

From: Sierra Club <information@sierraclub.org> on behalf of William Malloy <mimabiqi07@yahoo.com>
Sent: Wednesday, December 18, 2013 11:51 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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. William Malloy
16224a 49th Ave W
Edmonds, WA 98026-4848
(425) 743-4803

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Emily Rowley <erowley16@gmail.com>
Sent: Wednesday, December 18, 2013 11:51 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

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

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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,

Miss Emily Rowley
PO Box 1387
Silverton, OR 97381-0087

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Cheryl Bowman <cbowman456@gmail.com>
Sent: Wednesday, December 18, 2013 11:51 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

Mr. Stephen Posner
P.O. Box 43172
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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. Cheryl Bowman
93749 Hollow Stump Ln
North Bend, OR 97459-8568

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Joy Lasseter <joylasseter@earthlink.net>
Sent: Wednesday, December 18, 2013 12:11 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dec 18, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oil by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including wetlands, fish and wildlife habitat, rare plant habitat, and cultural resource sites. These likely impacts must be included in the scope of review.

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

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

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

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

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

Sincerely,

Miss Joy Lasseter
1701 Broadway St PMB X1
Vancouver, WA 98663-3436

From: Sierra Club <information@sierraclub.org> on behalf of Jennifer Eufusia
<artistjene@gmail.com>
Sent: Wednesday, December 18, 2013 12:21 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

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

Sincerely,

Ms. Jennifer Eufusia
2011 Westerlund Dr
Medford, OR 97504-7642

From: Sierra Club <information@sierraclub.org> on behalf of Joyce Woods
<rejoycew@mind.net>
Sent: Wednesday, December 18, 2013 12:21 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

Sincerely,

Ms. Joyce Woods
PO Box 891
Ashland, OR 97520-0030
(541) 488-1747

Tesoro Savage CBR
Scoping Comment
#30557

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Nicole olts
<nickelonius@yahoo.com>
Sent: Wednesday, December 18, 2013 12:51 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Mrs. Nicole olts
20136 Selkirk Mountain Way
Bend, OR 97702-8117

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Lily Johnson
<cronelily@gmail.com>
Sent: Wednesday, December 18, 2013 12:51 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

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Sincerely,

Ms. Lily Johnson
9515 N Kalmar St
Portland, OR 97203-1010
(503) 240-7403

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Mary Baldwin Kennedy
<markedunit@aol.com>
Sent: Wednesday, December 18, 2013 1:21 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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Sincerely,

Ms. Mary Baldwin Kennedy
17 W Mercer St Apt 104
Seattle, WA 98119-5910

(UTC)

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of jakw culver <rianal@clear.net>
Sent: Wednesday, December 18, 2013 1:41 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dec 18, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

i don't have the time to go into detail, except to say the gorge belongs to the public: which is why it isn't called the tesoro-savage national scenic area.

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

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

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

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

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

- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oil by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including

wetlands, fish and wildlife habitat, rare plant habitat, and cultural resource sites. These likely impacts must be included in the scope of review.

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

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

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

Sincerely,

Mr. jakw culver
5514 SE Milwaukie Ave
Portland, OR 97202-4916
(503) 233-0870

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Erin Madden <erin.madden@gmail.com>
Sent: Wednesday, December 18, 2013 1:41 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dec 18, 2013

Energy Facility Site Evaluation Council
WA

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

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

Sincerely,

Ms. Erin Madden
3756 SE Lafayette Ct
Portland, OR 97202-1874

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of valory oakley <val2realalso@aol.com>
Sent: Wednesday, December 18, 2013 1:41 PM
To: EFSEC (UTC)
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The proposed Tesoro Savage project would transport 360,000 barrels of oil per day through the Columbia River Gorge National Scenic Area. I have grave concerns about this proposal and its impact on the Columbia River Gorge National Scenic Area. The scope of review under the State Environmental Policy Act (SEPA) must include the following:

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oil by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including wetlands, fish and wildlife habitat, rare plant habitat, and cultural resource sites. These likely impacts must be included in the scope of review.

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

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

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

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

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

Sincerely,

Ms. valory oakley
1355 NE Hogan Pl
Gresham, OR 97030-4166

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Sara Gonzalez <gonzalez.sara90@gmail.com>
Sent: Wednesday, December 18, 2013 1:52 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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. Sara Gonzalez
6975 SW Merry Ln
Beaverton, OR 97008-5415
(503) 348-4898

From: Sierra Club <information@sierraclub.org> on behalf of Vickie Steen <vicksteen@gmail.com>
Sent: Wednesday, December 18, 2013 1:52 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

Dear Mr. Posner,

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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.

