

UTC)

From: Susan Saul <susan103saul@gmail.com>
Sent: Monday, December 16, 2013 3:29 PM
To: EFSEC (UTC)
Subject: EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a resident of Vancouver, 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 from North Dakota through the Columbia River Gorge National Scenic Area and Vancouver to the Port of Vancouver.

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 proposal, 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.

Tesoro Savage's project needs detailed scrutiny. For example, moving oil by rail through Washington raises a huge concern regarding rail car safety. The rail cars proposed to carry this crude oil to the Port of Vancouver have been proven to be unsafe. In just the past six months, we have seen the horrors that come from transporting crude oil by rail. Derailments have led to explosions, fires, pollution, and deaths.

There are potentially high risks to this proposal. Oil transported by pipelines has a much better safety record when compared with other modes of transporting oil, but pipelines have a higher leak-rate than rail. Leaking pipelines can constitute their own brand of disaster in loss of life and livelihood. The fact that pipelines cannot convert themselves into rolling bombs, but instead can destroy a river or farm through leaking noxious contaminants doesn't make the latter an acceptable option either.

Thank you.

Susan Saul
10102 NE 10th St
Vancouver, WA 98664

Susan Saul
10102 NE 10th St
Vancouver, WA 98664

From: Gerald Burnett <gerryburnett@jps.net>
Sent: Monday, December 16, 2013 3:31 PM
To: EFSEC (UTC)
Subject: EIS 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.

Gerald Burnett
4336 NE 22nd ct
Renton, WA 98059

Tesoro Savage CBR
Scoping Comment
#29003

(UTC)

From: Zakaria Chida <zmuschida@yahoo.com>
Sent: Monday, December 16, 2013 3:35 PM
To: EFSEC (UTC)
Subject: EIS 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.

Zakaria Chida
8812 20th Ave NE
Seattle, WA 98115

Tesoro Savage CBR
Scoping Comment
#29004

UTC)

From: Ruth Darden <dseattlered@seanet.com>
Sent: Monday, December 16, 2013 3:35 PM
To: EFSEC (UTC)
Subject: EIS 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.

Ruth Darden
900 University St. #401
Seattle, WA 98101

From: Kristen Kosidowski <kristenkosidowski@gmail.com>
Sent: Monday, December 16, 2013 3:33 PM
To: EFSEC (UTC)
Subject: EIS 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.

Kristen Kosidowski
617 NW 86th St.
Seattle, WA 98117

From: Felicity Devlin <felicitydevlin@yahoo.com>
Sent: Monday, December 16, 2013 3:40 PM
To: EFSEC (UTC)
Subject: EIS 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; it should also assess the ability of the U.S. to successfully negotiate for other countries to cut emissions when we are enabling them to import the very fuels that are major offenders in the emission of greenhouse gases;
- * 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.

Felicity Devlin
2417 N. Washington St
Tacoma, WA 98406

From: Rein Attemann <reinattemann@yahoo.com>
Sent: Monday, December 16, 2013 3:36 PM
To: EFSEC (UTC)
Subject: Vancouver's oil by rail project, my EISscoping comments..

Dear

As a Washington resident concerned about our water resources, 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.

Rein Attemann
316 NW 86th St
Seattle, WA 98117

(UTC)

From: Christopher J Watson <cjwatson60@hotmail.com>
Sent: Monday, December 16, 2013 3:40 PM
To: EFSEC (UTC)
Subject: EIS 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.

Christopher J Watson
po box 1893
Maple Falls, WA 98266

UTC)

From: Matthew Boguske <mboguske@yahoo.com>
Sent: Monday, December 16, 2013 3:43 PM
To: EFSEC (UTC)
Subject: EIS 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.

Matthew Boguske
11808 93 Ln NE #302
Kirkland, WA 98034

(UTC)

From: Phyllis & Ivar Dolph <pidolph@frontier.com>
Sent: Monday, December 16, 2013 3:44 PM
To: EFSEC (UTC)
Subject: EIS 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.

Phyllis & Ivar Dolph
2320 26th St
Anacortes, WA 98221

UTC)

From: Robert.j.riordan@tsocorp.com
Sent: Monday, December 16, 2013 3:54 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

I am a Tesoro employee from and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. As a Tesoro employee, I stand behind the company's commitment to safety and the environment. I have firsthand experience of how important safe, clean, and efficient operations are to Tesoro.

This terminal will also contribute to energy independence in the United States. Because of my job, I understand the market demand for moving crude oil to West Coast refineries. This terminal will make the transportation of crude oil from the Bakken and other regions more accessible and reduce the amount of crude U.S. refineries are currently forced to purchase from international sources. By allowing U.S. crude to move through a U.S. terminal to U.S. refineries, Tesoro and Savage are supporting U.S. energy independence and creating U.S. jobs.

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility. This balanced approach is consistent with Washington's SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy.

Thank you for considering my comments.

Sincerely,
Robert Riordan

(UTC)

From: Barbara Tountas <Babaanntee@yahoo.com>
Sent: Monday, December 16, 2013 3:53 PM
To: EFSEC (UTC)
Subject: EIS 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.

