal train derailment in eastern Oregon last year, and it was the same thing. Get the cars and coal off the tracks, and deal with it later. In both cases it was **much later** -- months before much got done with the rubble.

The tracks through the Columbia Gorge are often right on the side of the River. In many places there is simply no place to go quickly with derailed oil tank cars except into the River. In a number of places the tracks are surrounded by water on both sides! The tracks are also very close to many homes and businesses.

Legal limitations must be in place to prevent the railroad from their normal first response of bulldozing the tracks clear. Unless you act on this, they will do just that!

Oil train derailments are inevitable. The protocol for dealing with them in ways that minimize collateral environmental damage must be clearly defined, legally binding and with oversight by appropriate public officials.

**UTC)**

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**From:** Chase <chase.james@comcast.net>  
**Sent:** Friday, December 06, 2013 6:29 PM  
**To:** EFSEC (UTC)  
**Cc:** Jim and Mary Chase  
**Subject:** Comments on Vancouver Oil Terminal - Impact on the Gorge  
**Attachments:** Impact on the Gorge.docx

**Categories:** Red Category

Comments attached.

Jim Chase  
(home) 503-224-5461  
(mobile) 503-962-9237  
3446 NW Vaughn St  
Portland OR 97210

### **Impact on the Gorge**

An in-depth analysis of increased oil and coal train traffic through the Columbia Gorge must be done and must include the impact on tourism (*sic* tourism-related businesses) and residential communities in the Gorge.

The Gorge is a unique, iconic area that draws tourists from all over the world. They come to hike, bike, climb, wind-surf, fish and ski – or simply to just sit back and enjoy the scenery. *National Geographic Traveler* magazine periodically publishes a survey of the top tourist destinations in the world. In this survey the Columbia Gorge ranked SIXTH! Ahead of every U.S. National Park; ahead of the Hills of Tuscany, the Serengeti Plains and Australia's Great Barrier Reef. The Gorge's tourist appeal grows rapidly each year as new trails for hiking and biking are added and as tourism-based businesses start up and prosper.

The Gorge is also growing in appeal as a very attractive place to live. The 11 residential communities within the Gorge offer a peaceful, pastoral, small-town environment amid a beautiful landscape. These townships are becoming more prosperous every year and support a healthy infrastructure of commercial businesses.

The Gorge did not always enjoy this burgeoning tourism and residential prosperity. Twenty years ago the Gorge was economically depressed. Logging had long been the primary economic driver and was dying. Now logging has been replaced with two of the cleanest, most sustainable economic bases imaginable – tourism and residential communities.

However, both of these economies are vulnerable to attack by excessive rail traffic. People will not come to live and recreate in "rail-yards"! The residential areas, hotels, pubs and shops in the Gorge are all close to the rail lines. People will not enjoy homes, sleep in hotels, eat in restaurants and recreate with a constant rumble of trains, blasts of their horns day and night, and the veil of diesel smoke and dirt that accompany them. With increased train traffic tourism will decline and businesses reliant on them will fail. Property values will fall and development of additional residential neighborhoods will grind to a halt. Eventually the existing residential areas will decay as residents flee the noise, pollution and congestion of excessive train traffic.

Please do not approve construction of the oil terminal in Vancouver without at least understanding the devastating effects it will have on the Columbia River Gorge!

Tesoro Savage CBR  
Scoping Comment  
#27249

(UTC)

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**From:** Chase <chase.james@comcast.net>  
**Sent:** Friday, December 06, 2013 6:31 PM  
**To:** EFSEC (UTC)  
**Cc:** Jim and Mary Chase  
**Subject:** Comments on the Vancouver Oil Terminal - Incremental Rail Traffic  
**Attachments:** Incremental Rail Traffic.docx  
  
**Categories:** Red Category

Comments attached.

Jim Chase  
(home) 503-224-5461  
(mobile) 503-962-9237  
3446 NW Vaughn St  
Portland OR 97210

**Incremental Traffic (comprehensive with coal and other traffic)**

The proposed shipment of 360,000 barrels of crude oil per day to the Port of Vancouver will require about 5 trainloads per day (based on 100 cars per train and 30,000 gallons per car). This means 10 trains per day, counting both the full trainloads arriving and the empties returning. At the same time greatly increased numbers of trains carrying coal are being proposed for export terminals in Bellingham WA, Longview WA and Morrow OR. Much of this coal train traffic will use the same tracks as the oil trains. All trains carrying either coal or oil will travel through the Columbia Gorge – on either the WA or the OR side of the River. These increases in traffic cannot be considered individually! The train traffic through the Gorge is already at a very high level. In some opinions it is nearing capacity already. An area-wide analysis is an absolute necessity. It must include all proposed new oil and coal train traffic through the Columbia Gorge for any destination. No permits for the construction of the proposed Vancouver oil export facility should be approved until this is done. Think about it! Up to four terminals could be built without even knowing whether the rail lines have the physical capacity to deliver the coal and oil to them. This analysis must include the impact on other non-oil, non-coal rail traffic. It must also include the increased risk of derailments, spills, leaks, fires, explosions and other damage caused by the greatly increased rail traffic.