We need to be moving away from oil not embracing moves to enhance its use.

Sincerely,

Ms. Vickie Steen
505 NE 71st St
Newport, OR 97365-9661
(541) 265-9269

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Kaley Frank
<kaleyfrank@yahoo.com>
Sent: Wednesday, December 18, 2013 1:52 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

Dear Mr. Posner,

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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,

Miss Kaley Frank
7611 N Mississippi Ave
Portland, OR 97217-1353
(503) 719-7199

JTC)

From: Shannon Williamson <shannon@lakependoreillewaterkeeper.org>
Sent: Wednesday, December 18, 2013 2:16 PM
To: EFSEC (UTC)
Subject: comments on the Tesoro/Savage crude oil terminal application

Dear Mr. Posner,

My name is Shannon Williamson and I am the Executive Director of Lake Pend Oreille Waterkeeper, a non-profit organization located in Sandpoint, Idaho that is dedicated to protecting the water quality of the Clark Fork/Pend Oreille watershed. I am writing to you today on behalf of our members to express our concerns regarding oil by rail transport through our community. If the Tesoro/Savage oil terminal is approved, the transport of 360,000 barrels of crude oil by rail EVERY DAY through North Idaho has the potential to significantly impact the health and safety of our region's rail-side communities as well as threaten the water quality of Lake Pend Oreille, one of the last near-pristine aquatic ecosystems in the Pacific Northwest.

Crude oil trains, originating from North Dakota, will travel westward through North Idaho. The trains will travel along approximately 30 miles of Lake Pend Oreille shoreline before reaching a choke point (i.e. "the funnel") in Sandpoint where all rail lines converge. The trains will then traverse directly over Lake Pend Oreille as they head towards additional North Idaho rail-side communities in Athol and Rathdrum before heading to Spokane, Washington on their way to the proposed terminal. Sandpoint already experiences approximately 60 trains per day; and with the proposed increase in coal train (approximately 40) and oil train (approximately 8) traffic, productivity will come to an inevitable stand still. Furthermore, threats to human health and safety will be amplified from increased diesel emissions from the locomotives, emergency response delays and accidents.

I am also concerned about the potential for derailment, spillage of crude oil into the surrounding environment and the subsequent ramifications of such an event. As demonstrated by the tragedy in Lac Megantic, Canada where 47 people lost their lives as a result of a crude oil train accident and a more recent derailment of a crude oil train in Alabama that devastated the surrounding wetlands, it's easy to see how an increase in oil by rail events is a direct threat to the quality of life we experience here in North Idaho. Lake Pend Oreille serves as a potable drinking water source to thousands of residents, provides unparalleled recreational opportunities to residents and visitors alike and supports a diverse range of aquatic life, including recovering fish populations. A crude oil train derailment adjacent to or over Lake Pend Oreille would be devastating on multiple levels.

I would like the Energy Facility Site Evaluation Council to consider this suite of potential impacts to our region when they are making their recommendation to Governor Inslee. I feel strongly that the broader impacts to rail side communities should be taken under serious consideration when considering whether or not to approve this crude oil terminal application. Thank you for taking the time to review these comments.

Sincerely,

Shannon Williamson, Ph.D.
Executive Director
Lake Pend Oreille Waterkeeper

PO Box 732
Sandpoint, ID 83864
208.597.7188
www.lakependoreillewaterkeeper.org

Find out how you can donate to Lake Pend Oreille Waterkeeper with just a click of your mouse using GoodSearch. Please visit our website to learn more today!



This email is free from viruses and malware because avast! Antivirus protection is active.

From: Sierra Club <information@sierraclub.org> on behalf of Kathy Lane <ladylane99@hotmail.com>
Sent: Wednesday, December 18, 2013 2:21 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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:

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. Kathy Lane
1906 C St
Vancouver, WA 98663-3330
(360) 258-7165

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Summer Holland
<sumaluv@ymail.com>
Sent: Wednesday, December 18, 2013 2:22 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

Dear Mr. Posner,

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

Sincerely,

Mrs. Summer Holland
PO Box 3033
Bend, OR 97707-0033

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Patrick Dukes
<patrickdukes@clearwire.net>
Sent: Wednesday, December 18, 2013 2:22 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