Barbara Tountas
20407
Shoreline, WA 98155

(UTC)

From: james.m.hed@tsocorp.com
Sent: Monday, December 16, 2013 3:48 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

I am a Tesoro employee from and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. As a Tesoro employee, I stand behind the company's commitment to safety and the environment. I have firsthand experience of how important safe, clean, and efficient operations are to Tesoro.

This terminal will also contribute to energy independence in the United States. Because of my job, I understand the market demand for moving crude oil to West Coast refineries. This terminal will make the transportation of crude oil from the Bakken and other regions more accessible and reduce the amount of crude U.S. refineries are currently forced to purchase from international sources. By allowing U.S. crude to move through a U.S. terminal to U.S. refineries, Tesoro and Savage are supporting U.S. energy independence and creating U.S. jobs.

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility. This balanced approach is consistent with Washington's SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy.

Thank you for considering my comments.

Sincerely,
James Hed

UTC)

From: Stephen Yates <yatesart123@gmail.com>
Sent: Monday, December 16, 2013 3:48 PM
To: EFSEC (UTC)
Subject: EIS 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.

Stephen Yates
P O Box 744
Port Townsend, WA 98368

UTC)

From: Timothy Randolph <timwrandolph@gmail.com>
Sent: Monday, December 16, 2013 3:48 PM
To: EFSEC (UTC)
Subject: EIS comments on Tesoro Savage proposal in Vancouver

Dear

I am concerned about and, based on existing information strongly opposed to, the proposed Tesoro Savage project at the Port of Vancouver, WA. I urge you to fully assess all environmental impacts of this proposal to transport up to 360,000 barrels of oil each day through the state, including Spokane, Vancouver, the Columbia Gorge National Scenic Area, and communities throughout Washington.

In scoping this proposal, I also urge you to assess implications to public safety, community health and climate changes. These will all be crucially affected by the state's largest oil-by-rail terminal proposed. In particular:

- There is near certainty, over time, that oil spills will occur from trains and/or boats on the Columbia, the Pacific Ocean, and the Puget Sound;
- Increased oil tanker traffic will negatively impact the native Orca population as well as salmon and marine habitat
- and any complete environmental analysis must assess the impact on climate change impacts resulting from crude oil from Bakken to Tar sands

Thank you.

Timothy Randolph
6515 Earl Ave NW
Seattle, WA 98117

Tesoro Savage CBR
Scoping Comment
#29016

UTC)

From: Toniann Reading <toni.reading@gmail.com>
Sent: Monday, December 16, 2013 3:47 PM
To: EFSEC (UTC)
Subject: EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a rail 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, each individually! 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.

Toniann Reading
pob 372
sultan, WA 98294

Tesoro Savage CBR
Scoping Comment
#29017

UTC)

From: Kathryn Schetzer <kschetzer@gmail.com>
Sent: Monday, December 16, 2013 3:46 PM
To: EFSEC (UTC)
Subject: EIS 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.

Kathryn Schetzer
923 Liberty St
Bellingham, WA 98225

Tesoro Savage CBR
Scoping Comment
#29018

(UTC)

From: Heliodoro.alvarez@tsocorp.com
Sent: Monday, December 16, 2013 3:46 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

I am a Tesoro employee from California and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. As a Tesoro employee, I stand behind the company's commitment to safety and the environment. I have firsthand experience of how important safe, clean, and efficient operations are to Tesoro.

This terminal will also contribute to energy independence in the United States. Because of my job, I understand the market demand for moving crude oil to West Coast refineries. This terminal will make the transportation of crude oil from the Bakken and other regions more accessible and reduce the amount of crude U.S. refineries are currently forced to purchase from international sources. By allowing U.S. crude to move through a U.S. terminal to U.S. refineries, Tesoro and Savage are supporting U.S. energy independence and creating U.S. jobs.

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility. This balanced approach is consistent with Washington's SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy.

Thank you for considering my comments.

Sincerely,
Helio Alvarez

UTC)

From: Esther Wolf <benlobo@comcast.net>
Sent: Monday, December 16, 2013 3:22 PM
To: EFSEC (UTC)
Subject: EIS 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.

Esther Wolf
5433 leary Ave. N.W.
Seattle, WA 98107

(UTC)

From: Suzanne Scollon <suzie@geosemiotics.net>
Sent: Monday, December 16, 2013 3:21 PM
To: EFSEC (UTC)
Subject: EIS 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.

We all know that oil spills from railroad cars and can not be cleaned up. Hundreds are dying every month from Tar Sands effluent, both airborne and waterborne.

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.

Suzanne Scollon
4501 Midvale Ave. N.
Seattle, WA 98103

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Alden Moss
<aldenmoss@gmail.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

I am writing to express my concern regarding the Tesoro-Savage oil export proposal at the Port of Vancouver and encourage you to recommend rejecting it. If this terminal were to be built, Vancouver, every community along the rail route, and the entire would would suffer.

Please take into account all of the possible environmental, health, and safety effects of this proposal.

The trains that would carry the oil would emit toxic diesel exhaust, which can cause cancer in humans.