**ITC)**

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**From:** swanjo@comcast.net  
**Sent:** Friday, December 06, 2013 4:54 PM  
**To:** EFSEC (UTC)  
**Subject:** testimony re: Tesoro-Savage application #2013-01  
**Attachments:** Final TESora testimony.docx  
  
**Categories:** Red Category

The League of Women Voters of Clark County, WA wishes to have the attached testimony read into the minutes of the next council meeting relating to the Tesoro-Savage Vancouver Energy Distribution Terminal. We understand this will take place on December 11, 2013. Thank you for your attention. If it is possible to receive a copy of the minutes from the portion of the meeting relating to this application, please send it to LWVCC %Joann Swanson <[swanjo@comcast.net](mailto:swanjo@comcast.net)>

**TO: ENERGY FACILITY SITE EVALUATION COUNCIL ,**  
**ATTENTION : Stephen Posner**

Page 1 of 2

**FROM: CLARK COUNTY LEAGUE OF WOMEN VOTERS P.O. BOX 5917, Vancouver, WA 98668**  
**RE: Tesoro-Savage Vancouver Energy Distribution Terminal, Application No. 2013-01**

**The Clark County League of Women Voters requests that the following concerns be fully considered during the processing of the application from Tesoro-Savage joint plan to transport crude oil along the Columbia River to the Port of Vancouver, Washington for storage and transfer by ship to other western ports.**

Our League embraces a policy that the public has the "right to know" prior to public agencies' final actions resulting in major impacts to the community and its welfare. The Port of Vancouver's decision to solicit and approve the proposed operation--apparently without the other public agencies or the public in general having any knowledge of the project, deprived citizens of the ability to assess or comment during early deliberations. We consider that a serious matter.

Our League has endeavored to find facts and issues in the process thus far, and have many questions and concerns that need to be addressed. We look at all factors of the transportation of the oil, its storage, and its transfer to the proposed river shipping operations. All are connected in the assessment of the project's viability in this environmentally important area.

The site lies on the Columbia River in the Vancouver Lake Lowlands, which is also the home of Frenchman's Bar County Park on the Columbia River, the County's Vancouver Lake Park, with its swimming beach and the site of the Sailing Clubs and various water events. Fishing and hunting are among the river and lake activities year-round. The large Ridgefield National Wildlife Refuge is also just downriver. - A large neighborhood and school are prominent. ALL are closely located downriver and affected by prevailing winds. The location of the storage site is accessible only by one two lane road which passes under the railroad bridge, and avoids crossing the railroad tracks, and a few railroad and bridge crossings. At the present time, rail traffic is substantial enough to block access to and from the area often and for long periods of time.

**QUESTION: How will emergency responders to spills, fire, explosions, etc. reach this area when the increased number of trains will result in a higher number of blockages to the few accesses available to this site? What emergency response facilities will be provided at the site? What agency/agencies will be responsible if there is an accident, be it a spill on site or during the rail transportation and transfer to the storage and then to the ships or barges? What happens if a natural disaster occurs that prevents access to the site?**

Floods and earthquakes are very possible in this area and would isolate the site even more. With the number of additional trains expected to be added by this project along the Columbia River, through the city of Vancouver, and northward, local traffic to existing businesses and residences will be a major problem. A recent warehouse collapse caused a 10-hour rail shutdown, and a huge backup of trains.

Of serious concern regarding transportation is the condition of the rail cars to be used. There are statistics showing danger to the community regarding DOT111 cars for hauling oil. These cars have valves sticking out of the tanks on the top or bottom that shear off when they derail and overturn, releasing the contents. They also have structural integrity issues that allow them to easily split open and spill contents when derailments and crashes cause them to overturn. According to FOXBUSINESS on 11-14-13, two trade groups, The Association of American Railroads and the American Shortline and Regional Railroad Association, recommend upgrades or phase out on 78,000 older fuel cars and upgrades on 14,000 newer cars made since October 2011. The 78,000 cars are of the DOT 111 series that has been recognized as being unsafe since 1991 in derailments and crashes.

**QUESTION: What type of fuel rail cars will be provided for the oil transport, when statistically 84% of all available cars are older and unsafe, and the remaining ones also need upgrading? Who will be responsible for the necessary upgrades? Each customer? or the Tesoro-Savage group as contractor? Will safer cars be mandated?**

Another unknown is the type of oil which will be carried by these trains. In response to a question during an online chat sponsored by *the Columbian*, one participant asked if Tesoro and Savage would be able to bring Canadian tar sand oil by train to the Port of Vancouver, Tesoro-Savage states "we haven't yet broken ground on the project, and don't have customer commitments lined up, so it's premature to speculate where they might source crude oil." ...."we expect the bulk of the crude will come from the Bakken and other fields in the Midwest."

Savage reports that it will have customers other than Tesoro, and that the new facility will handle a maximum of 380,000 barrels a day. We assume that these trains will also be returning to the mines, which doubles the time railways will be occupied. It was mentioned that the empty trains could return via the passes rather than the Columbia River rail lines. We have been told that adding more traffic to those passes may not be possible.

**QUESTION:** How many fuel trains per day would be needed to transport 380,000 barrels per day? Is the average length of these trains approximately 110 cars? What effect will this have on the many commercial and residential crossings along the Columbia River and Clark County as a whole? How will the noise and vibration effects be mitigated—or what will be the impact on our county citizens? And will we be seeing double the number of trains because of the empty returning cars?

