

**Talburt, Tammy (UTC)**

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**From:** Ann Donnelly <adonnelly7@comcast.net>  
**Sent:** Saturday, October 05, 2013 7:43 PM  
**To:** EFSEC (UTC)  
**Subject:** Oil Terminal

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

I am writing in support of the oil terminal. The energy industry has changed dramatically in the past five years, during which the U.S. has become the world's largest producer of oil plus gas (surpassing Russia this year). Within the next five years, facilities will be built throughout North America to carry this new valuable production to markets all over the world. The Port of Vancouver can either be part of the new dynamic economy or it can watch the opportunities move to other ports, such as the Port of St. James in Louisiana, already a major hub for pipelines, storage facilities, railroads, and processing and refining plants. The Port of Vancouver is competing with sites all over the country for this long-term source of revenue. The more that we appear to waver, the more developers will incline toward their other alternatives, whether in British Columbia, Louisiana, Texas, or any number of other locations.

The question is, do we want a long-term source of income for our Port, or will we be satisfied to sit by and watch other locations win out? Time is of the essence.

Ann T. Donnelly, Ph.D.  
4305 Oregon Drive  
Vancouver WA 98661  
[adonnelly7@comcast.net](mailto:adonnelly7@comcast.net)  
360.921.1281 (mobile)

**Talburt, Tammy (UTC)**

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**From:** Kirk VanGelder <vandad12@gmail.com>  
**Sent:** Saturday, October 05, 2013 10:00 PM  
**To:** EFSEC (UTC)  
**Subject:** Vancouver oil terminal

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

To whom it may concern,

We are in favor of building a safe and well designed oil terminal in our community. As long as reasonable best practices are taken, we are in full support of this. It stands to bring in a fair amount of economic activity that will benefit our community.

Please allow it to go forward!

Very sincerely,

Kirk & Jodi VanGelder  
Vancouver, Wa 98682

**Talburt, Tammy (UTC)**

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**From:** Andrea Nelms <anelms9@gmail.com>  
**Sent:** Sunday, October 06, 2013 8:50 AM  
**To:** EFSEC (UTC)  
**Subject:** Vancouver oil terminal

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

Hello,

I oppose locating an oil terminal at Vancouver and routing the oil through Vancouver. The potential for environmental destruction is too great. The substance being shipped is extremely dirty and subject to explosion. The harm a spill or explosion would cause greatly outweighs the financial advantages that will go to a few.

Thank you.

Andrea Nelms

RECEIVED

OCT 08 2013



**SPOKANE CITY COUNCIL**  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201-3335  
(509) 625-6255

**Docket EF-131590**

October 4, 2013

**ENERGY FACILITY SITE  
EVALUATION COUNCIL**

Ms. Bumpus:

We are representatives of Spokane as elected City Council members, but we are writing today as concerned citizens of the City of Spokane. We are requesting that EFSEC host a public informational hearing in Spokane, Washington to inform citizens about the Tesoro/Savage Crude-by-Rail terminal, proposed for the Port of Vancouver.

Over the last twelve months, we have each individually gone on record during two separate public scoping hearings for proposed coal export terminals in western Washington, raising concerns about the potential negative impacts of increasing coal by rail shipments through Spokane.

Before we got to those public hearings, we used our positions as leaders in the Spokane community to call on state and federal regulatory agencies to host the aforementioned public hearings in Spokane. We felt then, and continue to believe it important for information to be shared to citizens of Spokane, and for there to be a venue for citizens to raise concerns. While we understand this is a separate project, not connected to the coal export projects, we cannot ignore the similarities in the concerns.

The terminal itself would be sited in Vancouver, Washington, however, citizens of the Spokane stand to bear significant adverse impacts resulting from increased rail traffic carrying crude oil to the proposed terminal.