There is always the possibility of spills, which would harm the Columbia River Gorge National Scenic area. A spill in the Columbia River would decimate all of the runs of salmon and harm the endangered species that depend upon the ecosystem.

This proposal is bad from a safety standpoint as well. As we have seen from the disasters in Quebec and Alabama, train derailments can cause dangerous explosions; something we definitely don't want in the Northwest.

Also, please take into account the effects on climate change. Opening up the tar sands to Asian markets would allow for a dramatic increase in greenhouse gas emissions at a time when we must cut back for the sake of our future.

These are only a few of the most general reasons why the Vancouver oil export terminal is a bad idea. I urge you to take these factors into account when you make your decision and ultimately recommend rejecting the proposal.

Sincerely,

Mr. Alden Moss
6680 SW Amber Ln
Portland, OR 97225-1066

From: Sierra Club <information@sierraclub.org> on behalf of Amy Boatright
<amybami@gmail.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

Ms. Amy Boatright
1310 Glass Ave NE
Olympia, WA 98506-4218

From: Elizabeth Dawson <thirdrockwalk@gmail.com>
Sent: Monday, December 16, 2013 3:15 PM
To: EFSEC (UTC)
Subject: EIS 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.

Elizabeth Dawson
PO Box 562
Port Hadlock, WA 98339

From: Paige Garberding <paijlee1@comcast.net>
Sent: Monday, December 16, 2013 3:19 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Paige Garberding
1831400pm prefontaine
Seattle, WA 98133

UTC)

From: Rebecca Wolfe <rr.wolfe@comcast.net>
Sent: Monday, December 16, 2013 3:18 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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;
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- * 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.

Rebecca Wolfe
1124 2nd Ave. S.
Edmonds, WA 98020

(UTC)

From: Rachel Gardner <Rachelm55@yahoo.com>
Sent: Monday, December 16, 2013 3:16 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Rachel Gardner
6700 Roosevelt Wy NE A316
Seattle, WA 98115

(UTC)

From: Adina Parsley <dickandpat3@gmail.com>
Sent: Monday, December 16, 2013 3:12 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Adina Parsley
709 W Wiser Lake Rd
Ferndale
Ferndale, WA 98248

Tesoro Savage CBR
Scoping Comment
#29028

UTC)

From: Dr.Robert and Gail Stagman <zevdog@zipcon.com>
Sent: Monday, December 16, 2013 3:12 PM
To: EFSEC (UTC)
Subject: EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

We are extremely concerned about the proposed Tesoro Savage project at the Port of Vancouver. 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 will be extreme and potentially catastrophic.

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;
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- * 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.

Dr.Robert and Gail Stagman
7401 92nd Place SE
208
Mercer Island, WA 98040

Tesoro Savage CBR
Scoping Comment
#29029

UTC)

From: Robert Tank <jeantank1@aol.com>
Sent: Monday, December 16, 2013 3:07 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Robert Tank
1201 N. E. Burnham Place
Coupeville, WA 98239

UTC)

From: Pamela Harris <pamharris810@yahoo.com>
Sent: Monday, December 16, 2013 3:06 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Pamela Harris
3404 S 176th
Seattle, WA 98188

UTC)

From: Sammy Low <cougarcreek7@gmail.com>
Sent: Monday, December 16, 2013 3:03 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Sammy Low
709 W Wiser Lake Rd
Ferndale
Ferndale, WA 98248

Tesoro Savage CBR
Scoping Comment
#29032

(UTC)

From: Kenneth R Beasley <far.traveler@juno.com>
Sent: Monday, December 16, 2013 3:03 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Kenneth R Beasley
1037 N.E.65th.St.,#127
Seattle, WA 98115

Tesoro Savage CBR
Scoping Comment
#29033

UTC)

From: Kenneth R Beasley <far.traveler@juno.com>
Sent: Monday, December 16, 2013 3:03 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Kenneth R Beasley
1037 N.E.65th.St.,#127
Seattle, WA 98115

Tesoro Savage CBR
Scoping Comment
#29034

(UTC)

From: Kenneth R Beasley <far.traveler@juno.com>
Sent: Monday, December 16, 2013 3:03 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Kenneth R Beasley
1037 N.E.65th.St.,#127
Seattle, WA 98115

(UTC)

From: Kenneth R Beasley <far.traveler@juno.com>
Sent: Monday, December 16, 2013 3:03 PM
To: EFSEC (UTC)
Subject: EIS 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.

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- * Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Kenneth R Beasley
1037 N.E.65th.St.,#127
Seattle, WA 98115

Tesoro Savage CBR
Scoping Comment
#29036

Docket EF-131590

UTC)

From: Kenneth R Beasley <far.traveler@juno.com>
Sent: Monday, December 16, 2013 3:03 PM
To: EFSEC (UTC)
Subject: EIS 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,

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- * 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.

Kenneth R Beasley
1037 N.E.65th.St.,#127
Seattle, WA 98115

(UTC)

From: Kenneth R Beasley <far.traveler@juno.com>
Sent: Monday, December 16, 2013 3:03 PM
To: EFSEC (UTC)
Subject: EIS 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.

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- * 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.