**QUESTION:** How do you judge the project impacts without knowledge of who the actual participants' customers are, and what the type of crude oils handled will be? How can a permit be granted to hypothetical customers and unknown sources/types of crude oil?

Tesoro-Savage has stated that every ship coming in to accept oil will be boomed to control any oil spills. The number of ships or barges has been estimated to be one a day--if ships, but many more if barges are used.

**QUESTION:** Since some oils sink, what will prevent the oil beneath the surface booms from travelling down the river with the current, and leaving deposits on the bottom and the river banks? How would this affect fish & wildlife, water quality and drinking water safety of downstream communities?

Emissions from the transport, handling, storage and transferring of oil to ships will present varied degrees and types of pollution to the air, water and ground in the surrounding areas. Note: The only monitoring of air quality was centered in areas some miles away on the higher grounds away from the lowlands area which will be affected by this project. It may be that the sea-level area would be impacted at a higher degree than the uplands areas. Another concern is that there are no standards currently existing for mitigation of the predicted 100,000 tons of greenhouse gases predicted. That amounts to 276 tons per day. Our country is striving to reduce these gases, not increase them!

**QUESTION:** Beside the daily emissions year-round, will the impact on the neighboring recreational areas be greater during the summer months of high public use? Does the volume of emissions increase and cause deterioration of air quality in warmer weather? Is there any notification to neighbors in the event of excessive amounts? Does the fallout from any of the emissions also affect the water or ground quality, and if so, can it be prevented? How?

In conclusion, we feel it is essential to look at the collective impact from the major potential influx of rail transport of hazardous fuels throughout our State, the potential for spills both on land or river, the addition of tons of greenhouse gases plus other chemical emissions on the proposed site, the air, noise, vibration and blocked- roadway impacts from the added railway traffic and the daily increase of ship/barge traffic on the Columbia River. There are also likely to be monetary costs to the public for necessary infrastructure, which preferably should fall to the user companies.

**THE LEAGUE OF WOMEN VOTERS OF CLARK COUNTY URGES YOU TO CONSIDER ALL OF THESE ISSUES WHEN DETERMINING THE APPROVAL AND COST/BENEFIT OF THIS MAJOR PROPOSAL. THE IMPACTS ON OUR COUNTRY, STATE, RIVERSIDES, CITIES, CITIZENS AND OUR ECONOMY BEGIN AT THE MINES AND END AT THE FINAL DESTINATION OF THE FINISHED PRODUCT, WHICH COULD BE OVERSEAS.**

Respectfully submitted from the Clark County League of Women Voters Action Committee:

Judy Hudson, Dr. Orin and Joann Swanson, Dan and Jane Johnson, Anne McEnery-Ogle 12/06/2013

**From:** John Noland <johcnoland@gmail.com>  
**Sent:** Friday, December 06, 2013 9:06 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.

John Noland

97420

UTC)

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**From:** Penny Derleth <penny.derleth@gmail.com>  
**Sent:** Friday, December 06, 2013 9:49 PM  
**To:** EFSEC (UTC)  
**Subject:** Scoping comments for Tesoro Savage proposal in Vancouver

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 Downtown 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;
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions and;
- \* That many more trains will make more bridges and underpasses necessary and they are paid for, not by the railroad, but by the community.

Thank you.

Penny Derleth  
PO Box 421  
Deer Park, WA 99006

JTC)

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**From:** Laurie Todd <lltodd@mindspring.com>  
**Sent:** Friday, December 06, 2013 9:56 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.

Laurie Todd

97214

JTC)

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**From:** Lauryn Slotnick <Halli620@aol.com>  
**Sent:** Friday, December 06, 2013 10:12 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.

Lauryn Slotnick

11362

UTC)

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**From:** augustine Gaona <augman07@yahoo.com>  
**Sent:** Friday, December 06, 2013 10:17 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.

augustine Gaona

77080

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**From:** Kimberly Spiegel <kspiegel82@gmail.com>  
**Sent:** Friday, December 06, 2013 10:23 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.

Kimberly Spiegel

38655

(UTC)

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**From:** Uphoria Blackham <uphoriahb@gmail.com>  
**Sent:** Friday, December 06, 2013 10:26 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.

Uphoria Blackham

87112

(UTC)

**From:** brandon ross <brandonross@mchsi.com>  
**Sent:** Friday, December 06, 2013 10:37 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.

brandon ross

52245

Tesoro Savage CBR  
Scoping Comment  
#27259

(UTC)

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**From:** Zandra Saez <critters1@comcast.net>  
**Sent:** Friday, December 06, 2013 10:45 PM  
**To:** EFSEC (UTC)  
**Subject:** Scoping comments for Tesoro Savage proposal in Vancouver

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.

Zandra Saez  
1805 E. 34th Ave.  
Spokane, WA 99203

UTC)

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**From:** Kevin Nguyen <kls8216@yahoo.com>  
**Sent:** Friday, December 06, 2013 11:59 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.

Kevin Nguyen

92503

UTC)

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**From:** Ranae Knox <raezofbeauty@gmail.com>  
**Sent:** Saturday, December 07, 2013 12:34 AM  
**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.