The Tesoro/Savage proposal contemplates transferring up to 360,000 barrels per day of crude oil from rail lines to marine vessels at the proposed site in Vancouver. The company's application to EFSEC states that on average four trains per day will arrive at the terminal, meaning an additional 8 trains per day (traveling to and from) will cut through Spokane on the rail lines.

As alluded to earlier, Spokane is already likely to face negative impacts from increased rail traffic due to the coal export terminals proposed in Cherry Point and Longview, Washington, as well as the Port of Morrow terminal proposed for Boardman, Oregon.

The public hearing concerning the Cherry Point coal export terminal, held last December at the Spokane County Fairgrounds drew over 800 people, and the public hearing concerning the Longview coal export terminal, held on September 25, 2013 at the Spokane Convention Center, drew over 400 people. The majority of those in attendance at each hearing spoke in opposition to the projects and raised concerns about impacts to public health, the environment, traffic congestion, emergency response being delayed, an increase in the likelihood of accidents, rail infrastructure impacts and the costs associated with the projects.



**SPOKANE CITY COUNCIL**  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201-3335  
(509) 625-6255

For this proposed project in Vancouver, our concerns mirror those addressed in the coal export discussion, and can be summed up by simply stating that the City of Spokane would be negatively impacted by an increase in crude oil shipments via trains through Spokane, and the best people to bring up those concerns are those living in Spokane, not those attending public meetings in or near Vancouver, Washington.

EFSEC's own rules only require a public informational hearing "in the general proximity of the proposed project," WAC 463-26-025, yet it is our understanding that EFSEC intends to include a discussion of scoping for the project pursuant to the State Environmental Policy Act (SEPA) during the public informational hearing near the end of October. The purposes of SEPA are to encourage harmony between humankind and the environment, prevent or eliminate damage to the environment, stimulate the health and welfare of human beings, and enrich understanding of the natural resources important to the state and nation. See RCW 43.21C.010. Consistent with these purposes, EFSEC should provide the citizens of Spokane an opportunity to weigh in on the Tesoro/Savage Crude-by-Rail proposal.

Sincerely,

Ben Stuckart  
Council President

Jon Snyder  
Councilmember

Amber Waldref  
Councilmember

**Talburt, Tammy (UTC)**

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**From:** wjhsgh355@comcast.net  
**Sent:** Thursday, October 10, 2013 3:53 PM  
**To:** EFSEC (UTC)  
**Subject:** Attention: Stephen Posner

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

[EFSEC@UTC.WA.GOV](mailto:EFSEC@UTC.WA.GOV) Attention: Stephen Posner

From: W.J. Hudson (360)573-7121

As we discussed on the telephone on October 9, 2013:

I called Annette Cleveland, via Hot-Line, regarding Teroso-Savage oil terminal at the Port of Vancouver. She, in turn, asked Alex Swanson, on the Board of Commissioners, to contact me and he referred me to you at EFSEC.

At a Teroso-Savage meeting on September 30, 2013; I asked that, because of the volatility of the fracking crude, I questioned the use of the 111 and 111A tank cars that are known to fail in accidents. The 112 and 114 tank cars, with head shields, have a good safety record. The response from Table 2, was that the 111 and 111A are approved by DOT. I asked another man at Table 2 what Comprehensive Security plan is in place to protect this 43 acre facility. He answered that the Port will handle security, they have fences and cameras. I commented about the Teroso-Savage emphasis on security and especially with the volatility of fracking crude contained in the 6 storage tanks containing 2.5 million barrels and 380,000 barrels delivered daily, shouldn't they have a heightened concern for security. It would seem that in the construction plans to match the state-of-the-art facility there would be a state-of-the-art security system to protect against terrorism and other acts and the safety of the residents of Vancouver. Hopefully, the EFSEC will consider these issues in the investigations and deliberations in approving, or disapproving, the Teroso-Savage plans for the oil terminal in Vancouver.

y (UTC)

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**From:** Gail and Mike Cannady <gailandmike34@gmail.com>  
**Sent:** Wednesday, October 16, 2013 1:55 PM  
**To:** EFSEC (UTC)  
**Subject:** Written comments of Tesoro Savage Energy Distribution Terminal, Application No. 2013-01

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

As residents of Vancouver, WA living very close to the Port of Vancouver, my husband and I strongly oppose the Tesoro Savage Energy Distribution Terminal.