Kenneth R Beasley
1037 N.E.65th.St.,#127
Seattle, WA 98115

JTC)

From: Kenneth R Beasley <far.traveler@juno.com>
Sent: Monday, December 16, 2013 3:03 PM
To: EFSEC (UTC)
Subject: EIS 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.

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- * The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
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- * 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.

Kenneth R Beasley
1037 N.E.65th.St.,#127
Seattle, WA 98115

From: Kenneth R Beasley <far.traveler@juno.com>
Sent: Monday, December 16, 2013 3:03 PM
To: EFSEC (UTC)
Subject: EIS 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.

Kenneth R Beasley
1037 N.E.65th.St.,#127
Seattle, WA 98115

(UTC)

From: Maggie Rose <marose@seattleschools.org>
Sent: Monday, December 16, 2013 3:02 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Maggie Rose
11257 Palatine Ave N
Seattle, WA 98133

From: Matthew White <doctorgate@gmail.com>
Sent: Monday, December 16, 2013 3:00 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
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- * 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.

Matthew White
15709 Greenwood Ave N
Shoreline, WA 98133

UTC)

From: Rick Romito <stargazer0329@comcast.net>
Sent: Monday, December 16, 2013 2:59 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Rick Romito
4534 Fir Tree Way
Bellingham, WA 98229

From: D Pederson <ChoctawFire@yahoo.com>
Sent: Monday, December 16, 2013 2:59 PM
To: EFSEC (UTC)
Subject: EIS 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.

D Pederson
PO Box 8838
Tacoma, WA 98419

(UTC)

From: Edward Mills <edward@kidem.org>
Sent: Monday, December 16, 2013 2:58 PM
To: EFSEC (UTC)
Subject: EIS 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.

Edward Mills
264 WL Sammamish NE
Bellevue, WA 98008

UTC)

From: Virginia Davis <ginny1218@yahoo.com>
Sent: Monday, December 16, 2013 2:56 PM
To: EFSEC (UTC)
Subject: EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

I urge you to fully assess the impacts of the proposed Tesoro Savage project at the Port of Vancouver, 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.

Virginia Davis
17721 NE 156th St.
Woodinville, WA 98072

From: Janice Rivera <jancrivera@gmail.com>
Sent: Monday, December 16, 2013 2:55 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Janice Rivera
835 47th Street
Port Townsend, WA 98368

From: Deborah Fant <deborah.fant@gmail.com>
Sent: Monday, December 16, 2013 2:55 PM
To: EFSEC (UTC)
Subject: EIS 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 also 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.

Deborah Fant
5636 46th Ave SW
Seattle, WA 98136

(UTC)

From: Delia Surprenant <liawia@gmail.com>
Sent: Monday, December 16, 2013 2:55 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Delia Surprenant
26107 11th Pl S
Des Moines, WA 98198

From: Bruce & Marilyn Butler <abmibutler@comcast.net>
Sent: Thursday, December 12, 2013 12:47 AM
To: EFSEC (UTC)
Subject: Oil by Rail meeting
Attachments: Comments - Oil by rail.doc

Categories: Red Category

Spokane meeting, Dec 11, 2013. My comments are attached.

Bruce Butler
6407 N Malvern
Otis Orchards, WA 99027-9722
abmibutler@comcast.net

Comments - Oil by rail

The Spokane area sits astride of a major rail artery. BNSF mainlines from Chicago and Kansas City on the east to Seattle and Portland to the west pass through the city and the valley. A Union Pacific secondary line from Canada to their Hinkle terminal near the Tri-cities also utilizes the BNSF track through downtown Spokane.

99 years ago, public and private leaders showed incredible insight when the main line of what then was the Northern Pacific railroad was elevated through the downtown area. The 1970 Burlington Northern merger resulted in the removal of ALL other rail lines in downtown Spokane and all trains now pass through the downtown area of the elevated viaduct. The net result is that Spokane is fortunate in that there are essentially NO at grade crossings in the downtown area.

The valley area is not so fortunate as there are currently several high volume road traffic grade crossings in existence today. In 2007, Washington Department of Transportation (WSDOT) proposed an ambitious program called "Bridging the Valley". This proposal addressed at grade crossings on both BNSF and UP in the 42 mile corridor between Spokane WA and Athol ID.

Reference:

<http://www.wsdot.wa.gov/NR/rdonlyres/DB8A3442-C64B-4408-9C5F-2A0653A3D905/0/Q2BTVPresentationPlanningsymposium.pdf>

Unfortunately this program seems to have stalled after constructing only one bridge – at Havana Street. This is an underutilized arterial that was closed for over 2 years from 2010 to 2012 during construction of the bridge. Few missed Havana Street while it was closed because other overpasses at Freya and Fancher were close. How unfortunate that this first bridge wasn't at a busy crossing that would have had a major impact, such as Pines Road (state highway 27). We could use some of that leadership insight that we had back in 1915!

With this background in mind, we are still in a good position to handle increased train traffic in the area. The efficiency of the railroad to handle large quantities of traffic at the lowest cost is unmatched. Every day double-stack container trains pass through the area bearing the names of large trucking companies including UPS, FedEx, J.B.Hunt, Schneider, Swift, Estes, and many others. Imagine what I-90 would look like if all this traffic moved by highway! A significant number of grain trains pass through Spokane every day, carrying wheat and corn from the Midwest to west coast ports for export.