Ranae Knox

97080

**From:** jim stalknecht <jim.stalknecht@wanadoo.fr>  
**Sent:** Saturday, December 07, 2013 12:29 AM  
**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.

jim stalknecht

04500

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**From:** dean Knox <dean.c.knox@gmail.com>  
**Sent:** Saturday, December 07, 2013 12:35 AM  
**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.

dean Knox

97080

Tesoro Savage CBR  
Scoping Comment  
#27264

UTC)

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**From:** Perry Merrill <Bodelly@hotmail.com>  
**Sent:** Saturday, December 07, 2013 12:35 AM  
**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.

Perry Merrill

99501

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**From:** Laura Eklund <lauralynneklund@yahoo.com>  
**Sent:** Saturday, December 07, 2013 1:03 AM  
**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.

Laura Eklund

98375

**From:** Mark Proa <mproa1@hotmail.com>  
**Sent:** Saturday, December 07, 2013 2:10 AM  
**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.

Mark Proa

98106

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**From:** Lana Touchstone <lanatouchstone@hotmail.com>  
**Sent:** Saturday, December 07, 2013 2:21 AM  
**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.

Lana Touchstone

94591

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**From:** Marie-Paule Vanderhoeft <jp.seldeslagh@skynet.be>  
**Sent:** Saturday, December 07, 2013 3:16 AM  
**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.

Marie-Paule Vanderhoeft

3210

**(UTC)**

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**From:** Edma Antuna <edmaantuna@yahoo.com>  
**Sent:** Saturday, December 07, 2013 3:26 AM  
**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.

Edma Antuna

20850

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**From:** Gary Tubb <getubb@hotmail.com>  
**Sent:** Saturday, December 07, 2013 4:07 AM  
**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.

Gary Tubb

44321

**From:** Fran Sloan <FSloan@cox.net>  
**Sent:** Saturday, December 07, 2013 4:44 AM  
**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.

Fran Sloan

85255

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**From:** matthieu nappée <matthieunappee@yahoo.fr>  
**Sent:** Saturday, December 07, 2013 4:48 AM  
**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.

matthieu nappée

48000

**UTC)**

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**From:** a c <aries200@optonline.net>  
**Sent:** Saturday, December 07, 2013 5:14 AM  
**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.

a c

07456

Tesoro Savage CBR  
Scoping Comment  
#27274

UTC)

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**From:** Edi Sosa <trasrain@hotmail.com>  
**Sent:** Saturday, December 07, 2013 5:14 AM  
**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.

Edi Sosa

92800

Tesoro Savage CBR  
Scoping Comment  
#27275

**UTC)**

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**From:** Karen Barnes <dktbarnes@comcast.net>  
**Sent:** Saturday, December 07, 2013 5:15 AM  
**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.

Karen Barnes

20657

Tesoro Savage CBR  
Scoping Comment  
#27276

UTC)

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**From:** Peter Neuschel <peterneuschel@arcor.de>  
**Sent:** Saturday, December 07, 2013 5:23 AM  
**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 Neuschel

87122

**(UTC)**

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**From:** Philip Pepper <pbspepper@msn.com>  
**Sent:** Saturday, December 07, 2013 5:55 AM  
**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.

Philip Pepper

07403

**From:** Chinmayee Jog <ambermyste@care2.com>  
**Sent:** Saturday, December 07, 2013 6:16 AM  
**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.

Chinmayee Jog

5047

**(UTC)**

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**From:** Ashley Head <ashleyhead@mac.com>  
**Sent:** Saturday, December 07, 2013 6:53 AM  
**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.

Ashley Head

76111

UTC)

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**From:** Michael Harrison <T.michael.harrison@gmail.com>  
**Sent:** Saturday, December 07, 2013 6:56 AM  
**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.

Michael Harrison

32259

UTC)

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**From:** seraphim@rockisland.com  
**Sent:** Saturday, December 07, 2013 7:16 AM  
**To:** EFSEC (UTC)  
**Subject:** Proposed Tesoro Savage Petroleum Terminal LLC

I am a San Juan County taxpayer. I am concerned about the potential impacts from the proposed Tesoro Savage Petroleum Terminal LLC in Vancouver to the infrastructure of San Juan County.

Please thoroughly study the following:

Based on the barrels of crude oil proposed to be transported and subsequently burned, what would be the impacts of the acceleration of Climate Change to San Juan County?

What would be the costs from associated increased storm winds, ocean surges, and precipitation?

What would be the impacts due to sea level rise? What would be the costs associated with sea level rise?

What would be the costs associated with more intense storms coinciding with the highest King Tides?

What would be the adverse impacts to San Juan County's public roads, docks, etc. located on or near the shoreline with sea level rise?

With sea level rise, what would be the adverse impacts to San Juan County's private development located on or near the shoreline?

Thank you,

Cynthia Dilling  
612 Cape Saint Mary Road  
Lopez Island, WA 98261

(UTC)

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**From:** Darren Holland <darrenh19@hotmail.com>  
**Sent:** Saturday, December 07, 2013 8:14 AM  
**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.

Darren Holland

sk39rq

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**From:** Courtney Birkett <cjbirkett@aol.com>  
**Sent:** Saturday, December 07, 2013 8:15 AM  
**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.

Courtney Birkett

23185

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**From:** Barbara Gideon <barbi@gideon.org>  
**Sent:** Saturday, December 07, 2013 8:45 AM  
**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.

