

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Maxine Schwartz <blackkatz@comcast.net>
Sent: Wednesday, November 27, 2013 5:12 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. Maxine Schwartz
8325 SE 11th Ave
Portland, OR 97202-6916

From: Sierra Club <information@sierraclub.org> on behalf of David Michalek <edm_austin@yahoo.com>
Sent: Wednesday, November 27, 2013 6:21 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 27, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mr. David Michalek
25 Eugene St
Hood River, OR 97031-2215
(707) 548-3968

From: Sierra Club <information@sierraclub.org> on behalf of Christina Jones
<christinaerjones@yahoo.com>
Sent: Wednesday, November 27, 2013 6:21 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 27, 2013

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P.O. Box 43172
Olympia, WA 98504-3172

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Sincerely,

Ms. Christina Jones
6813 17th Ave NE
Seattle, WA 98115-6844
(206) 641-1853

From: Sierra Club <information@sierraclub.org> on behalf of Richard Wiegmann <richard.wiegmann@cune.org>
Sent: Wednesday, November 27, 2013 6:51 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 27, 2013

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P.O. Box 43172
Olympia, WA 98504-3172

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Sincerely,

Mr. Richard Wiegmann
2750 SW 89th Ave
Portland, OR 97225-3509
(971) 255-0461

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Sandra Joos <joosgalefamily@comcast.net>
Sent: Wednesday, November 27, 2013 7:12 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Categories: Purple

Nov 27, 2013

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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,

Dr. Sandra Joos
4259 SW Patrick Pl
Portland, OR 97239-7202
(503) 274-8803

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Nancy Cushwa <tenwa@jps.net>
Sent: Wednesday, November 27, 2013 8:43 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 27, 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,

Mrs. Nancy Cushwa
2715 N Terry St
Portland, OR 97217-6251

From: Marc and Kelli Grotle <worldsapart@wavecable.com>
Sent: Wednesday, November 27, 2013 9:21 PM
To: EFSEC (UTC)
Subject: Columbia River Oil Terminal

Categories: Green

The new terminal is very short sided. America needs to think long term. Please retreat from this idea. Thank you...

Marc and Kelli Grotle
8624 154th Place NW
Stanwood, WA 98292
worldsapart@wavecable.com

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Leslie wilson <greenpeople9@yahoo.com>
Sent: Wednesday, November 27, 2013 10:13 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 28, 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. Leslie Wilson
1648 Alder St
Eugene, OR 97401-4448
(971) 207-1859

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Robert Swope <frhn@nwinfo.net>
Sent: Wednesday, November 27, 2013 10:13 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 28, 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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Sincerely,

Mr. Robert Swope
16191 Tieton Dr
Yakima, WA 98908-8021
(509) 965-2561

From: Sierra Club <information@sierraclub.org> on behalf of Bill Tirrill <billt@well.com>
Sent: Wednesday, November 27, 2013 10:51 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 28, 2013

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

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Sincerely,

Mr. Bill Tirrill
2829 NW 68th St
Seattle, WA 98117-6238

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Derek Gendvil <dgendvil@gmail.com>
Sent: Wednesday, November 27, 2013 11:43 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 28, 2013

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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,
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 Maria White <capa_7@yahoo.com>
Sent: Wednesday, November 27, 2013 11:43 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Nov 28, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. Maria White
18880 SW Hart Rd
Beaverton, OR 97007-5623

From: Sierra Club <information@sierraclub.org> on behalf of Jarni Pina <jpina722@gmail.com>
Sent: Wednesday, November 27, 2013 11:52 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Nov 28, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Miss Jarni Pina
56 53rd St SE
Washington, DC 20019-6534
Please stop polluters!

From: Nora Ferm <noraferm@hotmail.com>
Sent: Thursday, November 28, 2013 7:24 AM
To: EFSEC (UTC)
Subject: Comments on Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal

Categories: Green

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

Dear Mr. Posner,

I am very concerned to hear about the Tesoro-Savage Vancouver Energy Distribution Terminal Project, and am writing to urge you to deny the permit. I grew up in the Pacific Northwest, and I care deeply about the region's communities, as well as its orca population. I also believe that climate change is one of the greatest challenges of our generation, and we need to take every opportunity to switch to more energy efficient and clean energy alternatives in order to prevent additional climate change impacts.

The EIS should consider the no-build option, and address the following impacts of the proposed project:

I understand that Columbia and Snake River Chinook salmon are important to the long-term survival of the Southern Resident Killer Whale. Studies have shown that this whale population spends time around the mouth of the Columbia River. Please include in the EIS scope for the Tesoro Savage proposal a study of impacts to the salmon population that is federally listed as Threatened under the Endangered Species Act. In particular:

What would be the impacts to the federally listed Endangered Southern Resident Killer Whales from declining runs of Upper Columbia River and Snake River Chinook salmon?

What would be the adverse impacts to forage fish, an essential food for salmon and in turn the killer whales, from increased oil spills in the Columbia River?

What would be the impacts to Chinook salmon, and especially to juvenile Chinook salmon, caused by:

- the construction of this project?
- dredging contaminated river sediments near the Tesoro Savage Project site every few years to maintain access for Panamax-sized vessels?
- the noise and lighting during the round-the-clock operation of the proposed new rail lines and associated facilities, conveyors, and equipment?