In recent years BNSF has invested millions of their dollars in right-of-way improvements in the Spokane area. These investments are designed to keep train traffic moving fluidly and safely, as well as adding additional capacity. They continue to invest in track improvements on their area mainlines.

BNSF makes a large, and mostly successful, effort to avoid blocking grade crossings when trains have to stop. When trains are moving over grade crossings, they generally are travelling at fairly fast speeds, thus minimizing delays to motorists as much as possible.

Oil (and coal) trains represent sensible utilization of the natural resources we enjoy in the United States. New oil extraction techniques as are being demonstrated in the Bakken formation are dramatically increasing domestic oil production and potentially reducing our dependence on Middle Eastern oil imports. Exports of both oil and coal can make a positive contribution to our balance-of-trade-payments with our foreign (read China) trading partners.

Increased train traffic also will result in more good paying railroad jobs in the Spokane area becoming available in the future. We hear a lot of talk about how Spokane needs more "family wage" jobs.

Let's not blow this opportunity on a lot of meaningless hype.

Alfred Butler
Otis Orchards WA

From: Arthur (R.D.) Grunbaum <rd@fogh.org>
Sent: Monday, December 16, 2013 2:37 PM
To: EFSEC (UTC)
Subject: Docket No. EF 131590
Attachments: FOGH Comments Tosoro.pdf

Categories: Red Category

Stephen Posner, Interim EFSEC Manager
Washington State Energy Facility Site Evaluation Council
1300 South Evergreen Park Drive SW
PO Box 43172
Olympia, Washington 98504-3172
Re: Tesoro Savage Petroleum Terminal LLC Site Certificate Agreement
Docket No. EF-131590
Via email: efsec@utc.wa.gov

Dear Mr. Posner,
Please accept the attached comments in opposition to the Tesoro Savage Petroleum Terminal LLC Site Certificate Agreement on behalf of FOGH (Friends of Grays Harbor).

Thank you in advance for your careful consideration of these concerns.

R.D.

Arthur (R.D.) Grunbaum
FOGH (Friends of Grays Harbor)
P.O. Box 1512, Westport, Washington 98595-1512
rd@olearycreek.com
rd@fogh.org
<http://www.fogh.org>
FOGH phone/fax (360) 648-2254
(360) 648-2476 direct
Cell Phone (206) 769-1123

FOGH is a broad-based 100% volunteer tax-exempt 501(c)(3) citizens group made up of crabbers, fishers, oyster growers and caring citizens. The mission of FOGH is to foster and promote the economic, biological, and social uniqueness of Washington's estuaries and ocean coastal environments. The goal of FOGH is to protect the natural environment, human health and safety in Grays Harbor and vicinity through science, advocacy, law, activism and empowerment. Your tax-deductible contribution can help FOGH maintain the quality of Central and Southwest Washington's coastal environment.



December 16, 2013

Stephen Posner, Interim EFSEC Manager
Washington State Energy Facility Site Evaluation Council
1300 South Evergreen Park Drive SW
PO Box 43172
Olympia, Washington 98504-3172

Re: Tesoro Savage Petroleum Terminal LLC Site Certificate Agreement
Docket No. EF-131590
Via email: efsec@utc.wa.gov

Dear Mr. Posner:

Thank you for the opportunity to participate in the outcome recommendations on the location of a crude oil terminal at the edge of the critically important Columbia River. We appreciate that this is a very complex project and hope our input will be of assistance in making decisions that will benefit the environment, visitors and residents of the Columbia River Watershed.

FOGH is a broad-based 100% volunteer tax-exempt 501(c)(3) citizens group made up of crabbers, fishers, oyster growers and caring citizens. The mission of FOGH is to foster and promote the economic, biological, and social uniqueness of Washington's estuaries and ocean coastal environments. The goal of FOGH is to protect the natural environment, human health and safety in Grays Harbor and vicinity through science, advocacy, law, activism and empowerment.

Transporting crude by rail threatens communities all along the route.

- Rail infrastructure is in poor condition, increasing risk of derailments
- Rail cars have been shown to rupture and explode causing loss of life and property.
- Irreplaceable wetlands and waterways along the route are at risk.
- Spills will cause permanent harm to fish habitat and economies that depend on marine resources
- Real estate values along rail route and oil terminals decrease dramatically.
- Increased rail traffic causes unacceptable delays and block emergency access.
- Crude oil transport negatively impacts all other developments and investments adjacent to the rail routes and terminal.
- Local communities are ill-equipped to deal with spills, fires or explosions.
- Increasing carbon emissions from extracting the crude oil adds to global climate change.

Washington is simply not ready in terms of spill preparedness or transport safety, and neither is the aging and outdated fleet of rail cars used to transport crude by rail and which would facilitate the rapid and unsafe growth of that industry in our state.