Dear Mr. Posner,

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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. Patrick Dukes
2400 Donovan Ave
Bellingham, WA 98225-7652

JTC)

From: Sierra Club <information@sierraclub.org> on behalf of Patricia Armstrong
<patriciajane@gmail.com>
Sent: Wednesday, December 18, 2013 2:22 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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,

Ms. Patricia Armstrong
PO Box 653
Yachats, OR 97498-0653
(202) 257-9862

From: Sierra Club <information@sierraclub.org> on behalf of Dorothy Guth
<djguth@yahoo.com>
Sent: Wednesday, December 18, 2013 2:52 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

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

Sincerely,

Mrs. Dorothy Guth
716 2nd St
Kirkland, WA 98033-5551
(425) 889-4769

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Rita Weikal <rmwacct2@gmail.com>
Sent: Wednesday, December 18, 2013 2:51 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

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

Sincerely,

Ms. Rita Weikal
4160 158th Ave SE
Bellevue, WA 98006-1824
(425) 753-2954

From: Sierra Club <information@sierraclub.org> on behalf of Kathy Lane <ladylane99@hotmail.com>
Sent: Wednesday, December 18, 2013 2:21 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

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Sincerely,

Ms. Kathy Lane
1906 C St
Vancouver, WA 98663-3330
(360) 258-7165

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Summer Holland
<sumaluv@ymail.com>
Sent: Wednesday, December 18, 2013 2:22 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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. Summer Holland
PO Box 3033
Bend, OR 97707-0033

From: Sierra Club <information@sierraclub.org> on behalf of Patrick Dukes
<patrickdukes@clearwire.net>
Sent: Wednesday, December 18, 2013 2:22 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

Dear Mr. Posner,

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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. Patrick Dukes
2400 Donovan Ave
Bellingham, WA 98225-7652

From: Sierra Club <information@sierraclub.org> on behalf of Patricia Armstrong
<patriciajane@gmail.com>
Sent: Wednesday, December 18, 2013 2:22 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

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

Sincerely,

Ms. Patricia Armstrong
PO Box 653
Yachats, OR 97498-0653
(202) 257-9862

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Dorothy Guth
<djguth@yahoo.com>
Sent: Wednesday, December 18, 2013 2:52 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

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

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

Sincerely,

Mrs. Dorothy Guth
716 2nd St
Kirkland, WA 98033-5551
(425) 889-4769

From: Sierra Club <information@sierraclub.org> on behalf of Rita Weikal <rmwacct2@gmail.com>
Sent: Wednesday, December 18, 2013 2:51 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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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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. Rita Weikal
4160 158th Ave SE
Bellevue, WA 98006-1824
(425) 753-2954

JTC)

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Lisa Frech <ljfreh@juno.com>
Sent: Wednesday, December 18, 2013 10:41 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dec 18, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oil by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including wetlands, fish and wildlife habitat, rare plant habitat, and cultural resource sites. These likely impacts must be included in the scope of review.

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

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

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

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

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

Sincerely,

Ms. Lisa Frech
20645 SW McCormick Hill Rd
Hillsboro, OR 97123-8742
(503) 538-6766

(UTC)

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of William O'Brien <wobobr123@yahoo.com>
Sent: Wednesday, December 18, 2013 10:41 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dec 18, 2013

Energy Facility Site Evaluation Council
WA

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

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

Sincerely,

Mr. William O'Brien
12520 SW Gem Ln Apt 202
Beaverton, OR 97005-1360

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of J Mosbrucker
<jamosb@hotmail.com>
Sent: Wednesday, December 18, 2013 10:51 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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. J Mosbrucker
3828 NE 79th Ave
Portland, OR 97213-6449
(503) 341-5044

From: Sierra Club <information@sierraclub.org> on behalf of Angela Gonci
<go.angie@comcast.net>
Sent: Wednesday, December 18, 2013 10:51 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

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Sincerely,

Ms. Angela Gonci
13224 SE Comanche Ct
Clackamas, OR 97015-9238
(503) 557-1600

From: Sierra Club <information@sierraclub.org> on behalf of Susan Teitelman
<susanteitelman@gmail.com>
Sent: Wednesday, December 18, 2013 10:51 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

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Sincerely,

Ms. Susan Teitelman
1437 SE 28th Ave
Portland, OR 97214-2979
(513) 600-7731

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Michael O'Brien <mikeobrien31@yahoo.com>
Sent: Wednesday, December 18, 2013 10:52 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 2013

