

From: Sierra Club <information@sierraclub.org> on behalf of Craig Smith
<craig_liz@comcast.net>
Sent: Wednesday, November 13, 2013 9:19 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mr. Craig Smith
4130 SW 117th Ave PMB 274
Beaverton, OR 97005-5606
(503) 642-2319

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#2952

From: Sierra Club <information@sierraclub.org> on behalf of William Young <loon13@comcast.net>
Sent: Wednesday, November 13, 2013 9:19 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

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

Sincerely,

Mr. William Young
4421 E Oregon St
Bellingham, WA 98226-8872
(360) 353-4192

From: Sierra Club <information@sierraclub.org> on behalf of Barbara Fankell
<barbarafankell@hotmail.com>
Sent: Wednesday, November 13, 2013 9:19 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

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

Sincerely,

Mrs. Barbara Fankell
14200 SW McKinley Dr
Sherwood, OR 97140-7059
(503) 880-3059

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#2954

From: Sierra Club <information@sierraclub.org> on behalf of Serena Wittkopp
<serena.camille.scw@gmail.com>
Sent: Wednesday, November 13, 2013 9:19 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

Miss Serena Wittkopp
4824 NE Church St
Portland, OR 97218-2077
(503) 975-6868

From: Sierra Club <information@sierraclub.org> on behalf of Jeanne Bulla <jmbulla@gmail.com>
Sent: Wednesday, November 13, 2013 9:19 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

Dear Mr. Posner,

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

Sincerely,

Ms. Jeanne Bulla
1311 12th Ave S
Seattle, WA 98144-7417

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#2956

From: Sierra Club <information@sierraclub.org> on behalf of Dawn French
<dawnsingerfrench@gmail.com>
Sent: Wednesday, November 13, 2013 9:19 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

Mrs. Dawn French
19204 4th Ave S
Des Moines, WA 98148-2120
(206) 595-5098

From: Sierra Club <information@sierraclub.org> on behalf of Mara Price
<pricemara@clearwire.net>
Sent: Wednesday, November 13, 2013 9:19 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

Dear Mr. Posner,

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

Sincerely,

Mrs. Mara Price
10509 76th Dr NE
Marysville, WA 98270-7935
(360) 722-5752

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#2958

From: Sierra Club <information@sierraclub.org> on behalf of Laurie Caplan <lcaplan2010@gmail.com>
Sent: Wednesday, November 13, 2013 9:19 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

Dear Mr. Posner,

You can do so much for the Northwest. Please don't wait for a tragic accident or natural disaster to reveal that exporting oil from the Port of Vancouver is a catastrophe waiting to happen. We Americans do a lot of magical thinking: equipment won't malfunction, humans won't make mistakes, terrorists won't attack, storms and earthquakes won't affect the Northwest.

We should know better. And definitely the EFSEC knows better and needs to recognize that Washington State and the public will bear the costs - financial and otherwise - of this proposal, while Tesoro-Savage reaps massive profits.

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

Sincerely,

Ms. Laurie Caplan
766 Lexington Ave
Astoria, OR 97103-5024
(503) 338-6508

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#2959

From: Sierra Club <information@sierraclub.org> on behalf of Jaime Roberts-Jones
<jaimerj@comcast.net>
Sent: Wednesday, November 13, 2013 9:19 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

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

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

Sincerely,

Mrs. Jaime Roberts-Jones
22413 92nd Ave W
Edmonds, WA 98020-4505
(425) 776-1775

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#2960

From: Sierra Club <information@sierraclub.org> on behalf of Regina Wilhelm
<reggietuba@aol.com>
Sent: Wednesday, November 13, 2013 9:19 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

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

Sincerely,

Ms. Regina Wilhelm
14040 15th Ave NE Apt 14e
Seattle, WA 98125-3118
(206) 367-0878

From: jonnel covault <jonnelcovault@gmail.com>
Sent: Wednesday, November 13, 2013 9:40 PM
To: EFSEC (UTC)
Subject: Tesoro-Savage Pipeline Project

Dear EFSEC,

I am very concerned about the pipeline project proposed in Vancouver. My family and I enjoy recreating in the Columbia River Gorge and are concerned about the addition of more trains hauling fossil fuels. We think that the Columbia River Gorge is a spectacular scenic and cultural area that it should be developed as a World Heritage Site, NOT a transportation corridor for dirty fossil fuels.