The train derailment and explosions in Lac-Megantic, Quebec this summer, the more recent derailment and explosion at Aliceville, Alabama, the pipeline breach along the Kalamazoo River in 2010, and the grounding of the Exxon-Valdez tanker in 1989 are reminders that accidents happen and have devastating consequences when it comes to transporting oil.

Spill readiness: We simply aren't ready for spills by rail, per Ecology's own account. Much of the rail route parallels waterways like Columbia River, Chehalis River, Grays Harbor Estuary, and Puget Sound. With respect to tar sands, we have no meaningful response plan that acknowledges the fate of tar sands in marine or fresh aquatic environments. Current rail standards allow transport of explosive Bakken crude in old and outdated cars--a risk Washingtonians shouldn't have to take.

Post Office Box 1512 Westport, Washington 98595-1512 Phone/Fax (360) 648-2254
<http://fogh.org> rd@fogh.org 501(c)(3) tax-deductible

It isn't for us: In total, the new rail terminals substantially exceed Washington's refining capacity, which already receives all the crude needed by vessel and Kinder Morgan's Puget Sound Pipeline. While each of the terminals is nominally intended to receive domestic Bakken shale oil, many have already been demonstrated to be actively soliciting tar sands business from Alberta. In fact it is doubtful that the proposed expansion would make economic sense for Bakken crude alone. With Alberta's tar sands representing the second largest oil deposit on the planet, international market demand will inevitably pressure Washington's crude by rail terminals to become nothing but transshipment points for Canadian crude to the world—leaving us with all the risk and no reward. A simple "chain of custody" certification policy could readily allow the transport of Canadian crude to be exported directly, since there is not a prohibition of export of Canadian-based or other foreign acquired crude oil.

Terminals would slow Washington's economic recovery: Committing large volumes of rail capacity for raw energy export is bad for Washington jobs and retards economic growth. Mixing coal, Bakken, and tar sands on the rails is a recipe for increased derailment and catastrophic disasters; likewise, repeated risk exposure through a vast increase in crude and bulk carrier vessels in the Columbia, Grays Harbor or Puget Sound virtually guarantees a devastating oil spill of a size that could easily exceed the two Puget Sound spills of that generated so much outcry from citizens ten years ago. Ecology estimates a single major oil spill in Puget Sound to cost our economy \$10.8 billion and impact 165,000 jobs. Many of those jobs would be tribal. The increased likelihood of a spill or accident would threaten guaranteed cultural and historical tribal treaty rights.

Ocean acidification: Opening up the taps to Alberta's tar sands, which these rail terminals would eventually, do (each of the three terminals on the Columbia have had conversations with tar sands producers), effectively opens up the taps to the second largest oil deposit on the planet. This has been described as "game-over" for defending against catastrophic climate change. Even if this oil is burned elsewhere, the sheer scale of the reserves can easily be traced to dramatic local climate change and ocean acidification effects.

Sincerely,



Arthur (R.D.) Grunbaum
President



From: Sierra Club <information@sierraclub.org> on behalf of Mark Weick
<mweick@charter.net>
Sent: Monday, December 16, 2013 3:15 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Docket EF-131590

Mr. Mark Weick
5724 Campbell Rd
Peshastin, WA 98847-9714
(509) 548-4388

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Holly Johnson
<niaeru@gmail.com>
Sent: Monday, December 16, 2013 3:15 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. Holly Johnson
3920 S Johnson Rd
Spokane Valley, WA 99206-8646

From: Sierra Club <information@sierraclub.org> on behalf of Jill Chadbourne <jillchadbourne@comcast.net>
Sent: Monday, December 16, 2013 3:15 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. Jill Chadbourne
4355 River Rd Apt C
Eugene, OR 97404-1185
(541) 505-9444

Gail (UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Rebecca Carlson <oceanhippie2@aol.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Rebecca Carlson
33622 Ophir Rd
Gold Beach, OR 97444-8510
(727) 417-9898

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Dennis Crisp
<denniswcrisp@yahoo.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Dennis Crisp
6487 Little Big Horn
Maple Falls, WA 98266-7849

From: Sierra Club <information@sierraclub.org> on behalf of Aimee Rush
<aimeelrush@gmail.com>
Sent: Monday, December 16, 2013 3:15 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

Mrs. Aimee Rush
13323 11th Ave NE
Seattle, WA 98125-4003
(206) 251-5687

From: Sierra Club <information@sierraclub.org> on behalf of Bernadette Lohse <bbeargel@sjobeck.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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

Sincerely,

Ms. Bernadette Lohse
5751 N Vancouver Ave
Portland, OR 97217-2450

Tesoro Savage CBR
Scoping Comment
#29058
9058
From:

Docket EF-131590

(C)

Sent:

Sierra Club <information@sierraclub.org> on behalf of James Keeley <jkeeley36@earthlink.net>

To:

Monday, December 16, 2013 3:14 PM

Subject:

EFSEC (UTC)

Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

Sincerely,

Mr. James Keeley
730 N. E. Vancouver Mall Dr., Apt. 68
Vancouver, WA 98662
(360) 225-3422

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Mark Weick
<mweick@charter.net>
Sent: Monday, December 16, 2013 3:15 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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

