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**From:** Daniel Brant <dnlbrant@gmail.com>  
**Sent:** Monday, December 16, 2013 6:28 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Daniel Brant  
310 willow st.  
Port Townsend, WA 98368

**From:** Sarah Sloane <ssloane8@gmail.com>  
**Sent:** Monday, December 16, 2013 6:38 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

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- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Sarah Sloane  
1410 201st Ln Apt 5  
Ocean Park, WA 98640

**From:** Imants Slegelis <unionyes61@gmail.com>  
**Sent:** Monday, December 16, 2013 6:39 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

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- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Imants Slegelis  
606 SE 6th Court  
Battle Ground, WA 98604

Tesoro Savage CBR  
Scoping Comment  
#29404

(UTC)

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**From:** Alissa Ferrell <alissa\_30@hotmail.com>  
**Sent:** Monday, December 16, 2013 6:51 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

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- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Alissa Ferrell  
3806 N 19th St  
Tacoma, WA 98406

**From:** James Bristow <jameseb63@yahoo.com>  
**Sent:** Monday, December 16, 2013 6:57 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

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- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

James Bristow  
7703 26th ave NW  
Seattle, WA 98117

(UTC)

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**From:** James Ploger <jploger@gmail.com>  
**Sent:** Monday, December 16, 2013 7:03 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
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- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

James Ploger  
1909 S Charles St  
Seattle, WA 98144

**From:** Matthew Downs <mpdst11@gmail.com>  
**Sent:** Monday, December 16, 2013 7:03 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- 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.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- 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.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Matthew Downs

63146

**From:** Ande Finley <andefinley@gmail.com>  
**Sent:** Monday, December 16, 2013 7:08 PM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Petroleum Terminal EFSEC siting review

My name is Andrea Finley and I own property and live full-time on Lopez Island in the San Juans. San Juan County relies on a tourism-based economy where our resident orca whales are an economic driver. I am concerned about the potential impacts from the proposed Tesoro Savage Petroleum Terminal LLC in Vancouver to the health of the Southern Resident Orca Whale.

Please thoroughly study the following:

- What would be the adverse impacts from the proposed crude oil transport terminal to the Southern Resident Orca Whales that spend time at the mouth of the Columbia River where it is presumed that they are feeding on upper Columbia and Snake River Chinook salmon?
- What would be the adverse impacts to Chinook salmon from the construction and the on-going operation of the proposed Tesoro Savage Petroleum Terminal LLC and associated rail lines, docks, ship loaders, storage facilities, conveyors, and equipment?
- What would be the cumulative adverse impacts to Chinook salmon from all the proposed fossil fuel terminal proposals within the Columbia River?
- What would be the cumulative adverse impacts to Chinook salmon from the increased vessel traffic associated with the Tesoro Savage Petroleum Terminal LLC and all other proposed fossil fuel terminal projects in the Columbia River?
- What would be the cumulative adverse impacts to Chinook salmon from the increased risks of an oil spill especially given the treacherous conditions that can exist at the Columbia River Bar which is also known as the "Graveyard of the Pacific?"

Thanks for your attention to these important matters.

Andrea Finley  
Lopez Island, WA



**From:** Sierra Club <information@sierraclub.org> on behalf of Rob Smith <rsmith@npca.org>  
**Sent:** Monday, December 16, 2013 7:14 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.

I am especially concerned with increased and potentially dangerous numbers of trains rolling through and near Fort Vancouver National Historical Park, a premier tourist attraction, community asset and culturally important site near the proposed oil terminal.

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. Rob Smith  
1280 Harrison St Apt 354  
Seattle, WA 98109-5410

**From:** Teri Travis <teritravis@msn.com>  
**Sent:** Monday, December 16, 2013 7:18 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am deeply concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I implore you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
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- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Teri Travis  
9736 Sand Pt wy NE  
Seattle  
Seattle, WA 98115

**From:** Julia Hurd <hurdjulia@gmail.com>  
**Sent:** Monday, December 16, 2013 7:25 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

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- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Julia Hurd  
19396 Ashe Lane  
Burlington, WA 98233

**UTC)**

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**From:** Muhammad Thompson <horus.eye@tulalipbroadband.net>  
**Sent:** Monday, December 16, 2013 7:29 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

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Thank you.

Muhammad Thompson  
1520 Marine Drive NE  
Tulalip, WA 98271

**From:** Liz Scranton <cwf@rockisland.com>  
**Sent:** Monday, December 16, 2013 7:33 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

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Thank you.

