

From: Sierra Club <information@sierraclub.org> on behalf of Casey Parson
<woodindian@gmail.com>
Sent: Monday, December 16, 2013 4:13 PM
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,

Mr. Casey Parson
138 N 59th St
Seattle, WA 98103-5812

Tesoro Savage CBR
Scoping Comment
#28952

JTC)

From: J_davidsmith@comcast.com
Sent: Thursday, December 12, 2013 1:24 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear Stephen Posner

I am a resident of the greater Philadelphia Metro area and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. The proposed project will receive and ship North American crude oil to US refineries to offset or replace foreign imports and declining production in Alaska and California. This crude oil will be refined in US refineries to help meet the everyday needs of residents and businesses along the US West Coast – including those of the state of Washington. In short, it helps with America's energy security and will bring economic benefits and valuable jobs to our local communities.

We in the Philadelphia area faced significant economic challenges in the past 5 years and until as recent as a couple years ago, we faced the closure and potential loss of 1000's of jobs and tax revenue from a significant refining complex in the Philadelphia area. Those refineries were anti-competitive and forced to buy high-priced foreign crude to make the refined products we needed here in the Northeast. We potentially faced a future of dependence on foreign refined product supply to fill my gasoline tank. The Governor and people of Pennsylvania rescued this industry and with the revolution in development of shale crude resources, these refineries are now profitable and supporting the economy here in the Northeast. Crude by rail has been the catalyst for this turnaround. The people of the USWC deserve access to this resource also.

As a resident, I believe the safety and environmental reviews are extremely important and will help ensure that this is done safely and responsibly. As such, I would request that the scope of the SEPA environmental analysis be purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Risks caused by earthquakes
- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Protection of Columbia River water quality and fish and wildlife resources
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility and have a dampening effect on transportation of other commodities, such as agricultural products, which are vital to the economies of Vancouver, Clark County and the state of Washington.

This balanced approach is consistent with SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy. Thank you for considering my comments.

Sincerely,
J. David Smith

From: Sierra Club <information@sierraclub.org> on behalf of Jason Green <dalcais1921@gmail.com>
Sent: Monday, December 16, 2013 3:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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

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

Sincerely,

Mr. Jason Green
13401 NE 28th St Unit 2
Vancouver, WA 98682-8010

From: Sierra Club <information@sierraclub.org> on behalf of M. Lou Orr
<youandmekid@comcast.net>
Sent: Monday, December 16, 2013 3:44 PM
To: EFSEC (UTC)
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Sincerely,

Mrs. M. Lou Orr
1610 NE 192nd St
Shoreline, WA 98155-2334

From: Sierra Club <information@sierraclub.org> on behalf of Jordan Fuzie <jfuzie@gmail.com>
Sent: Monday, December 16, 2013 3:44 PM
To: EFSEC (UTC)
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Sincerely,

Mr. Jordan Fuzie
2102 S 69th Ave
Yakima, WA 98903-9643

From: Sierra Club <information@sierraclub.org> on behalf of Mary Titus <goodfairy4@aol.com>
Sent: Monday, December 16, 2013 3:44 PM
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,

Mrs. Mary Titus
13775 SW 6th St Apt H
Beaverton, OR 97005-3779

From: Sierra Club <information@sierraclub.org> on behalf of Thomas Jones <tj63860@gmail.com>
Sent: Monday, December 16, 2013 3:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Mr. Thomas Jones
806 Commercial Ave Unit 310
Anacortes, WA 98221-4119
(360) 299-2870

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Paul Richey
<parchey@gmail.com>
Sent: Monday, December 16, 2013 3:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Mr. Paul Richey
4664 SW Fairvale Ct
Portland, OR 97221-1816

From: Sierra Club <information@sierraclub.org> on behalf of Russel West
<rustytwest@gmail.com>
Sent: Monday, December 16, 2013 3:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Mr. Russel West
1622 NE Perkins Way
Shoreline, WA 98155-2344
(206) 909-3668

From: Sierra Club <information@sierraclub.org> on behalf of Jeffrey Wong
<jeffwinnevada@yahoo.com>
Sent: Monday, December 16, 2013 3:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Mr. Jeffrey Wong
1412 Robert Gray Blvd
Aberdeen, WA 98520-1846
(360) 589-1317

From: Sierra Club <information@sierraclub.org> on behalf of Patricia Spicer <pspicer@sonic.net>
Sent: Monday, December 16, 2013 3:44 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Ms. Patricia Spicer
195 E 40th Ave
Eugene, OR 97405-3488

From: Sierra Club <information@sierraclub.org> on behalf of Christopher Phillips <knight213@msn.com>
Sent: Monday, December 16, 2013 3:44 PM
To: EFSEC (UTC)
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Sincerely,

Mr. Christopher Phillips
11172 Ridgepark Pl NW
Silverdale, WA 98383-8651
(360) 698-0256

From: Sierra Club <information@sierraclub.org> on behalf of Ted Kozlowski <thkoz78@yahoo.com>
Sent: Monday, December 16, 2013 3:44 PM
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Mr. Ted Kozlowski
1312 SW Texas St
Portland, OR 97219-2067
(971) 212-1159

From: Sierra Club <information@sierraclub.org> on behalf of Lyle Funderburk <lyle.funderburk@gmail.com>
Sent: Monday, December 16, 2013 3:44 PM
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 damage. This analysis should include devastating climate 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. Lyle Funderburk
10003 SE Foster Rd
Portland, OR 97266-5100

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Mary Davis
<cysliders@aol.com>
Sent: Monday, December 16, 2013 3:44 PM
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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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. Mary Davis
8049 SE Ogden St
Portland, OR 97206-7856
(503) 771-9998

From: Sierra Club <information@sierraclub.org> on behalf of Robert Turner
<generalsocs@comcast.net>
Sent: Monday, December 16, 2013 3:44 PM
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,

Mr. Robert Turner
PO Box 29035
Portland, OR 97296-9035
(503) 241-8612

From: Sierra Club <information@sierraclub.org> on behalf of Josh Hardy <j_hardy73@hotmail.com>
Sent: Monday, December 16, 2013 3:44 PM
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,

Mr. Josh Hardy
8707 81st Dr NE
Marysville, WA 98270-9302
(206) 355-3166