Barbara Gideon

33418

**UTC)**

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**From:** Darius Fattahipour <fattahipour@yahoo.com>  
**Sent:** Saturday, December 07, 2013 8:45 AM  
**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.

Darius Fattahipour

92127

UTC)

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**From:** Carol Steckler <humhouse@rockisland.com>  
**Sent:** Saturday, December 07, 2013 9:17 AM  
**To:** EFSEC (UTC)  
**Subject:** Shipping of Coal

Stephen Posner  
Interim EFSEC Manager  
Energy Facility Site E

My name is Carol Steckler and I have been a San Juan County resident and property owner for over forty years. Our County relies on our tourism-based economy where our resident orca whales are an economic driver. I am concerned about the potential impacts from the proposed Tesoro Savage Petroleum Terminal LLC in Vancouver to the health of the Southern Resident Orca Whale. Please thoroughly study the following: What would be the adverse impacts from the proposed crude oil transport terminal to the Southern Resident Orca Whales that spend time at the mouth of the Columbia River where it is presumed that they are feeding on upper Columbia and Snake River Chinook salmon? What would be the adverse impacts to Chinook salmon from the construction and the on-going operation of the proposed Tesoro Savage Petroleum Terminal LLC and associated rail lines, docks, ship loaders, storage facilities, conveyors, and equipment? What would be the cumulative adverse impacts to Chinook salmon from all the proposed fossil fuel terminal proposals within the Columbia River? What would be the cumulative adverse impacts to Chinook salmon from the increased vessel traffic associated with the Tesoro Savage Petroleum Terminal LLC and all other proposed fossil fuel terminal projects in the Columbia River? What would be the cumulative adverse impacts to Chinook salmon from the increased risks of an oil spill especially given the treacherous conditions that can exist at the Columbia River Bar that is also known as the "Graveyard of the Pacific". Please heed the safety, health and well being of our communities affected by this routing of coal.

Carol Steckler

1951 Center Road

Lopez Island WA.

98261

360-468-2138

Tesoro Savage CBR  
Scoping Comment  
#27287

**(UTC)**

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**From:** Sivan Amar <qami3210@gmail.com>  
**Sent:** Saturday, December 07, 2013 9:13 AM  
**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.

Sivan Amar

11598

(UTC)

**From:** eva obst <eva@florianobst.com>  
**Sent:** Saturday, December 07, 2013 9:23 AM  
**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.

eva obst

93173

**UTC)**

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**From:** Grant Fujii <dzfujii@hotmail.com>  
**Sent:** Saturday, December 07, 2013 9:41 AM  
**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.

Grant Fujii

97203

JTC)

**From:** Lora Leland <leland\_maine@hotmail.com>  
**Sent:** Saturday, December 07, 2013 9:50 AM  
**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.

Lora Leland

04104

(UTC)

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**From:** Lorna Reese <lornareese@gmail.com>  
**Sent:** Saturday, December 07, 2013 9:55 AM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Terminal

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

My name is Lorna Reese and I am a Washington State taxpayer. I am concerned about the potential impacts from the proposed Tesoro Savage Petroleum Terminal LLC in Vancouver to the taxpayers of Washington State. Please thoroughly study the following: What will be the cost to Washington State taxpayers to address the required transportation infrastructure improvements associated with the proposed Tesoro Savage Petroleum Terminal LLC?

Thank you.

--  
Lorna Reese  
Lopez Island, WA 98261

UTC)

**From:** Vanessa de Ligniere <buttfly68@gmail.com>  
**Sent:** Saturday, December 07, 2013 10:22 AM  
**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.

Vanessa de Ligniere

09600

Tesoro Savage CBR  
Scoping Comment  
#27293

(UTC)

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**From:** kelly vanderlan <kevanderlan@verizon.net>  
**Sent:** Saturday, December 07, 2013 10:45 AM  
**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.

kelly vanderlan

91711

(UTC)

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**From:** Jeremy Daly <Who584@hotmail.com>  
**Sent:** Saturday, December 07, 2013 10:52 AM  
**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.

Jeremy Daly

60655

Tesoro Savage CBR  
Scoping Comment  
#27295

**UTC)**

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**From:** Katherine DIAZ <Glittagirl14@yahoo.com>  
**Sent:** Saturday, December 07, 2013 10:55 AM  
**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.

Katherine DIAZ

11421

Tesoro Savage CBR  
Scoping Comment  
#27296

UTC)

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**From:** Lacey Odell <lrodell@tds.net>  
**Sent:** Saturday, December 07, 2013 11:36 AM  
**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.

Lacey Odell

31558

Tesoro Savage CBR  
Scoping Comment  
#27297

UTC)

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**From:** Faith Meckley <bluegirl3666@yahoo.com>  
**Sent:** Saturday, December 07, 2013 11:37 AM  
**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.

Faith Meckley

14502

Tesoro Savage CBR  
Scoping Comment  
#27298

(UTC)

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**From:** Christine Stanfield <stanfieldce@yahoo.com>  
**Sent:** Saturday, December 07, 2013 12:03 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.