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

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Sincerely,

Mr. Michael O'Brien
18214 W Spring Lake Dr SE
Renton, WA 98058-0604

UTC)

From: Marc Chamberlin <marc@marcchamberlin.com>
Sent: Wednesday, December 18, 2013 10:53 AM
To: EFSEC (UTC)
Cc: Ed Averill -- ACM; Steph Chamberlin
Subject: Vancouver Oil Terminal Comments

Marc Chamberlin
35519 NE 30th St.
Washougal, Wa 98671

I think that by now you understand that there is a vast majority of people who are opposed to the usage of our rails, rivers, and other means of transportation of fossil fuels through the Columbia River basin, for shipments destined to foreign ports. I too join in opposition, mainly because I have deep concerns about the continued usage of fossil fuels on our planets weather and ocean environments.

However, I am also pragmatic and while I remain in fierce opposition to the continued usage of coal as a fuel and think that the burning of coal should be stopped immediately, I do understand that oil is the best solution we have for our mobile energy requirements. We simply do not have the technology yet to replace gas, diesel, and jet fuel with an alternative source of energy for much of our mobile applications.

Therefore, I would like you to consider the following things in your scoping process as you decide whether to permit the Vancouver Wa. oil terminal to be built.

1st a compromise should be forged between those who believe that we need the terminal to provide jobs and improve our economy, and those who are strongly opposed to the terminal because of its environmental and social impacts. If we are going to increase our infrastructure for handling oil brought through our country, then we should stipulate that any oil we handle must be refined within our own country, and consumed here or in Canada (since it is the source of this oil) as well. Do not allow our transportation infrastructure to be used for the benefit of people who live outside our country (except Canada), unless it is for humanitarian purposes. This will best benefit Americans, on a much broader basis, by supplying more jobs here, more spending power here, and more economic growth here.

2nd, as you frame the scope of requirements for authorizing a permit to build this terminal, take into consideration that we are fast approaching the tipping points at which the impacts from global climate changes and ocean acidification is going to force a collapse of the fossil fuel industry and perhaps our very civilization. Who will clean up the oil terminal and it's mess left behind, and pay for it, after demand for oil drops below levels which make it impossible to continue the usage of the oil terminal? What kind of legacy and planet do you/we wish to leave to our children?

3rd, please consider the very real and high risks of immediate damage to our environment, river, salmon, forests, cities, and social infrastructure from the possibility of oil spills and/or explosions.

Please consider the impact of an ever increasing number of trains through our region, on communities along the railroad tracks. How can these be mitigated and who is going to pay for the costs? I do not believe this should be a burden placed on taxpayers.

4th, I believe there is a social contract between businesses who benefit from American social institutions, government, laws, and protections; and the American citizens who live, work and support our country. I also believe that most corporations, these days, are violating this social contract and not paying back a fair share into our communities, for the benefits they receive. Please consider in your scoping process whether ALL the corporations, who will benefit from building the oil terminal in Vancouver, will return a fair and just portion of their profits back into our communities, in order to benefit all us regular citizens equitably. Another question I would like to see ask, in particular, is how are these

oil companies, who will benefit from the Vancouver oil terminal, helping us to reduce our usage and dependence on oil? I think this should be part of their social contract with us citizens, and they should be providing far more substantial aid towards building a more sustainable and green energy future. And my last question on social contracts, how are these companies going to help substantially more people gain employment and achieve a rewarding lifestyle? As of the moment I see them only offering a pitiful few jobs with a management focus on lowering wages and ever fewer numbers of workers needed.

5th, finally I think it should be within your purview to consider whether the production of oil from the tar sands of Canada is in our best interest. This is a dirty and expensive process and I think there are better ways to meet our oil needs than via the usage of this particular source of oil. Do we really want to increase our oil transportation infrastructure just to support this particular form of oil production technology, and if so how will the environmental impacts be mitigated? I personally do not see how that will be possible, but I would like to see the question asked and answered before we become a part of this particularly nasty and destructive process of producing oil.

Sincerely yours,

Marc Chamberlin

From: K&S Anderson <kands@cet.com>
Sent: Wednesday, December 18, 2013 11:01 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Public Comment

EFSEC:

First, your procedure of “thumbs up/thumbs down” I find very immature for a Public Testimony hearing. Observers and yourselves are there to HEAR testimony, not see public demonstration. The point is to hear and maybe find testimony that might change or support others opinions.

