

From: Sierra Club <information@sierraclub.org> on behalf of Patricia Thomas <nwkatz@gmail.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. Patricia Thomas
206 E Twin Falls St
Yacolt, WA 98675-5520
(360) 686-1028

From: Sierra Club <information@sierraclub.org> on behalf of Eric Stacey
<estacey@landfallprods.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
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Dec 16, 2013

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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. Eric Stacey
2830 SW Riverview Ct
Gresham, OR 97080-9534

From: Sierra Club <information@sierraclub.org> on behalf of Robert Oberdorfer <roboberdorfer@gmail.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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

Sincerely,

Mr. Robert Oberdorfer
7224 N Albina Ave
Portland, OR 97217-1662

From: Sierra Club <information@sierraclub.org> on behalf of Joan Beldin <joanibldn@gmail.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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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. Joan Beldin
10223 N Hudson St
Portland, OR 97203-1570
(503) 285-0648

ITC)

From: Sierra Club <information@sierraclub.org> on behalf of Charles Naubert <cnaubert@gmail.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Mr. Charles Naubert
2889 Elysium Ave
Eugene, OR 97401-5040

From: Sierra Club <information@sierraclub.org> on behalf of Nancy Condy <nc1898@gmail.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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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. Nancy Condy
PO Box 8006
Salem, OR 97303-0220

From: Sierra Club <information@sierraclub.org> on behalf of J Duwadi
<jduwadi@comcast.net>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Dr. J Duwadi
Undine St
Bellingham, WA 98229

From: Sierra Club <information@sierraclub.org> on behalf of Oren Glick
<oren@presortonline.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Dr. Oren Glick
3570 SW River Pkwy Unit 307
Portland, OR 97239-4535

From: Sierra Club <information@sierraclub.org> on behalf of Diane Britton <14eb7116@opayq.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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Sincerely,

Ms. Diane Britton
8634 10th Ave SW
Seattle, WA 98106-2524
(206) 852-4044

From: Sierra Club <information@sierraclub.org> on behalf of Dave Hofeditz <hobbitditz@gmail.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Mr. Dave Hofeditz
4922 214th St SE
Woodinville, WA 98072-8389
(425) 487-3873

From: Sierra Club <information@sierraclub.org> on behalf of Jen Baye <jenbaye@gmail.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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Sincerely,

Mrs. Jen Baye
10 NE 162nd Ave Apt 36
Portland, OR 97230-5870
(503) 422-5279

From: Sierra Club <information@sierraclub.org> on behalf of Robert Rindy <bob@bobrindy.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
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Sincerely,

Mr. Robert Rindy
415 Umatilla Pl
La Conner, WA 98257-9513

From: Sierra Club <information@sierraclub.org> on behalf of Fred Bassett
<fredbassettmusic@gmail.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
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Sincerely,

Mr. Fred Bassett
PO Box 26
Cloverdale, OR 97112-0026

From: Sierra Club <information@sierraclub.org> on behalf of Barbara Ziller-Caritey <ziller.barbara@gmail.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Mrs. Barbara Ziller-Caritey
16755 Salmonberry Rd
Brookings, OR 97415-7301
(541) 412-9885

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Christy Anderson
<christypdx@aol.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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

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

Sincerely,

Mrs. Christy Anderson
6334 NE Alameda St
Portland, OR 97213-4626

From: Sierra Club <information@sierraclub.org> on behalf of Clyde Scalf <clydescalf@q.com>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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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.

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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.

Washington DC is a long way from Washington. These trains along with other coal trains, 120 a day with 200 train cars is an accident waiting to happen. You will only hear about but I will feel the direct impacts.
A commuter train accident is one thing but an accident, waiting to happen, will impact more than a couple of people.

Sincerely,

Mr. Clyde Scalf
3514 E Bailey Rd
Deer Park, WA 99006-9105
(509) 292-0663

From: Sierra Club <information@sierraclub.org> on behalf of b Matilsky <bmatilskyi@comcast.net>
Sent: Monday, December 16, 2013 11:11 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 16, 2013

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

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

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

Sincerely,

Dr. b Matilsky
Undine St
Bellingham, WA 98229