Christine Stanfield

53045

Tesoro Savage CBR  
Scoping Comment  
#27299

**(UTC)**

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**From:** mark sayers <tolps1987@gmail.com>  
**Sent:** Saturday, December 07, 2013 6:24 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.

mark sayers

0000000

Tesoro Savage CBR  
Scoping Comment  
#27300

**UTC)**

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**From:** Mary Ruth Holder <mruthholder@gmail.com>  
**Sent:** Saturday, December 07, 2013 12:03 PM  
**To:** EFSEC (UTC)  
**Subject:** Public Comment for Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal  
**Attachments:** Public Comment for Tesoro Savage Transfer Terminal.pdf  
**Categories:** Red Category

Dear Mr. Posner,

Please accept our public comment attached to this e-mail for the above-referenced application.

Please also send us notices of future permitting activity for this project by e-mail.  
Thank you.

Mary Ruth & Phillip Holder

Public Comment for Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal

Mr. Stephen Posner,  
Interim EFSEC Manager  
Energy Facility Site Evaluation Council

Via e-mail at: [efsec@utc.wa.gov](mailto:efsec@utc.wa.gov)

Dear Mr. Posner:

Please accept our public comment for the above-referenced docket. We are requesting that you conduct a full assessment of all direct, indirect, and cumulative impacts of Tesoro Savage's proposed Vancouver Energy Distribution Terminal.

We retired to Washington State from Texas nearly a decade ago. We had visited this extraordinarily beautiful state several times; and we moved here because of its natural beauty; its unique national and state parks, wildlife refuges, scenic areas, and forests; its clean rivers; and its abundance of fish and wildlife. Elected leaders here appeared to value our country and the state's natural and cultural heritage and to work hard to make Washington State a leader on serious environmental issues such as climate change and ocean acidification.

Although we made Mount Vernon our home, we love to travel to and along the Columbia River. In addition to the things we value that compelled us to move to Washington, the Columbia River has federal and state heritage sites have helped us learn about and appreciate Lewis and Clark's perilous journey. The beautiful Columbia River National Scenic Area, the estuarine environment along the lower River and the fish and wildlife found throughout the Columbia River's waters, in its Gorge, along its shorelines, and sheltered by its parks and wildlife refuges give us immeasurable joy. We spend our tourist dollars in both large and small communities along the River. Of course as residents of Skagit County we also have a keen interest in the environmental health of the Salish Sea and the San Juan Islands - recently designated as a National Monument- which we visit often for wildlife observation and cultural events.

We are deeply concerned about the significant adverse environmental impacts on the Columbia River Gorge, the River, marine waters, public lands, fish and wildlife, and on the residents of communities along the rail line that would result from the construction and operation of the proposed Tesoro Savage Terminal. The scope of the EIS must be broad and include all potential direct, indirect, and cumulative impacts of the proposed terminal. As an initial matter and discussed in further detail below, your environmental review must be founded on the true nature and objective(s) of the proposed terminal. The deft phrasing of

Tesoro Savage's cover letter, application, and JARPA suggests applicant has not fully disclosed the full nature and intent of the proposed project. For example, applicant's use of the words like "*principle purpose*," and "*primarily*" can conceal important information. What are the other, unstated purposes and how big are they?

The Tesoro Savage project would result in the transportation of 360,000 barrels of Bakken and Canadian tar sands crude oil per day (or over 131 million barrels of crude per year) by rail through the Columbia River Gorge and by ship along the Columbia River and across the Columbia River bar to refineries (unidentified and unspecified in number by applicant) along the west coast, and perhaps even to foreign markets. Upon full build out, the crude oil facility would result in as many as 12 trains - each up to 120 cars long - per day and 3,426 trains per year traveling to and from the facility. At least all of the full trains (and perhaps some or many of the returning empty trains) would travel on the rail line through the Gorge. Two new rail lines, each 7,700 feet in length, would be added to the Port of Vancouver's existing rail network.

The scope of the EIS for this proposed project must include all public safety and health impacts of rail transportation of crude oil including not only at the new rail lines to be constructed at the Port of Vancouver, but all along the rail route in our state. The scope of the EIS must include the air quality and public health impacts of locomotive diesel emissions along the rail route(s) in Washington and the impacts on emergency response at blocked at-grade crossings along the route(s). The EIS must also fully address the significant hazards of transporting Bakken and tar sands crude oil in DOT-111 tank cars through communities and sensitive environments along an already overcrowded rail line and even in the Port area itself. The scope of the EIS must include a full review of state and local emergency response preparedness and capability for accidents involving the tank cars all along the rail route. These tank cars are known to puncture at even slow train speeds and the crude oil they carry is volatile and prone to explosion. The following articles provide background for why the transport of Bakken shale crude can lead to a catastrophic accidents and why these potential impacts must be thoroughly assessed in the EIS: Jacquie McNish and Grant Robertson, The Globe and Mail, The deadly secret behind the Lac-Mégantic inferno, Last updated Dec. 4, 2013, <http://m.theglobeandmail.com/report-on-business/industry-news/energy-and-resources/the-hazardous-history-of-the-oil-that-levelled-lac-megantic/article15733700/?service=mobile> and Melissa Troutman, Public Herald, New Aerial Video of Alabama Oil Spill Exposes Cleanup Problems, visited on December 2, 2013, <http://www.publicherald.org/archives/18602/investigative-reports/energy-investigations/oil-2/>.

