

(UTC)

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**From:** Dr. Darlene Townsend <dr.dtownsend@gmail.com>  
**Sent:** Tuesday, December 17, 2013 8:55 AM  
**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.

Dr. Darlene Townsend  
2803 East 11th Ave.  
Spokane, WA 99202

Tesoro Savage CBR  
Scoping Comment  
#30152

Docket EF-131590

**UTC)**

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**From:** JOHN Sikora <sikorajc40@gmail.com>  
**Sent:** Tuesday, December 17, 2013 8:59 AM  
**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.

JOHN Sikora  
4519 N. Frace Ave.  
Tacoma, WA 98407

**UTC)**

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**From:** wil.m.ricard@tsocorp.com  
**Sent:** Tuesday, December 17, 2013 9:32 AM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

I am a Tesoro employee from Washington State 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,  
Wil Ricard

**(UTC)**

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**From:** Janna Rolland <jannarolland@hotmail.com>  
**Sent:** Tuesday, December 17, 2013 9:44 AM  
**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.

Janna Rolland  
6227 34th Ave NE  
Seattle, WA 98115

Tesoro Savage CBR  
Scoping Comment  
#30155

Docket EF-131590

**(UTC)**

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**From:** Patricia Holm <pholm76@gmail.com>  
**Sent:** Tuesday, December 17, 2013 9:45 AM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Oil Terminal in Vancouver, WA.

I am strongly opposed to the proposed Tesoro Savage Oil Terminal in Vancouver, WA. I do not want oil shipped from our State. The waters cannot stand anymore oil spills. Oil spills are inevitable if oil is shipped.

I do not want trains full of oil blocking our roadways and the possibility of oil spills.

We do not need further carbon in our atmosphere from poor quality oil.

I urge you to stop this in its tracks.

Save the jobs we currently have, these jobs will harm our future and future generations.

Patricia A. Holm'  
1216 Ethridge Ave NE  
Olympia, WA 98506

(UTC)

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**From:** David Romero <summerdayvid69@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 9:48 AM  
**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.

David Romero  
14th st  
Vancouver, WA 98684

Tesoro Savage CBR  
Scoping Comment  
#30157

(UTC) Docket EF-131590

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**From:** summer moon <summerdayvid@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 9:50 AM  
**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.

summer moon  
14th st  
Vancouver, WA 98684

Tesoro Savage CBR  
Scoping Comment  
#30158

Docket EF-131590  
**JTC)**

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**From:** Karolyn Burdick <jckburdick@gmail.com>  
**Sent:** Tuesday, December 17, 2013 9:51 AM  
**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.

There is nothing good about this proposal, and so much that will be destructive, it hardly seems possible that it could be under serious consideration. NO, NO, NO!!!

Thank you.

Karolyn Burdick  
25293 Highway 112  
Clallam Bay, WA 98326



**UTC)**

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**From:** Paul Thomas <retiredinhawaii@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 10:01 AM  
**To:** EFSEC (UTC)  
**Subject:** Vancouver Oil Terminal Cost

Oil Terminal

I was among dozens of people not given time to speak at the recent commissioners meeting regarding the proposed oil terminal at Vancouver. While there was 100% unanimity in the testimony against the project, the people cited noble causes such as quality of life and protecting the environment as well as our health. If money is the driving factor, I hope the Pacific Wood Treating plant in Ridgefield has not been forgotten. It provided 400 "good paying" jobs for years, but in 1993 it went bankrupt leaving an environmental mess that has cost 70 to 100 Million dollars that Washington citizens had to clean up. That cleanup was just completed last month, some 20 years later. Ridgefield is much smaller than Vancouver. How much money will it take to clean up a Vancouver oil or coal dump after an earthquake, negligence, and/or accident. How long will the port be unusable? How long until we see our fish runs return?

As a Marine Safety Officer in Astoria in 1980, I witnessed a near new ship completely disabled at the Columbia River Bar as a deck hatch had been left open allowing water to short circuit the ships controls. Luckily, gravity was still available and the captain ordered the anchor dropped and minimized the chances of a catastrophe. Accidents will happen despite our best efforts; people are imperfect.

We do not need to sow the seeds for our own demise by establishing coal or oil terminals; we should be leading the world in the manufacturing of solar and wind energy implements.

Paul Thomas Ridgefield, WA 360 713 1770

**From:** lynnell.k.rogers@tsocorp.com  
**Sent:** Tuesday, December 17, 2013 10:05 AM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

I am a Tesoro employee from Washington State 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,  
Lynnell Rogers

Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#30161

UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of Randy Meier <rmeier2009@gmail.com>  
**Sent:** Tuesday, December 17, 2013 7:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Randy Meier  
PO Box 4042  
Sequim, WA 98382-4353  
(360) 477-0351

(UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of Theresa Scroggin <scroggint@sou.edu>  
**Sent:** Tuesday, December 17, 2013 7:45 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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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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. Theresa Scroggin  
1040 Henry St  
Ashland, OR 97520-3232  
(541) 690-4498

**(UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Susan Nielsen <smc1959@hotmail.com>  
**Sent:** Tuesday, December 17, 2013 7:45 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Susan Nielsen  
400 S Laventure Rd  
Apt K204  
Mount Vernon, WA 98274-4828  
(360) 848-9149



**(UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Rebecca Lithman  
<hladinasoleil@earthlink.net>  
**Sent:** Tuesday, December 17, 2013 7:45 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Rebecca Lithman  
210 Sunnyview Dr  
Ashland, OR 97520-2060

(UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of Yvonne Kuzma <yvonne\_9@q.com>  
**Sent:** Tuesday, December 17, 2013 8:16 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Yvonne Kuzma  
925 NW Hoyt St Apt 310  
Portland, OR 97209-3248  
(503) 227-0730

**From:** Sierra Club <information@sierraclub.org> on behalf of Lataya Dailey <daileytay@hotmail.com>  
**Sent:** Tuesday, December 17, 2013 8:16 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Lataya Dailey  
9225 N Tyler Ave  
Portland, OR 97203-2355

**From:** Sierra Club <information@sierraclub.org> on behalf of Pamela Browning  
<pbrowning@hypergrove.com>  
**Sent:** Tuesday, December 17, 2013 8:16 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Pamela Browning  
938 Jefferson St  
Port Townsend, WA 98368-5821



(UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of Margaret Goodwin  
<margaretmg1942@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 8:16 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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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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. Margaret Goodwin  
141 S 17th St Unit 35  
Independence, OR 97351-9767  
(971) 240-8703

**From:** Sierra Club <information@sierraclub.org> on behalf of John Cooper <jtc27@hotmail.com>  
**Sent:** Tuesday, December 17, 2013 8:16 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. John Cooper  
21345 Egret Pl  
Mount Vernon, WA 98274-7030  
(360) 445-3077