The crux of public testimony is to prevent any pollution:

Your solution to this is to stop all growth within the country, both commercial and retail since every one of those activities creates pollution. Whether it is the moving of oil or the manufacturing of I-pads, each requires the development of ingredients gathered from the earth and refined into a useable product.

The truth of the public testimony is to prevent the use of fossil fuels:

Your solution to this is to stop the use of almost all products in the country including medicine, plastics containing all electronic devices, clothing, household goods, and electricity for some 45% of the country.

The hidden agenda of the public testimony is “we have ours, others do not need theirs”:

Your solution to this is you do not want to go there!

Sources of oil: Are we happier with foreign oil on ships entering our ports, offloading to barges and trains to transfer to refineries or US transporters transporting US oil to these same refineries and possibly to foreign countries? The growth in controllable oil sources should allow us to build more refineries within the country and reduce are dependence on foreign refineries!

Oil spills: Always possible with any form of transport. Oil by train spends the smallest percentage of time over water versus Columbia River barges or ships. Therefore, if there is some predictable odds to indicate when a spill will happen, I will take my chances for a spill over land versus water. A pipeline would increase the safety of transport but we have a real serious problem getting any pipe line approved in this country.

Cradle to Grave: An interesting buzz word to expand your authority beyond the subject of the permit subject. Did we apply the same concern when SeaTac added a runway to handle more aircraft, many of which now fly over us and add to our CO2. De we apply this thought when Apple introduces a new product full of mined minerals and petroleum, based products and creating extensive pollution from manufacturing and shipping in Asia which eventually lands in Washington? I think not!

Too many trains: When and if the problem occurs, it will have to be addressed by local government and the railroads. There are already laws concerning blocking of intersections. And if it comes to restricting the total number of trains, it will be the railroad’s responsibility to decide what product to haul that is the most advantageous to them. Maybe it is wheat or autos or coal or oil.

Opinion: The terminal(s) need to be approved as long as they meet state and federal standards. This is not pre 1979 and anyone with any knowledge knows that we are and we produce industrial operations and products

with a pollution impact a 100 times less than in the past. And even though we have reduced pollution output in the range of 95% or more we are still trying to conquer the last 5% and still maintain our living standards.

Finally, for those of you on the West side you need to really be supporting industrial growth on your side to offset the future reductions from Boeing!!!

Thank you,

Kevin E. Anderson
11122 E. 35th Avenue
Spokane Valley, WA 99206
kands@cet.com

JTC)

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Margaret Keene <margaret2@cleariwire.net>
Sent: Wednesday, December 18, 2013 11:41 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dec 18, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oil by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including wetlands, fish and wildlife habitat, rare plant habitat, and cultural resource sites. These likely impacts must be included in the scope of review.

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

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

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

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

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

Sincerely,

Ms. Margaret Keene
7536 Gladstone Ave
White City, OR 97503-1724

From: EDWARDS A-R <askedwards@msn.com>
Sent: Wednesday, December 18, 2013 4:16 PM
To: EFSEC (UTC)
Subject: Comments: Vancouver Oil Terminal - Tesoro/Savage Proposal

Stephen Posner
Interim Manager
Energy Facility Site Evaluation Council
Olympia, Washington

My comments are primarily related to the scope of the evaluation being planned by your group, and the questions being raised by opponents of the proposed Vancouver Oil Terminal.

I feel the opponents are raising many issues well beyond the legitimate scope of the project, primarily the use of fossil fuels by countries in other parts of the world. Certainly all safety and environmental issues within the United States must be addressed, but attempts to "outlaw" the use of fossil fuels by Asian countries is both arrogant and naive.

The United States is, fortunately, on the leading edge of fossil fuel phase-out at the same time when new sources for these fuels are being discovered and developed on the North American continent. However, this phase-out may still take 100 years or more.

The issue is, or should be: Energy, not fossil fuels. And, on-going research will have major impacts.
- Example: a group of University of Washington-Bothell students, led by Dr. Dan Jaffe, have concluded that diesel emissions from railroad locomotives have significant impact on air quality (and coal dust does not).

Shifts in technology must be allowed; sudden termination of existing technologies by government edict are a major mistake.

In the early 1900s, most of the high grade ore for iron and steel products came from northeast Minnesota while coal for the furnaces came from Pennsylvania and nearby areas. The Great Lakes were a nautical highway for the transport of iron ore. By the 1960s, the mining companies were shifting to low grade iron ore, concentrating it into pellets before loading it on the ships.