The applicant's cover letter says it will receive crude in FRA and DOT approved tank cars. Of course FRA and DOT approved tank cars presently include both new and old tank cars, some of which have been demonstrated to be unsafe, as the above-cited articles dramatically illustrate. The cover letter further states that beginning in October 2011 all *new* DOT-111 tank cars will have additional safety features, but there are no representations or assurances by applicant whatsoever that all DOT-111 tank cars carrying Bakken crude to the facility will be new ones. Moreover, in light of all the demands for DOT-111 tank cars throughout the U.S., how could this applicant receive shipments in only *new* tank cars? Your review must examine the facts behind applicant's statements in light of what *actually would be available* and what tests, under all possible conditions and terrains matching those all along the rail route, have been conducted to insure the complete safety of all tank cars that would be used to transport Bakken and Canadian tar sands crude to this proposed facility. Although the federal Pipeline and Hazardous Materials Safety Administration has issued an advance notice of proposed rulemaking for safety rules for DOT-111 tank cars in light of the catastrophic accidents involving Bakken oil shipments, whether these proposed rules will survive challenges by tank car manufacturers and owners, whether they will be weakened and involve a long-term phase-in of safer cars, and whether they will be effectively ensure the safe rail transportation of volatile and explosive crude oil are all serious questions. Meanwhile, the risk and consequences of even *one* catastrophic accident along the rail route or inside the Port is unacceptable.

The facility would result in 730 oil tanker vessel transits to and from the facility per year at full build out. The EIS must also take into account the number of associated vessels, for example, barge tows. Please include in your review a determination of whether Tesoro-Savage's planned vessel transportation of crude oil to refineries along the "USWC" includes or may include existing and planned refineries in Washington State including in Anacortes and Cherry Point. The EIS must also include a detailed assessment of the risk of vessel accidents under all possible weather conditions involving any vessel used by Tesoro Savage including collisions, groundings, and other accidents and/or spills during tanker loading at the facility; cargo transfers; and transportation along the Columbia River, at and near the Columbia River Bar (well known to be one of the world's most dangerous shipping areas), in Willapa Bay and Grays Harbor, in the Salish Sea, on all Washington State waters including in the Pacific Ocean, and along all shipping routes. Please assess all possible fuel and non-fuel oils and cargo that could be spilled from a vessel transporting Tesoro Savage facility crude oil and from any other vessel involved in a collision or other accident with a vessel transporting crude from the Tesoro Savage terminal. The EIS must also detail the consequences from such events for all fish and wildlife including by types of crude (Bakken shale and Canadian tar sands crude, the latter of which is known to sink in the aquatic environment).

Potentially impacted fish species that are federally listed, proposed for listing, and/or identified by Washington Department of Fish and Wildlife as priority species in the Columbia River or vicinity, include Chinook, chum, coho, sockeye salmon, eulachon/smelt, bull trout, steelhead trout, resident/searuncutthroat trout (*O. clarki clarki*), white (*Acipenser transmontanus*) and green sturgeon, Pacific (*Lampetra tridentata*) and river lamprey (*L. ayresi*). Potential impacts on each of these fish species must be thoroughly assessed in the EIS as well as impacts on endangered resident Orca whales and other marine mammals that travel past the mouth of the Columbia River, along the West Coast of Washington, in the Strait of Juan de Fuca, and in the Salish Sea. The review but also include potential impacts on tribal, commercial, and recreational fisheries as well as on all public lands along the shipping route including historic sites, parks, and wildlife refuges. The scope of the EIS must also include an assessment of the risks and impacts of spills on migratory and non-migratory waterfowl and shorebirds, including in key protected areas of habitat including in national wildlife refuges and parks.

The EIS must also address the short and long-term capability for emergency response in case of vessel and dock accidents and spills, and the responsibility and capability for complete clean-up of spills of each type of crude oil that would be handled at and transported by the facility. In addition, the scope of review must also include a determination about what specific steps (including when, where, how often, and by whom) would need to be taken to avoid introducing any invasive aquatic species from emergency or non-emergency ballast water release or hull fouling involving a vessel transporting Tesoro Savage crude.

As applicant notes, U.S. crude oil cannot be exported to foreign markets (at least for now and until Congress changes this law at the anticipated behest of the fossil fuel industry). See, for example, Fuelfix, ConocoPhillips CEO calls for removing crude oil export ban, November 19, 2013, <http://fuelfix.com/blog/2013/11/19/conocophillips-ceo-calls-for-removing-crude-oil-export-ban/> and Jim Snyder & Mark Drajem, Bloomberg.com, Oil Industry May Invoke Trade Law to Challenge Export Ban, November 5, 2013, <http://www.bloomberg.com/news/2013-11-06/oil-industry-may-invoke-trade-law-to-challenge-export-ban.html>, “ ‘Still, removing trade restrictions is rising on the industry’s list of priorities as U.S. production soars,’ said Stephen Brown, vice president and counsel for federal government affairs at Tesoro Corp. (TSO), a San Antonio-based oil refiner that is not a member of API.”). Canadian tar sands crude can, of course, already be shipped to Asia or other locations.