Sincerely,

Mr. Mark Weick
5724 Campbell Rd
Peshastin, WA 98847-9714
(509) 548-4388

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Mary Bandura
<mmbandura@icloud.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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

Sincerely,

Dr. Mary Bandura
5135 Indian Rd NE
Olympia, WA 98506-1820
(360) 866-0598

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Amber Still
<volcom_stone_kittie@yahoo.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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

Sincerely,

Ms. Amber Still
2425 Queen St
Bellingham, WA 98229-5431

From: Sierra Club <information@sierraclub.org> on behalf of Judith Bader
<boringlady@comcast.net>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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

Sincerely,

Ms. Judith Bader
32221 SE Daphne Ct
Boring, OR 97009-9022
(503) 668-5649

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Bryan Shepard <margoloh@gmail.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

Sincerely,

Mr. Bryan Shepard
4211 E Broadway
Mount Vernon, WA 98274-8712

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of D. Lennartz <dlen1261@aol.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

And finally, please get back to all of us AFTER solid actions have been successfully taken to increase the safety of oil tankers and oil tank cars.

Sincerely,

Mr. D. Lennartz
PO Box 228
Brush Prairie, WA 98606-0228

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Linda Mcfarlane <Immcf@roadrunner.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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

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

Sincerely,

Ms. Linda Mcfarlane
609 Montara Way
Eugene, OR 97405-2056

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Dick Birnbaum
<dickbirnbaum@comcast.net>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. Dick Birnbaum
2211 NE 54th St Apt 2c
Seattle, WA 98105-3203

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Laurie Dougherty <lauriedougherty@gmail.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

6) The impact on passenger rail and other freight traffic. Due to days of extraordinary delays on its Empire Builder route between Chicago and Seattle/Portland which put crews and equipment in the wrong places at the wrong times, Amtrak cancelled several trains on this route during the period of December 11-Dec 15 in order to get the schedule back in

order. This route runs on the same BNSF tracks that carry North Dakota oil. According to several news sources, one of the main reasons for the Amtrak schedule disruptions was heavy freight traffic from the North Dakota oil fields. Coming back from visiting my son in Boston, I was on the last train through to Portland before the cancellations. That train arrived in Portland 16 hours late.

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

Sincerely,

Ms. Laurie Dougherty
462 20th St SE
Salem, OR 97301-9695
(617) 504-0016

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Nikol Gestrine <gestrine1972@yahoo.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Nikol Gestrine
440 N Market Blvd Apt 402
Chehalis, WA 98532-2609

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Diana Anderson
<ddheartson@gmail.com>
Sent: Monday, December 16, 2013 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Diana Anderson
1489 Oak Hill Rd
Roseburg, OR 97471-9683
(541) 673-2731

From: Sierra Club <information@sierraclub.org> on behalf of Richard Olson <richmo41@gmail.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

Mr. Richard Olson
1105 SW 10th Dr
Gresham, OR 97080-9679
(503) 734-5239

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Marcia Glover
<marciaglover@gmail.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Sincerely,

Ms. Marcia Glover
14516 SE 47th Pl
Bellevue, WA 98006-3142
(425) 641-0055

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Erin Quiles
<minton_erin@hotmail.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Sincerely,

Mrs. Erin Quiles
5709 19th Ave SE
Lacey, WA 98503-2860

Tesoro Savage CBR
Scoping Comment
#29073

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Kevin Fitz Maurice <info@kevinfitzmaurice.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

Mr. Kevin Fitz Maurice
18144 E Burnside St
Portland, OR 97233-5309
(402) 210-0500

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Jay Sullivan
<drjaysullivan@jrseng.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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

Sincerely,

Dr. Jay Sullivan
7710 61st Ave NW
Gig Harbor, WA 98335-7459

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Frederick Forschler <old.gray.squirrel@gmail.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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

Sincerely,

Mr. Frederick Forschler
815 Hazzle Ct
Coupeville, WA 98239-9596
(360) 678-3872

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Robert Thomson <robthom2001@yahoo.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

Sincerely,

Mr. Robert Thomson
20037 NE 116th St
Redmond, WA 98053-9610
(425) 246-4058

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Beth Bartell
<bartellbeth@yahoo.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

Sincerely,

Mr. Beth Bartell
10686 Havenwood Rd SW
Port Orchard, WA 98367-9806

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Amber Still
<volcom_stone_kittie@yahoo.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. Amber Still
2425 Queen St
Bellingham, WA 98229-5431

From: Sierra Club <information@sierraclub.org> on behalf of Amber Kreiger <amberk004@yahoo.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Miss Amber Kreiger
2008 Donovan Ave # B
Bellingham, WA 98225-7558

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of David Martin <jppatches12345@gmail.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. David Martin
21010 83rd Ave W
Edmonds, WA 98026-7052

From: Sierra Club <information@sierraclub.org> on behalf of Michelle Michaels-Tyner <micheitnw@q.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

- 1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec, and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. Forty-seven people died in that explosion, which also devastated the town.
- 2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- 3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- 4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.
- 5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