The proposed Vancouver oil terminal also represents a shift in technology: oil is obtained via "fracking" (instead of simple drilling) in North Dakota; transportation to refineries is handled by trains and ships. Again, safety and environmental issues within the United States must be addressed in conjunction with the proposal while air quality in China does not.

Ralph C. Edwards
3405 NE 136th Way
Vancouver, WA 98686-2646

Phone (cell): 503-281-4320

A&R EDWARDS

Vancouver, USA 98686

Tesoro Savage CBR
Scoping Comment
#30589

JTC)

From: Sydney Reisbick <reisbicks@comcast.net>
Sent: Wednesday, December 18, 2013 2:54 PM
To: EFSEC (UTC)
Subject: Scoping Comments for Teseoro Savage Vancouver Oil Project
Attachments: PastedGraphic-2.pdf

Categories: Red Category



Scoping Input to State of Washington's Energy Facility Site Evaluation Council
(EFSEC)

re Port of Vancouver's Oil Terminal (aka) Energy Distribution Terminal

To Jim Luce, Chair:

The Board of Friends of Clark County is concerned about clean air, clean water, green space and rural lands. This project may impact all of these, but two in particular have not been well covered by others.

1. CLEAN WATER: Oil in Aquifers

Please include aquifers in the scoping process. Please ask for information, data, insight from many sources, including:

- Clark Public Utilities, for Clark County aquifers and wells.
- The Army Corps of Engineers
- Dennis Dykes for informed general input and also Portland Metro Area Troutdale Aquifer and its Single Source designation.
360-263-2851 ddykes@tds.net

Aquifers are crucial for clean water. A huge aquifer underlies the whole Portland Metropolitan Area (Metro Area). It is called the Troutdale Aquifer and has been named a Single Source Aquifer. Portland gets its water from a reservoir, but most of the smaller cities in the Metro Area get their water from wells. Many of the Clark County Public Utility wells are in the Troutdale aquifer. Others are in the Sand and Gravel Aquifer, for which the below will also pertain.

Rivers and aquifers interact. When the river is high, the river feeds the aquifer. When the river is low, the aquifer feeds the river. The places in the ground where river and aquifer interact (recharge areas) vary in permeability. The recharge areas go up and down relative to river level. And

P.O. Box 513 • Vancouver, WA 98666
(360)263-2521 • friendsofclarkcounty@tds.net

Tesoro Savage CBR
Scoping Comment
#30590

ITC)

From: Sierra Club <information@sierraclub.org> on behalf of Medori Hill
<medorihill@hotmail.com>
Sent: Wednesday, December 18, 2013 3:22 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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. Medori Hill
303 Brandywine Ave
Dupont, WA 98327-9010

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Barbara Robinson <barbie53@msn.com>
Sent: Wednesday, December 18, 2013 3:22 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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,

Ms. Barbara Robinson
4012 N Nevada St
Spokane, WA 99207-3058
(509) 487-6086

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Angie Pazhavila <sqrlygirl22@yahoo.com>
Sent: Wednesday, December 18, 2013 3:22 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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,

Ms. Angie Pazhavila
650 Bellevue Way NE
Bellevue, WA 98004-5045

UTC)

From: Hough Neighborhood <houghemail@gmail.com>
Sent: Wednesday, December 18, 2013 3:48 PM
To: EFSEC (UTC)
Subject: Opposition to Vancouver Oil Distribution Terminal

Hough neighborhood is situated in a distinctive section of Vancouver. Our proximity to Downtown Vancouver is an important part of our identity, and access to urban open spaces is vital to us. We firmly believe in the Vancouver City Center Vision and support the efforts to beautify and propel our city into the twenty first century. Because of this, we are taking a chance to voice our opposition to Tesoro/Savage's proposed oil transfer terminal for the Port of Vancouver. This opposition is based on a unanimous vote at our September 17, 2013, neighborhood meeting.

From an environmental standpoint, we are concerned about the oversight and safety measures that would preserve the Columbia River and our waterfront from potential disaster. Not only that, we are concerned for the entire transportation route from North Dakota to Vancouver and beyond. Our neighborhood has consistently spoken up for the environmental rights of our area, and our concern in this issue is founded on a weak transportation corridor (namely, the under-regulated and unsecured train tracks that traverse our state.) The proximity of the tracks to the river is an environmental issue that has not been addressed properly. Carrying trains full of oil will not alleviate the congestion or potential for accidents that would irreparably damage the Columbia River, farm lands along the route, or cities that are bisected by train tracks. The source of the oil itself, the Bakken Shale fields, is an ecologically questionable source of energy in a changing world. Transporting the spoils of North Dakota to Vancouver, Washington, is not our idea of environmental responsibility.

