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

Nov 21, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Categories: Green

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

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

Thank you for your consideration.

Tom

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

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

Nov 21, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Nov 21, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Mr. Douglas Campbell
8923 N Woolsey Ave
Portland, OR 97203-2077
(503) 287-6517

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

Categories: Green

Dear Mr Posner,

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

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

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

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

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

Dr. Zoltán Grossman
2700 Evergreen Parkway NW

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

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

Categories: Green

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

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

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

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

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

Nov 21, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Nov 21, 2013

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

Dear Mr. Posner,

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

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

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

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

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.
This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route. THE MAIN 'REASON' FOR EXTRACTING OIL & GAS IS THAT 'WE NEED IT'. IF SO, WHY IS IT BEING SHIPPED OVERSEAS? WE DON'T USE IT HERE, NO NEED TO EXTRACT IT.

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

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

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

Sincerely,

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

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

Nov 21, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Nov 21, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Nov 21, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Categories: Purple, Multiple Duplicate

Nov 21, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Categories: Purple, Multiple Duplicate

Nov 21, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mrs. Linda Browning
0000 xxxxx xxxxxx
Beaverton, OR 97008

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

Nov 22, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Nov 22, 2013

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

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

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

Sincerely,

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

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

Categories: Purple, Multiple Duplicate

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Nov 22, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Categories: Purple, Multiple Duplicate

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

Sincerely,

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

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

Categories: Purple, Multiple Duplicate

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

Sincerely,

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

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

Categories: Orange, Duplicate

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

Sincerely,

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

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

Nov 22, 2013

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

Dear Mr. Posner,

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

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

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

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

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route.
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4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. Yonit Yogev
868 Henry Ln
Camano Island, WA 98282-7503
(360) 387-6743

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

Categories: Comment

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Categories: Orange, Duplicate

Nov 22, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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Lois Bancroft
50 Moore Rd
White Salmon,WA 98672

Sincerely,

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

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

Nov 22, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#3926

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

Nov 22, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

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

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

Nov 22, 2013

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

Dear Mr. Posner,

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

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

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#3928

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

Categories: Green

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

Dale D. McLain
Vancouver WA 98665

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

Nov 22, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Nov 22, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

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

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

Nov 22, 2013

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

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

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

Nov 23, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

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

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

Nov 23, 2013

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

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

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

Categories: Orange

Nov 23, 2013

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

Dear Mr. Posner,

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

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

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

Nov 23, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Nov 23, 2013

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

Dear Mr. Posner,

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

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

Nov 23, 2013

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

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

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

Nov 23, 2013

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

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

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

Nov 24, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

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

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

Nov 24, 2013

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

Dear Mr. Posner,

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

Sincerely,

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

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

Nov 24, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

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

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

Nov 24, 2013

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

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

Sincerely,

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

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#3943

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

Nov 24, 2013

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

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

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

Nov 24, 2013

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

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

Sincerely,

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

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

Nov 25, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

Ms. Karen Bachelder
2119 Ne 80th Street
Seattle, WA 98115

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

Categories: Green

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

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

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

Thank you for considering my comments.

Linda Conaway

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

Categories: Green

Dear Members of the Washington Energy Facility Site Evaluation Council,

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

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

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

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

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

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

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

Thank you for your consideration of my concerns.

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

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

Nov 25, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

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

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

Nov 25, 2013

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

Dear Mr. Posner,

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

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

Nov 26, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

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