We do not believe having such a facility so near residential neighborhoods is safe, nor is it necessary. Explosions, oil spills and runaway trains are the **ultimate** adverse impact, as has happened in Canada recently. There is no possible way to give 100% assurance of safety to the people living close by, and without 100% assurance, why would any prudent governing body take on so many risks? **The probable significant adverse impacts** to the safety of Vancouver neighborhoods, the local environment, and our chance at having clean jobs such as the Vancouver Waterfront Development Project **far outweigh and benefits** from Tesoro's project.

Please keep Vancouver neighborhood livability in mind, and deny this application.

Gail and Mike Cannady  
300 W 8th St. #426  
Vancouver, WA 98660

**Talburt, Tammy (UTC)**

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**From:** Sarah Collmer <sicollmer@gmail.com>  
**Sent:** Wednesday, October 16, 2013 9:34 PM  
**To:** EFSEC (UTC)  
**Subject:** Review of the Tesoro/Savage Project at the Port of Vancouver

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

I, a citizen of Vancouver and mother of two young children, urge you to quickly and completely reject the proposed project at the Port of Vancouver. Given the scope and nature of the project alone, I am deeply concerned about its threat to the Columbia River, as well as the environment along the tracks, by which the oil will be transported. The Columbia is a rich, significant natural resource, as are the lands surrounding it, which include forested, natural habitat and residential housing. Even a "minor" spill, along rail lines or into the river or riparian zone, would prove catastrophic, destroying life and quality of life not only in the immediate vicinity, but downstream as well. Such destruction would necessarily result in economic devastation as well: fishermen's yields decimated, tourist activities impeded, waterfront development in Vancouver halted entirely, tax funds required for mitigation, etc. As you can see, the mere threat alone of such devastation makes this project both irresponsible and impractical.

What makes the project even more irresponsible and impractical - - a tragedy should it come to fruition - - is Tesoro's abysmal, reproachable track record for health and safety. Already this company's negligence has cost 7 lives in Anacortes, deaths that could and should have been prevented if the company had responded to warnings and citations. If they don't care about the lives of their employees, those who make them money, why should we think that they'd care about citizens, who they consider peripheral to their profit margins? Why should we imagine that our town will be spared the dangerous situation faced by citizens in Quebec when a train carrying the same Bakken oil derailed and exploded? Should we really think that Tesoro can and will prevent such disasters? Is it plausible, given their history and the history of all corporately-caused environmental disasters, that they will fully cover the cost of mitigation in such an event (and how, one may ask, do you mitigate lives lost)?

Most recently, we've seen Tesoro's negligence in North Dakota, as acres of land have been destroyed indefinitely by a spill that went undetected for 2 days and unreported for much, much longer. Could the Columbia River recover from such a spill? Could the Pacific? Could the Columbia Gorge? Could downtown Vancouver? NO! The effects of such disaster would be comprehensively horrible and long-term.

What have we to gain from this proposed trespass? 135 jobs is not enough to sacrifice the health of our environment, our citizenry, and our future. Reject this project.

Sincerely,  
Sarah Collmer



**Talburt, Tammy (UTC)**

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**From:** Heidie McCall <heidie@factoryweststudio.com>  
**Sent:** Thursday, October 17, 2013 7:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Distribution Terminal Project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

Dear Stephen Posner,

This terminal is a terrible idea for the Northwest and Vancouver. We live in what may possibly be one of the last pristine populated areas in the United States why on earth would any human want to be a part of possibly harming the environment in any way at this point in history?