Liz Scranton  
4559 Center Rd  
Lopez Is., WA 98261

**From:** Lance Lorz <Lancelorz@yahoo.com>  
**Sent:** Monday, December 16, 2013 7:35 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

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Thank you.

Lance Lorz  
8511 N Austin Rd  
Spokane, WA 99208

Tesoro Savage CBR  
Scoping Comment  
#29415

(UTC)

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**From:** Dan Schneider <danny83@q.com>  
**Sent:** Monday, December 16, 2013 7:36 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

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Thank you.

Dan Schneider  
814 NE 84th Street  
Seattle, WA 98115

UTC)

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**From:** Albert Bechtel <bigjbechtel4711@msn.com>  
**Sent:** Monday, December 16, 2013 7:37 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

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Thank you.

Albert Bechtel  
4131 11th Ave NE  
Apt 109  
Seattle, WA 98105



**From:** Diane.S.Moreno@tsocorp.com  
**Sent:** Monday, December 16, 2013 7:40 PM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

I am a Tesoro employee from California and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. As a Tesoro employee, I stand behind the company's commitment to safety and the environment. I have firsthand experience of how important safe, clean, and efficient operations are to Tesoro.

This terminal will also contribute to energy independence in the United States. Because of my job, I understand the market demand for moving crude oil to West Coast refineries. This terminal will make the transportation of crude oil from the Bakken and other regions more accessible and reduce the amount of crude U.S. refineries are currently forced to purchase from international sources. By allowing U.S. crude to move through a U.S. terminal to U.S. refineries, Tesoro and Savage are supporting U.S. energy independence and creating U.S. jobs.

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis 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:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- 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. This balanced approach is consistent with Washington's 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,  
Diane Moreno

**UTC)**

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**From:** Addie Lucas <Ajilucas@aol.con>  
**Sent:** Monday, December 16, 2013 7:40 PM  
**To:** EFSEC (UTC)  
**Subject:** Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

- The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
- 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.
- The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- 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.

After carefully considering the safety, environmental, and climate risks associated with the project, I respectfully ask you to deny Tesoro Savage's application.

Thank you.

Addie Lucas

33462

**UTC)**

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**From:** brian larson <rocnoggin@gmail.com>  
**Sent:** Monday, December 16, 2013 7:43 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

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- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

brian larson  
6553 25th ave nw  
seattle, WA 98117

**From:** Robin Rowedder <robinr0@hotmail.com>  
**Sent:** Monday, December 16, 2013 7:44 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Robin Rowedder  
Broadway Station # 23112  
Seattle, WA 98102

**From:** Susan Bradford <susanb452@gmail.com>  
**Sent:** Monday, December 16, 2013 7:49 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Susan Bradford  
PO Box 39  
Deer Harbor, WA 98243

UTC)

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**From:** Jean Pauley <jeanlunnemann@yahoo.com>  
**Sent:** Monday, December 16, 2013 7:51 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Jean Pauley  
414 Malden Ave. E  
Seattle, WA 98112

**JTC)**

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**From:** Denee Scribner <deneec@yahoo.com>  
**Sent:** Monday, December 16, 2013 7:53 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
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- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Denee Scribner  
1113 E 2nd Ave  
Ellensburg, WA 98926

(UTC)

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**From:** Marlene Penry <mapste@coastaccess.com>  
**Sent:** Monday, December 16, 2013 7:59 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

Community safety including blockage of emergency vehicles to the communities, air quality, threat of oil spills, oil spill response capabilities, increase of oil tankers CONSIDERED UNSAFE BY THE NTSB, traffic impacts, old and possibly inadequate rail tracks and bridges, and the safety and environmental impacts of terminal operations all must be considered.

Thank you.

Marlene Penry  
Ocean Shores, WA

Marlene Penry  
1195 Greenview Ave SW  
Ocean Shores, WA 98569



**From:** Barbara Matthiessen <bmatthiessen@q.com>  
**Sent:** Monday, December 16, 2013 7:59 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Barbara Matthiessen  
4553 Eastway Dr Se  
Port Orchard, WA 98366

**UTC)**

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**From:** d robinson <dlobinson49@rcabletv.com>  
**Sent:** Monday, December 16, 2013 8:01 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

d robinson  
pob 151  
curlew, WA 99118

**From:** Cliff Sanderlin <clifheat@drizzle.com>  
**Sent:** Monday, December 16, 2013 8:02 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