The EIS must determine whether the facility being proposed would also be capable of exporting crude to overseas markets and indeed whether this is a “secondary” or long-term purpose and objective for the facility. (Applicant’s cover letter and JARPA only reveals a *primary* objective of providing “North American crude” to U.S. refineries.) See, Eric de Place, Sightline Institute, The Northwest’s Pipelines on Rail, Updated October 2013,

[http://www.sightline.org/wp-content/uploads/downloads/2013/10/crude-oil-by-rail\\_October-2013-Update.pdf](http://www.sightline.org/wp-content/uploads/downloads/2013/10/crude-oil-by-rail_October-2013-Update.pdf) (“In some cases, oil delivered to West Coast refineries may displace existing supplies of crude such as those from Alaska’s North Slope oil fields that currently arrive in tanker vessels. In other cases, the oil may be destined for export to Asia.”). That applicant has a thus-far undisclosed objective of foreign crude oil shipments is also reinforced by the fact that U.S. west coast states are experiencing falling gas tax revenues due to increasing consumer reliance on fuel efficient vehicles and less driving. This trend is not expected to change in light of new fuel economy standards and, in fact, is likely to increase. See, Julia Pyper and Climate Wire, Scientific American, Has the U.S. Passed Peak Gasoline? November 19, 2013, [http://www.scientificamerican.com/article.cfm?id=has-the-us-passed-peak-gasoline&WT.mc\\_id=SA\\_DD\\_20131119](http://www.scientificamerican.com/article.cfm?id=has-the-us-passed-peak-gasoline&WT.mc_id=SA_DD_20131119).

If crude handled at the Tesoro Savage terminal can and/or may be exported to foreign ports, the scope of the EIS must also include impacts along all shipping routes that would be employed by applicant and assess the risks and consequences of vessel accidents in areas such as along the North Pacific Great Circle Route and in and near the congested and dangerous Unimak Pass. See, Aleutian Islands Risk Assessment Project information, <http://www.aleutianriskassessment.com/> Applicant should not be allowed to obscure part or all of its project objectives. If crude oil export to foreign markets is on its agenda, applicant’s statement of project objectives (or purpose and need for the facility) is deficient. Both your agency and the public have the right to full disclosure of the applicant’s objective(s) in order to inform public comments and ensure your thorough environmental impacts review. The EIS must address the long-term economic viability of a project to ship crude to “USWC” refineries. Applicant must be required to be forthcoming about its objectives and show a legitimate public need for a facility at this location to ship the volume of crude it proposes to shrinking U.S. markets and/or foreign markets.

The scope of the EIS must also include the impacts of this project on climate change, including the climate change impacts from extracting the crude oil, transporting it by rail and ship, refining the oil, and ultimate combustion of the crude domestically and/or in foreign counties. The climate change and ocean acidification impacts to Washington State from combustion of the crude oil moved through the proposed terminal would be significant and must not be ignored. It has been estimated that this usage would result in about 59.64 million metric tons of carbon dioxide emissions annually, or the equivalent greenhouse gas pollution of roughly 12 million cars. The EIS must quantify all of the greenhouse gas emissions from the extraction, transportation, refining, and combustion of the oil and assess the climate change and ocean acidification impacts on our state and its residents and our natural resources.

The cumulative impacts from the proposed Tesoro Savage Terminal must not be considered in isolation. Instead, the EIS must include analysis of the cumulative impacts from the proposed project in combination with the impacts from all reasonably foreseeable new or expanded crude oil and coal rail and vessel transportation projects proposed for Washington. The table at the following link provides information about the planned coal and other fossil fuel transportation projects for your review: <http://protectwhatcom.org/table-wsources-2/> Please see also the infographic illustrating the information in the table, *Gateway to Extinction: Proposed Fossil Fuel Transport through Washington*, at the following link: <http://protectwhatcom.org/fossil-fuel-transport/> The de Place report cited above provides information about existing and proposed oil by rail and vessel projects, [http://www.sightline.org/wp-content/uploads/downloads/2013/10/crude-oil-by-rail\\_October-2013-Update.pdf](http://www.sightline.org/wp-content/uploads/downloads/2013/10/crude-oil-by-rail_October-2013-Update.pdf)

Finally, the scope of the EIS and subsequent permitting decision implicate important policy decisions by Washington State that must be considered. Washington has ongoing local economies, established industries and businesses (including numerous small businesses based upon tourism and reliant upon the natural beauty of the landscape here), and export projects that rely on existing rail and vessel routes and infrastructure. Is the state willing to upend existing successful industries, businesses, and economies to convert the state into a highly industrialized fossil fuel distribution center like the Texas coast, where we once lived? How many years would it take to adjust to that new economy? What would be the cost to taxpayers for new infrastructure to address traffic congestion at the state's at-grade crossings, for cleanup of oil spills in terrestrial and aquatic environments, and to alleviate impacts on public health? What existing businesses, which of its citizens, what part of its natural, historic, and cultural heritage is Washington State willing to sacrifice to accommodate Tesoro Savage and other fossil fuel industry promoters? Is the state willing to undermine its considerable efforts to address climate change and ocean acidification by issuing this permit? What legacy will Washington State leave for future generations?

We recommend the no action alternative and respectfully request that the application for the Tesoro Savage Vancouver Energy Distribution Terminal be denied. Thank you for your attention to our comment and for your full assessment of all direct, indirect, and cumulative adverse environmental impacts that would result from this proposed project.

Sincerely,  
Mary Ruth & Phillip A. Holder  
Mount Vernon, WA