As a citizen of the planet I implore you to use common sense and think about what you are about to do.

It's not too late for you personally to simply be a part of clean and prosperous future just turn away from oil, coal and nuclear. Love the planet before money.

Heidie  
--  
Heidie McCall  
<http://FactoryWestStudio.com>

**Talburt, Tammy (UTC)**

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**From:** David Rowe <dlrowe3162@icloud.com>  
**Sent:** Wednesday, October 23, 2013 10:59 PM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver energy Distribution Terminal

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

Dear Council:

I am concerned with the development of the Vancouver Washington Crude oil terminal. If it is built the attractiveness of Vancouver Harbor and Columbia River will be forever changed to the worst. Also I am a passenger of Amtrak and Cascades Trains. The oil trains will hamper the on time performance of the current and future passenger trains.

I urge your council to deny this facility due to the negative impact on our community and river environment.

David L. Rowe  
8817 NE 275th St  
Battle Ground, WA 98604  
phone 360-687-9178  
e-mail [dlrowe3162@icloud.com](mailto:dlrowe3162@icloud.com)

**Talburt, Tammy (UTC)**

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**From:** S F <ciaran1964@yahoo.com>  
**Sent:** Thursday, October 24, 2013 10:11 PM  
**To:** EFSEC (UTC)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Comment

My name is Skipper Fuller and I will not be able to attend the upcoming meeting opposing bringing in huge amounts of oil through this areas ports. This email is voicing my vote to oppose this,

I have lived here for over 30 years and seen Vancouver grow and expand, sometimes for the better and sometimes not. I don't believe bringing oil through this area is a good idea. If anything should happen, and pretty much history has proven it inevitable, it could destroy so much that is held dear to so many.

Why is greed always put ahead of the possible, or sometimes definite, damage that can occur? Please rethink your choices and do not allow this happen. Please listen to the people instead of the greed of those who are just after more profits.

Thank you for your time,  
Skipper Fuller

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Sarah Hafer <sarah.hafer@gmail.com>  
**Sent:** Friday, October 25, 2013 12:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 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. Sarah Hafer  
1401 Wyant Way  
Sacramento, CA 95864-2639  
(916) 384-9551

## Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#012

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Ann Hollyfield <hollyhast@aol.com>  
**Sent:** Friday, October 25, 2013 12:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

We are fouling our own nest. Continuing to destroy the natural world will also destroy us. We cannot live without it.

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 Hollyfield  
PO Box 70  
Seal Rock, OR 97376-0070  
(541) 563-3376

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Wayne Kelly <waynekins@hotmail.com>  
**Sent:** Friday, October 25, 2013 12:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 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:

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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. Wayne Kelly  
1257 Siskiyou Blvd # 1133  
Ashland, OR 97520-2241

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Michael Wilson <mvalentinewilson@comcast.net>  
**Sent:** Friday, October 25, 2013 12:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

Sincerely,

Mr. Michael Wilson  
1405 SE Taylor St  
Portland, OR 97214-2651  
(503) 956-6634

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of . Steel <iamsteel@gmail.com>  
**Sent:** Friday, October 25, 2013 12:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

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WA

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other 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. . Steel  
General Delivery  
Sandy, OR 97055-9999

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Scott Wisenbaker <scott.wisenbaker@gmail.com>  
**Sent:** Friday, October 25, 2013 12:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 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.

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

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

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

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

Sincerely,

Mr. Scott Wisenbaker  
202 Overlook Road  
Underwood, WA 98651

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Matthew Kaminker <jzmnk@yahoo.com>  
**Sent:** Friday, October 25, 2013 12:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 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.

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- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
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- Adverse effects to resources protected by the Columbia River Gorge National Scenic Area Act. The project's indirect and cumulative effects on the scenic, natural, cultural and recreation resources of the Columbia River Gorge National Scenic Area must be included in the scope of review.