I am a concerned Washington State citizen and I wish to register my concern about the proposed Tesoro Savage project at the Port of Vancouver. Please carefully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other pristine Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Cliff Sanderlin  
10522 235th PI SW  
Edmonds, WA 98020

**From:** Cheryl Reynolds <cheryl.reynolds@comcast.net>  
**Sent:** Monday, December 16, 2013 8:05 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along the Columbia, the Pacific Ocean, and the Puget Sound;
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

Cheryl Reynolds  
1033 36th Ave. NE  
Olympia, WA 98506

**UTC)**

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**From:** Bikash.Sharma@tsocorp.com  
**Sent:** Monday, December 16, 2013 8:05 PM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

I am a Tesoro employee from California and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. As a Tesoro employee, I stand behind the company's commitment to safety and the environment. I have firsthand experience of how important safe, clean, and efficient operations are to Tesoro.

This terminal will also contribute to energy independence in the United States. Because of my job, I understand the market demand for moving crude oil to West Coast refineries. This terminal will make the transportation of crude oil from the Bakken and other regions more accessible and reduce the amount of crude U.S. refineries are currently forced to purchase from international sources. By allowing U.S. crude to move through a U.S. terminal to U.S. refineries, Tesoro and Savage are supporting U.S. energy independence and creating U.S. jobs.

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis 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:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- 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. This balanced approach is consistent with Washington's 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,  
Bikash Sharma

**UTC)**

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**From:** laurie heuermann <laurieliheuermann@gmail.com>  
**Sent:** Monday, December 16, 2013 8:06 PM  
**To:** EFSEC (UTC)  
**Subject:** EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

As a community member, I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. I urge you to fully assess the impacts of this proposal to transport up to 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver, and other Northwest communities.

I urge you to include in the scoping of this proposal the implications to public safety, environmental impacts, and the health of our communities. These deserve a spotlight in the assessment of the state's largest oil-by-rail terminal proposed. Including,

- \* The compounding impact of multiple trains going through communities daily on traffic, community safety, and air quality;
- \* The threat of oil spills from trains and marine vessels along Puget Sound, where my neighbors raise shellfish in waters that must remain pristine in order to sustain their businesses, not to mention the concerns regarding the close quarters of the Columbia river gorge and the risk of wrecks and disasters on the notoriously ferocious Pacific ocean. i have kayaked in Prince William Sound after their heart-wrenching disaster, and the risks that caused that horrifying tragedy are very much present in this project, as well.
- \* The ability of communities to respond to an oil spill sourced from the Bakken oil fields and the Canadian Tar Sands safely and in a timely manner;
- \* The increase in oil tankers and the corresponding increased risk of oil spills throughout Washington waters and beyond;
- \* The project's impact on climate change. This analysis should include climate change impacts from crude oil from Bakken to Tar sands, cradle to grave;
- \* Safety of crude oil being transported by rail and the risks to communities along the route; and
- \* Terminal safety precautions related to the type and source of oil, level of combustion, and air emissions.

Thank you.

laurie heuermann  
6415 elizan st nw  
olympia, WA 98502

**From:** Sierra Club <information@sierraclub.org> on behalf of Michael Kalafut  
<mkdarna1dhun@gmail.com>  
**Sent:** Monday, December 16, 2013 7:14 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. Michael Kalafut  
1810 Pacific Ave Apt C  
Forest Grove, OR 97116-2876  
(503) 430-1975



**From:** Sierra Club <information@sierraclub.org> on behalf of Marc Ladd  
<marc.ladd@comcast.net>  
**Sent:** Monday, December 16, 2013 7:14 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:

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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. Marc Ladd  
6235 146th Pl SE  
Bellevue, WA 98006-4337  
(425) 643-2152

**From:** Sierra Club <information@sierraclub.org> on behalf of Shannon Gregor  
<smgregor@hotmail.com>  
**Sent:** Monday, December 16, 2013 7:14 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,

Mrs. Shannon Gregor  
PO Box 12752  
Mill Creek, WA 98082-0752

**ITC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Lisa Read  
<writelread@aol.com>  
**Sent:** Monday, December 16, 2013 7:14 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,

Ms. Lisa Read  
23 W Galer St Apt 306  
Seattle, WA 98119-3364

**From:** Sierra Club <information@sierraclub.org> on behalf of Diane Shaughnessy <dshau1@aol.com>  
**Sent:** Monday, December 16, 2013 7:14 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,

Ms. Diane Shaughnessy  
7308 N Skyview Pl Apt A208  
Tacoma, WA 98406-1379  
(253) 282-8485



(UTC)

**From:** Sierra Club <information@sierraclub.org> on behalf of Aeraby Allen <animefan2@gmail.com>  
**Sent:** Monday, December 16, 2013 7:43 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,

Ms. Aeraby Allen  
3227 SE 64th Ave  
Portland, OR 97206-1907  
(971) 998-7522

**From:** Sierra Club <information@sierraclub.org> on behalf of Daniel Weinstein  
<dweinstein843@hotmail.com>  
**Sent:** Monday, December 16, 2013 7:43 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.