We are concerned with Tesoro's less-than-stellar safety record here in Washington. The Anacortes accident is fresh in our minds, as well as the numerous safety violations that let the accident happen in the first place. We are well aware that the project proposed in Vancouver is not a refinery, rather a distribution terminal, but our concern stands. We have been assured by both the Port and Tesoro/Savage that all safety precautions will be addressed, yet we cannot help but wonder if the same promise was made in Anacortes. Hough Neighborhood has already experienced a lack of communication about the terminal from both the Port and Tesoro/Savage, so you can understand our concern about the level of truth and transparency this project is espousing. We need assurance that we are being given pertinent information that is accurate and honest: our neighborhood's proximity to the Port of Vancouver means that an accident would directly affect our lives. Any mishap is unacceptable. As of yet, we have not been given any information that would lead us to believe that the needs of Vancouver's citizens are being addressed. This includes the extensive safety precautions that a company such as Tesoro is required by law to enforce.

Most importantly, we are concerned that this project will undermine the economic development that is already underway in Vancouver. According to the Columbian, about \$45 million has been vested into revitalizing the waterfront. Private developers see a projected \$1.5 billion in revenue with the project, and all this could be thwarted by the oil distribution terminal proposal. The terminal will make Vancouver less attractive to investors. That goes for businesses as well as potential homeowners who shop and live in the Downtown area. Vancouver is trying to emerge from a long economic slumber; discouraging multiple businesses and investments because of one decision made by the Port seems to be counterproductive. Placing our city's future in the hands of a boom-and-bust business is counterintuitive to the long-term potential of Vancouver. We cannot depend on the Bakken fields to support our economy, even in the short-term. As

homeowners, taxpayers, and supporters of local businesses, we in Hough feel that the terminal will deadline additional development in our fair city. We look forward to a vibrant future for Vancouver rather than a further stagnation of our local economy or, worse yet, putting our trust into a temporary solution to the persistent issue of strong economic growth.

We implore you to take these facts and opinions to heart. We cannot let Vancouver flounder because of one project, especially when environmental, social, safety, and economic development concerns need to be addressed.

Thank you.

Eileen Cowen

Co-Chairperson, Hough Neighborhood Association

From: Sierra Club <information@sierraclub.org> on behalf of M C Reardon
<melissa@mcreardon.com>
Sent: Wednesday, December 18, 2013 3:51 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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,

Ms. M C Reardon
PO Box 67078
Portland, OR 97268-1078
(503) 654-1121

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Nancy Ellingham
<nancyee@comcast.net>
Sent: Wednesday, December 18, 2013 3:52 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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,

Ms. Nancy Ellingham
9106 Fortuna Dr Apt 4201
Mercer Island, WA 98040-3162
(425) 746-5205

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Bonnie Scott <blscott60_3@q.com>
Sent: Wednesday, December 18, 2013 3:52 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Dec 18, 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,

Ms. Bonnie Scott
30014 312th Way SE
Ravensdale, WA 98051-9751
(360) 886-2350

(UTC)

From: Rob Rich <rdr@shavertransportation.com>
Sent: Wednesday, December 18, 2013 4:06 PM
To: EFSEC (UTC)
Subject: EFSEC comment letter
Attachments: STCo EFSEC0001.pdf

Categories: Red Category

Here is our comment letter. Thank you.

Rob Rich
V.P. Marine Services
Shaver Transportation Company
"Providing The Power Since 1880"
Phone: 503-228-8850 Fax: 503-274-7098
Cell: 503-781-7635
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Mr. Stephen Posner
Interim Manager, EFSEC
Energy Facility Site Evaluation Council
P.O. Box 43172
Olympia, WA 98504-3172

Dear Mr. Posner,

I am writing to you in my capacity as V.P. Marine Services for Shaver Transportation Company. We are a 5th generation 133 year old family owned tug and barge line providing ship assist and barging services on the Columbia Snake River System. We employ approx 100 marine and administrative people and are solely dependent on the import/export trade of the Columbia River for our livelihood.

We fully support the permitting and construction of the Tesoro/Savage Terminal at the Port of Vancouver for a broad range of reasons. Besides the construction and operation jobs this terminal brings, it also helps support additional rail crews, tug crews, river pilots, and a significant ripple effect to the suppliers and vendors that serve the entire marine transportation industry here.