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

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

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

Sincerely,

Mr. Matthew Kaminker  
10638 SW Capitol Hwy  
Portland, OR 97219-6863

## Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#018

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Bill Archer <graewolf@embarqmail.com>  
**Sent:** Friday, October 25, 2013 12:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oils by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including

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

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

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

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

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

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

Sincerely,

Mr. Bill Archer  
112 E Court St  
Goldendale, WA 98620-9003

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Beth Wilmot <wilmotb@ohsu.edu>  
**Sent:** Friday, October 25, 2013 1:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 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,

Dr. Beth Wilmot  
11841 SW 60th Ave  
Portland, OR 97219-7003  
(503) 449-0035

## Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#020

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of John Goeckermann <misterg@wizzards.net>  
**Sent:** Friday, October 25, 2013 1:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

THIS IS A TERRIBLE IDEA

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mr. john goeckermann  
hugo road  
grants pass, OR 97528

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of John Green <jgreen2317@aol.com>  
**Sent:** Friday, October 25, 2013 1:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 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:

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- 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



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

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

Sincerely,

Mr. John Green  
1318 25th Ave  
Longview, WA 98632-3647

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Michael Parker <michaelparkeroysterville@yahoo.com>  
**Sent:** Friday, October 25, 2013 1:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

Please deny permits for this oil terminal project. There is no need that benefits the Northwest and to allow is waiting for a major disaster to happen. There are better uses for waterfront development.

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.

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,

Michael Parker  
PO Box 65  
Oysterville, WA 98641

Sincerely,

Mr. Michael Parker

PO Box 65  
Oysterville, WA 98641-0065  
(360) 665-5077

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Pat Bozanich <bozanich@gorge.net>  
**Sent:** Friday, October 25, 2013 1:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

I live in the Columbia River Gorge and am very concerned about the proposed Tesoro Savage project which 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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- 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. Pat Bozanich  
1135 Canyon Way  
The Dalles, OR 97058-9532  
(541) 478-0171

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Joshua Glover <jsh.glv@gmail.com>  
**Sent:** Friday, October 25, 2013 1:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oils by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including

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

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

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

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

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

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

Sincerely,

Mr. Joshua Glover  
2625 SE Stark St Apt 2  
Portland, OR 97214-1770

## Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#025

---

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of William and Irene Weiler <theland@gorge.net>  
**Sent:** Friday, October 25, 2013 1:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 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.

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

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

Sincerely,

Mr. William and Irene Weiler  
PO Box 213  
Lyle, WA 98635-0005

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Toni Gilbert <toni@tonigilbert.com>  
**Sent:** Friday, October 25, 2013 1:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 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,

Ms. Toni Gilbert  
3229 Jefferson Scio Dr SE  
Jefferson, OR 97352-9424

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Mandi Houston <athena\_102@hotmail.com>  
**Sent:** Friday, October 25, 2013 1:23 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

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

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

Sincerely,

Ms. Mandi Houston  
31524 SE Bluff Rd  
Gresham, OR 97080-8842

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Dermot Noonan <dermot.noonan@comcast.net>  
**Sent:** Friday, October 25, 2013 1:23 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

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

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

Sincerely,

Mr. Dermot Noonan  
4510 48th Ave NE  
Seattle, WA 98105-3824

## Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#029

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Marlon Warren <beautifulportland@yahoo.com>  
**Sent:** Friday, October 25, 2013 1:23 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
**Categories:** Comment, Blue Category

Oct 25, 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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What are the alternatives? A "no action" alternative; an alternative relying on other oil terminals that already exist, are in the permitting process or under construction; and reducing reliance on fossil fuels all must be considered as viable alternatives. Transport routes that do not pass through congressionally protected areas, like the Columbia River Gorge also must be included in the alternatives analyses. The EIS should also consider reasonably foreseeable waterfront development opportunities that would be incompatible with an oil terminal, such as mixed use development with waterfront amenities.