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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 Weinstein  
33 Star Flower Rd  
Winthrop, WA 98862-9502  
(509) 341-4377

**From:** Sierra Club <information@sierraclub.org> on behalf of Bevin Lucker  
<lucker.b@gmail.com>  
**Sent:** Monday, December 16, 2013 7:43 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.

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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 Bevin Lucker  
17231 8th Ave NE  
Shoreline, WA 98155-5025  
(206) 285-5783

**From:** Sierra Club <information@sierraclub.org> on behalf of Erica St. John  
<ericaevonne@yahoo.com>  
**Sent:** Monday, December 16, 2013 7:43 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:

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

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

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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 Erica St. John  
2200 SE 45th Ave Unit 17  
Hillsboro, OR 97123-8027  
(503) 406-8115



(UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of Joan Downey <joan24682002@yahoo.com>  
**Sent:** Monday, December 16, 2013 7:43 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.

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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. Joan Downey  
5120 SE Boardman Ave  
Milwaukie, OR 97267-5951  
(503) 659-4750

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**From:** Sierra Club <information@sierraclub.org> on behalf of Joanna Fowler  
<joannafowler@earthlink.net>  
**Sent:** Monday, December 16, 2013 7:43 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.

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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. Joanna Fowler  
6367 208th Ave NE  
Redmond, WA 98053-7808  
(425) 868-8310

**From:** Sierra Club <information@sierraclub.org> on behalf of Pamela Lehto  
<artfuldodgerrrs@peoplepc.com>  
**Sent:** Monday, December 16, 2013 7:43 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.

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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. Pamela Lehto  
3228 Laurel Rd  
Longview, WA 98632-5526

**(UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Richard Miescher  
<rmiescher@rainierconnect.com>  
**Sent:** Monday, December 16, 2013 7:43 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.

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

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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. Richard Miescher  
5609 75th Avenue Ct W  
University Place, WA 98467-4513



**From:** Sierra Club <information@sierraclub.org> on behalf of Basil Tyler <byter1@hotmail.com>  
**Sent:** Monday, December 16, 2013 7:43 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.

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

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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. Basil Tyler  
1800 Murton St Apt 332  
Vancouver, WA 98661-4774  
(360) 326-8007

**From:** Sierra Club <information@sierraclub.org> on behalf of William Arp-Howard  
<howard.william0@gmail.com>  
**Sent:** Monday, December 16, 2013 7:43 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.

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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. William Arp-Howard  
4545 NE 40th Ave  
Portland, OR 97211-8132  
(541) 948-5058

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Yvonne Donnelly  
<huskyfan.donnelly@gmail.com>  
**Sent:** Monday, December 16, 2013 7:44 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.

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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. Yvonne Donnelly  
4603 Seahurst Ave  
Everett, WA 98203-1715

**From:** Sierra Club <information@sierraclub.org> on behalf of Yara Tethys  
<yara.tethys@gmail.com>  
**Sent:** Monday, December 16, 2013 7:43 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:

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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. Yara Tethys  
3234 22nd Ave W  
Seattle, WA 98199-2307  
(206) 853-5007



(UTC)

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Harmony Thomas  
<jhaenneferazalea@yahoo.com>  
**Sent:** Monday, December 16, 2013 7:44 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:

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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. Harmony Thomas  
510 W 27th Ave  
Eugene, OR 97405-2747

(UTC)

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Emma Ruggiero  
<poultrypalace@yahoo.com>  
**Sent:** Monday, December 16, 2013 7:44 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 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. Emma Ruggiero  
PO Box 135  
Greenbank, WA 98253-0135

**From:** Sierra Club <information@sierraclub.org> on behalf of Danette Bialous <dbialous@aol.com>  
**Sent:** Monday, December 16, 2013 7:43 PM  
**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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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.

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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. Danette Bialous  
PO Box 3500  
Sisters, OR 97759-3500  
(541) 948-5657