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

Sincerely,

Ms. Michelle Michaels-Tyner
1251 S 6th Way
Ridgefield, WA 98642-9244

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of James Sundberg <bakerview@mac.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. James Sundberg
830 Gleason Ln
Langley, WA 98260-8604
(360) 221-8206

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Holly M
<holly_am@hotmail.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. Holly M
NE 200th St
Woodinville, WA 98072-8768

From: Sierra Club <information@sierraclub.org> on behalf of William Hoover <hooverdam1969@gmail.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mrs. William Hoover
2217 N Terry St
Portland, OR 97217-6449
(503) 523-3045

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Nancy Schuneman <nshoe@harbornet.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mrs. Nancy Schuneman
3409 N 29th St
Tacoma, WA 98407-6250
(253) 539-1880

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Michael Kaufman <mbk1969@outlook.com>
Sent: Monday, December 16, 2013 3:13 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. Michael Kaufman
1902 SW 164th St
Burien, WA 98166-2742

Tesoro Savage CBR
Scoping Comment
#29087

(JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Roseanne Rohrer <rohrer123@gmail.com>
Sent: Monday, December 16, 2013 2:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

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3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. Roseanne Rohrer
7024 N Washington St
Spokane, WA 99208-4033

From: Sierra Club <information@sierraclub.org> on behalf of Michael Ambrosino <jbh990@gmail.com>
Sent: Monday, December 16, 2013 2:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

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4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. Michael Ambrosino
1241 NW Johnson St
Portland, OR 97209-3296

From: Sierra Club <information@sierraclub.org> on behalf of Mollie Crowell
<herbalynn@comcast.net>
Sent: Monday, December 16, 2013 2:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. Mollie Crowell
1737 SW Songbird St
Mcminnville, OR 97128-7405
(503) 472-8196

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Johnny Townsend <johnnyjohnnyt@yahoo.com>
Sent: Monday, December 16, 2013 2:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

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4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. Johnny Townsend
10020 59th Ave S
Seattle, WA 98178-2325
(206) 760-1786

UTC)

From: Renee Duncan <renee.duncan224@gmail.com>
Sent: Monday, December 16, 2013 2:52 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.

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.

Renee Duncan

33070

(UTC)

From: Larry Lemos <Lorenzorro1960@yahoo.com>
Sent: Monday, December 16, 2013 2:52 PM
To: EFSEC (UTC)
Subject: EIS 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.

Larry Lemos
7116 208th St Sw #B
Edmonds, WA 98026

From: Ivana Grace <ivanamazingrace@yahoo.com>
Sent: Monday, December 16, 2013 2:51 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Taking advantage of the economic down-turn, when people are desperate for jobs, to make inroads with polluting fossil-fuels that are proven to desecrate the environment and all life around us, in the event of an accident, is beyond belief to those of us who LIVE here and value the Sacredness of the Earth we rely on for sustenance! Please consider the long-term effects of this action and do what will bless, rather than destroy...For our generations to come...PLEASE!
Thank You!

Thank you.

Ivana Grace
2713 Birchwood Ave.
Birchwood Ave.
Bellingham,, WA 98225

Tesoro Savage CBR
Scoping Comment
#29094

(UTC)

From: consuelo Larrabee <larrabee414@comcast.net>
Sent: Monday, December 16, 2013 2:51 PM
To: EFSEC (UTC)
Subject: EIS 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.

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- * The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
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- * 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.

consuelo Larrabee
1805 Queen Anne Ave N
Seattle, WA 98109

(UTC)

From: Mark Endresen <mendresen@comcast.net>
Sent: Monday, December 16, 2013 2:51 PM
To: EFSEC (UTC)
Subject: EIS 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.

Mark Endresen
1402 32nd Ave South
Seattle, WA 989144

Tesoro Savage CBR
Scoping Comment
#29096

UTC)

From: Judy Platt <judy_platt2005@yahoo.com>
Sent: Monday, December 16, 2013 2:51 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Judy Platt
9220 Fautleroy Way SW
Seattle, WA 98136

JTC)

From: Alma Whelpley <aliwhelpley@gmail.com>
Sent: Monday, December 16, 2013 2:49 PM
To: EFSEC (UTC)
Subject: EIS 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;
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- * 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.

Alma Whelpley
868 N. 59th Ave.
West Richland, WA 99353

From: rose wilde <mysterybayrose@gmail.com>
Sent: Monday, December 16, 2013 2:48 PM
To: EFSEC (UTC)
Subject: EIS 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 strongly 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;
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- * 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;
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- * 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.

rose wilde
1220 old eaglemount rd
port townsend, WA 98368

Tesoro Savage CBR
Scoping Comment
#29099

JTC)

From: Sara King <sara.king@pobox.com>
Sent: Monday, December 16, 2013 2:53 PM
To: EFSEC (UTC)
Subject: EIS 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,

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- * 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.

Sara King
6647 Montevista Dr SE
Auburn, WA 98092

(UTC)

From: JENNifer wHEELER <VJENNW@HOTMAIL.COM>
Sent: Monday, December 16, 2013 2:55 PM
To: EFSEC (UTC)
Subject: EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

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- * 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.

JENNifer wHEELER
503 REINER RD
GOLD BAR, WA 98251