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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. Marlon Warren  
3805 NE 11th Ave  
Portland, OR 97212-1235

## Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#030

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Judy Todd <judy@yournatureconnect.com>  
**Sent:** Friday, October 25, 2013 1:23 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Letter, Comment, Purple Category, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

NO. NO TO BIG OIL.  
NO. NO TO FRACKING.  
NO. THE TIME HAS COME TO SAY NO NO NO.  
WE ARE NOT INTERESTED IN A WORLD, AN AMERICA, A HOME PLACE WHERE GREED AND PROFIT COME FIRST.  
NO. WE WILL FIGHT THIS. NO. WE WILL STOP YOU.  
YOU WILL HAVE TO KILL US TO KEEP DOING THIS.  
NO.  
NO.  
NO.

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,

Ms. Judy Todd  
1631 NE Broadway St  
# 723  
Portland, OR 97232-1425  
(503) 260-4995

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Kate Schmitt <ks.pacific@gmail.com>  
**Sent:** Friday, October 25, 2013 1:23 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 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,

Ms. Kate Schmitt  
PO Box 29083  
Portland, OR 97296-9083

Post

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Ian Shelley <ianjs@comcast.net>  
**Sent:** Friday, October 25, 2013 1:23 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

Sincerely,

Mr. Ian Shelley  
50 SW 97th Ave  
Portland, OR 97225-6902

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Michael and Sharon Parker <mikpar@prodigy.net>  
**Sent:** Friday, October 25, 2013 1:23 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 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.

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

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

Sincerely,

Mr. Michael and Sharon Parker  
6825 N Fenwick Ave  
Portland, OR 97217-5303  
(503) 283-4060

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Jane Steadman <janesteadman@gmail.com>  
**Sent:** Friday, October 25, 2013 1:24 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

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- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other 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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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. Jane Steadman  
5612 7th Ave NW  
Seattle, WA 98107-2729

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Dave Shelman <dave.w.shelman@gmail.com>  
**Sent:** Friday, October 25, 2013 1:24 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Letter, Comment, Blue Category, Purple Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

I am writing to urge opposition to this project. The primary concern for my wife and I is the protection of the Columbia River Gorge National Scenic Area. Increased oil transport through the Gorge should be opposed for the same reasons we oppose increases in the transport of coal through the Gorge.

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

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

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

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

Sincerely,

Mr. Dave Shelman  
36141 SE Hurlburt Rd  
Corbett, OR 97019-8656  
(503) 695-5859

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Stephen Bachhuber <srbachhuber1@gmail.com>  
**Sent:** Friday, October 25, 2013 1:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Letter, Comment, Purple Category, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

My concerns with this project center about the scope of the permit process and the safety of rail tank cars for transport of hazardous materials.

The scope of the permit process should be broad as possible, examining regional energy needs, and the safety of oil transport from the earth in which it was derived until it leaves the terminal.

The most serious safety issue that needs to be addressed is the tank cars which transport the fuel. Exhaustive studies of the Lac-Megantic disaster have demonstrated fundamental flaws in the engineering of the tank cars, rendering them top heavy, prone to derail, and to split open when damaged. They are inappropriate for carrying hazardous materials such as oil. Unfortunately this tank car is the most frequently used form of rail transport for liquids, and frequently used for hazardous materials such as oil. The permit process must evaluate whether rail delivery of oil by this tank car is worth the risk.

Sincerely,

Dr. Stephen Bachhuber  
10561 SE Idleman Rd  
Happy Valley, OR 97086-6914  
(503) 777-8608

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Alea Kent <alea@movinggrace.com>  
**Sent:** Friday, October 25, 2013 1:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 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.

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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.

As side from all the facts, how many ways can we find to destroy the beautiful Columbia Gorge?