There is nothing new or controversial about this terminal application as far as the Columbia River goes. In the late 1990's, approximately 2200 vessels called Columbia River port facilities annually. Currently there are approximately 1500 ship calls annually, so there is plenty of room in the system for additional vessels calling this terminal. The Port of Vancouver has been safely and responsibly transferring petroleum products for over 3 decades at its facility from both ships and barges. Rail has safely and efficiently handled petroleum in our region for many more decades than that.

Shaver feels the reality of this proposal is that it is an opportunity to carefully oversee and review a state of the art transfer facility in a currently developed Port area specifically upgraded to handle the additional rail and ship traffic associated with this terminal. The existing state and federal permit guidelines have been vetted over a long period of time and have safely, successfully, and responsibly served our region in the construction and operation of a myriad of commercial facilities, both on the water and inland. These existing processes should be adhered to as they clearly and currently provide the mandated level of review.

We respectfully request this application be held to the same established standards any other application would be required to and not to seek additional unknown and untested burdens of review beyond what we already safely live within.

Thank you for this opportunity to share our thoughts on this important decision for our region.

Best Regards,

Rob Rich



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UTC)

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Douglas Richardson <douglas.richardson@comcast.net>
Sent: Wednesday, December 18, 2013 4:11 PM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Dec 18, 2013

Energy Facility Site Evaluation Council
WA

Dear Site Evaluation Council,

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

I wish to add my name to the many hundreds who have already weighed in at hearings and through written testimony opposed to the proposed oil terminal project for Vancouver, the City of Portland's nearby neighbor and an integral part of the scenic Columbia River Gorge and its fragile environment. My emphasis would include every one of the below points with special relevance to the project but perhaps with even greatest importance I would like to point to the fact that much of what we decide today toward the steering of overall energy production choices and incentivisation for our region, nation, and even globally and for economic reasons such as export by industry can adversely impact future generations in multiple ways...even if climate change is rejected by some as the real threat that it deserves for consideration as well. We must not take a short sighted view grossly inflating the value in terms of potential jobs for a dirty energy industry that must eventually run its course and allow for more non-renewable energy development opportunities and encouragement.

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

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

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

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

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

- Increased air pollution from train diesel emission. The Gorge already suffered from smog and visibility impairment up to 95% of the time.
- Rail expansion into sensitive areas. Rail lines in the Gorge are currently near capacity. This proposal and other oil by rail and coal export proposals would result in rail infrastructure expansion into sensitive areas in the Gorge, including wetlands, fish and wildlife habitat, rare plant habitat, and cultural resource sites. These likely impacts must be included in the scope of review.
- Likelihood of accidents. Current coal train traffic in the Gorge has resulted in massive amounts of coal dust escaping the open topped rail cars, which weakens the train ballast and causes accidents. The U.S. Surface Transportation Board has determined that coal dust is a "pernicious ballast foulant," weakening rail lines and resulting in derailments. The likelihood of oil train derailments, the likely effects on the Columbia River Gorge and the impacts on communities must be analyzed.
- Adverse effects to resources protected by the Columbia River Gorge National Scenic Area Act. The project's indirect and cumulative effects on the scenic, natural, cultural and recreation resources of the Columbia River Gorge National Scenic Area must be included in the scope of review.

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

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

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

Sincerely,

Mr. Douglas Richardson
2020 SW Main St Unit 801
Portland, OR 97205-1535
(503) 224-0756

JTC)

From: william.d.kurtz@tsocorp.com
Sent: Wednesday, December 18, 2013 1:27 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

I am a Tesoro employee from 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,
WILLIAM KURTZ

(UTC)

From: Christina Skirvin <christina@columbiariverkeeper.org>
Sent: Wednesday, December 18, 2013 1:28 PM
To: EFSEC (UTC)
Subject: Comments on Tesoro Savage Project
Attachments: 2013.12.18.Tesoro Savage Project Comments.pdf

Categories: Red Category

Dear Governor Inslee, Mr. Posner, and Washington EFSEC,

Please see the attached document for signatures and comments to our organization's (Columbia Riverkeeper) petition regarding the proposed Tesoro Savage project at the Port of Vancouver.

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



Christina Skirvin | Program Administrator
Columbia Riverkeeper | 111 Third Street, Hood River, OR 97031
503.784.5324 | christina@columbiariverkeeper.org



www.columbiariverkeeper.org



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