We should be transitioning to and investing in Green Energy Alternatives, like Germany and other countries. It is irresponsible to pull the wool over our eyes and not see the harm and havoc our dependence on fossil fuels is creating. In the EIS, I hope you will factor in the affect oil spills will have on fish, animals, insects, native plants and people up and down the Columbia River. It is the local residents who really pay for oil spills, the climate disasters, broken infrastructure and health problems from polluted waters and chemical "clean ups". Please factor these costs into this project. Who is paying for the repair and maintenance of the train tracks? I absolutely love taking Amtrak, but now worry about train wrecks involving oil tankers? Horrors! Factor that cost in, too.

I am very disappointed that we are even discussing the possibility of this project and the coal terminals, when we should be embracing new clean possibilities that our grand children will be proud of. What kind of a legacy, in the name of profits, are we leaving future generations? When are we going to stop polluting? At what point will we draw the line and start investing and creating jobs in GREEN energy instead of dirty oil and coal? I say NOW. It took EXXON over 20 years to pay me my settlement, and Prince William Sound has not fully recovered from the damage of the Exxon Valdez Spill. The price of salmon never recovered. People's lives were ruined. I guarantee that the BP Oil Spill has done more damage than has been reported. The Columbia River already has pollution issues! Please don't endanger our ecosystem with this project.

Thank you,

Jonnel Covault

503 407 2144

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#2962

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Barbara donnelly <pompad@comcast.net>
Sent: Wednesday, November 13, 2013 9:44 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 13, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oils by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including wetlands, fish and wildlife habitat, rare plant habitat, and cultural resource sites. These likely impacts must be included in the scope of review.

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

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

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

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

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

Sincerely,

Mrs. Barbara donnelly
108 Elk Ridge Dr
Longview, WA 98632-9594
(360) 425-2334

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#2963

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Barbara donnelly <pompad@comcast.net>
Sent: Wednesday, November 13, 2013 9:44 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Orange

Nov 13, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

Sincerely,

Mrs. Barbara donnelly
108 Elk Ridge Dr
Longview, WA 98632-9594
(360) 425-2334

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#2964

From: DellAnnD@aol.com
Sent: Wednesday, November 13, 2013 9:46 PM
To: EFSEC (UTC)
Subject: Oil terminal in Vancouver, WA

To Whom It May Concern:

We are against the newly proposed oil terminal in Vancouver, WA. As residents of Vancouver, we live right above the railroad tracks along the Columbia River on Evergreen Hwy and soon will be living only 400 feet below the tracks. We watch oil trains everyday while we are waiting to cross the tracks to our new home site. Sometimes the wait is 15 minutes long and longer. The only access we have to leave our home or for anyone to drive to our home is to cross the private railroad crossing on SE 17th Street. We are seniors and if an emergency occurs, the ambulance, police or fire vehicles may find it difficult to access our home if there is the long delay waiting for the trains. If there is any kind of train accident with oil tankers or explosions near or on our property, we would have no exit and would be in great danger as would anyone near this accident. This is just one personal reason among many others why we do not want the oil terminal. Already, we have long oil train cars on our tracks. With the oil terminal that is proposed, more and more train cars containing oil would be added, causing the wait even longer.

Vancouver and the Pacific NW are known for our clean environment. Why would we want to jeopardize our atmosphere now, when we know the only way forward to curb climate change is to offer alternative energy, not backslide to transporting oil and coal through our city and then to other countries. The argument that this would add new jobs, does not justify risking our community and environment and the world for that matter. As residents of Vancouver and the state of Washington, we feel it is time to take a moral stand and make the decision to stop the oil terminal project.

Dell Ann Dyar and Dr. Gary Miller

From: Sierra Club <information@sierraclub.org> on behalf of Daniel Whitaker Sr.
<dlwhitaker@aol.com>
Sent: Wednesday, November 13, 2013 9:47 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mr. Daniel Whitaker Sr.
66 Bon Jon View Way
Sequim, WA 98382-8000
(360) 683-4945

From: Sierra Club <information@sierraclub.org> on behalf of Ray Lou <rlxl@yahoo.com>
Sent: Wednesday, November 13, 2013 9:48 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

Dear Mr. Posner,

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

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- 2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- 3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- 4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.
- 5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

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

Sincerely,

Dr. Ray Lou
1221 1st Ave Apt 1225
Seattle, WA 98101-3414

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#2967

From: Sierra Club <information@sierraclub.org> on behalf of Jude Bridges
<judebridges@gmail.com>
Sent: Wednesday, November 13, 2013 9:48 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 13, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Jude Bridges
10554 SE Main St Apt 113
Milwaukie, OR 97222-7679
(503) 998-1663