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

Sincerely,

Ms. Alea Kent  
810 Cambridge St  
Ashland, OR 97520-1008

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Karen Grimstad <kjgrimstad@yahoo.com>  
**Sent:** Friday, October 25, 2013 1:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 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,

Ms. Karen Grimstad  
41025 SE Washougal River Rd  
Washougal, WA 98671-5872

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Linda Reedijk <greengirlpdx@yahoo.com>  
**Sent:** Friday, October 25, 2013 1:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 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,

Ms. Linda Reedijk  
4673 SW Corbett Ave Uppr  
Portland, OR 97239-4209

## Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#040

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Leslie Burpo <lburpo@aol.com>  
**Sent:** Friday, October 25, 2013 1:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

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

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

Sincerely,

Mr. Leslie Burpo  
PO Box 5468  
Eugene, OR 97405-0468  
(541) 338-7099

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of DONALD SPRINGER <donaldspringer@aol.com>  
**Sent:** Friday, October 25, 2013 1:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 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. DONALD SPRINGER  
8321 NE 54th St  
Vancouver, WA 98662-6085

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Kathryn Elich <keli10@ymail.com>  
**Sent:** Friday, October 25, 2013 2:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

I have been on the beach of the Columbia River on the Oregon side for swimming and boating since the 50's when I was a child. I know of it's great beautiful bounty and how so very few years ago- say 130 years ago it was perfectly clean - pure nature. Now you want to send dangerous long long trains on the river's edge for the sake of \$\$\$\$. No! No!! It's a RIVER ! No! I live about 12 minutes from the Columbia River now - and many thousands live quite closer than That. HOW COULD YOU EVEN THINK THINK TO EXPOSE THE COLUMBIA TO HAZARDS?? 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.

PLEASE, NO!!!

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

Sincerely,

Ms. Kathryn Elich  
10607 E Burnside St Apt 63  
Portland, OR 97216-2783  
(503) 935-4161

## Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#043

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Alex Prentiss <alex@imcclains.com>  
**Sent:** Friday, October 25, 2013 2:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 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

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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:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Derek Gendvil <dgendvil@gmail.com>  
**Sent:** Friday, October 25, 2013 2:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

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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,  
Derek Gendvil  
Las Vegas

Sincerely,

Mr. Derek Gendvil  
9030 W Sahara Ave # 360  
Las Vegas, NV 89117-5744

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Phil Pizanelli <cpcurran@rconnects.com>  
**Sent:** Friday, October 25, 2013 2:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

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

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

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

Sincerely,

Mr. Phil Pizanelli  
38835 H. Columbia River hwy.  
Corbett, OR 97019-8820

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Nora Polk <nora.mattek@gmail.com>  
**Sent:** Friday, October 25, 2013 2:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 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. Nora Polk  
6405 SE 62nd Ave  
Portland, OR 97206-6605

## Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#047

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Robin Thomas <robint@pacifier.com>  
**Sent:** Friday, October 25, 2013 2:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
**Categories:** Comment, Blue Category

Oct 25, 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.

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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.

PS Let's open the door to cleaner, safer, and more environmentally responsible energy projects in the Pacific Northwest. Tesoro Savage does not represent or respect our best interests.

Sincerely,

Ms. Robin Thomas  
3912 Clark Ave  
Vancouver, WA 98661-6014  
(360) 771-0290

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Jim Clarkson <jmclarkson@q.com>  
**Sent:** Friday, October 25, 2013 2:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 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. Jim Clarkson  
86083 Cherokee Dr  
Eugene, OR 97402-9039

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Phillip Callaway <phillip\_callaway@msn.com>  
**Sent:** Friday, October 25, 2013 2:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments  
  
**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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

Sincerely,

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

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Cort Brumfield <damon64@comcast.net>  
**Sent:** Friday, October 25, 2013 2:52 PM  
**To:** EFSEC (UTC)  
**Subject:** Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

**Categories:** Comment, Blue Category

Oct 25, 2013

Energy Facility Site Evaluation Council  
WA

Dear Site Evaluation Council,

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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. Your support is absolutely vital.

Sincerely,

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