

UTC)

From: David Sovey <hdhsystems@gmail.com>
Sent: Wednesday, December 18, 2013 12:49 AM
To: EFSEC (UTC)
Subject: EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

OIL IS TOXIC. IF GOD WANTED US TO PLAY WITH THIS STUFF HE WOULDN'T HAVE BURIED IT SO VERY DEEP IN THE GROUND

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 Sovey
1225 E Sunset Dr
Ste #369
Bellingham, WA 98226

JTC)

From: Nate Allen <nateallen5@gmail.com>
Sent: Wednesday, December 18, 2013 4:55 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

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

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

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

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

Thank you.

Nate Allen

85042

UTC)

From: George.V.Kefalas@tsocorp.com
Sent: Wednesday, December 18, 2013 5:52 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

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

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

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility. This balanced approach is consistent with Washington's SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy.

Thank you for considering my comments.

Sincerely,
George Kefalas

(UTC)

From: Marc Lansden <mlansden@gmail.com>
Sent: Wednesday, December 18, 2013 6:00 AM
To: EFSEC (UTC)
Subject: EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

I am very concerned about the proposed Tesoro Savage project at the Port of Vancouver. My family has lived in the Columbia Gorge area for over 40 years, and 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.

Marc Lansden
2820 Ellis St
Bellingham, WA 98225

UTC)

From: Rebekah Fox <bluesky4butterfly@gmail.com>
Sent: Wednesday, December 18, 2013 6:24 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.

Rebekah Fox
7616 88th PL NE
Marysville, WA 98270

UTC)

From: michael.t.gunter@tsocorp.com
Sent: Wednesday, December 18, 2013 6:27 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

I am a Tesoro employee from Texas 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,
Michael Gunter

JTC)

From: miles.t.heller@tsocorp.com
Sent: Wednesday, December 18, 2013 6:36 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

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

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

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
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- 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,
Miles Heller

From: geraldine.d.burt@tsocorp.com
Sent: Wednesday, December 18, 2013 6:41 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

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

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

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility. This balanced approach is consistent with Washington's SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy.

Thank you for considering my comments.

Sincerely,
Gerri Burt

JTC)

From: Rick Blanchett <rick-nancy@comcast.net>
Sent: Wednesday, December 18, 2013 6:49 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

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

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

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

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

Thank you.

Rick Blanchett

33025

(UTC)

From: Eric Burr <burrski@methownet.com>
Sent: Wednesday, December 18, 2013 7:14 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.

Eric Burr
585 Lost river Rd.
Mazama, WA 98833

UTC)

From: Lewismarjoriej@aol.com
Sent: Wednesday, December 18, 2013 7:18 AM
To: EFSEC (UTC)
Subject: Protect the Northwest from dirty oil exports

FROM:
MRS MARJORIE J LEWIS
4 SCOTS CLOSE
HEREFORD
HR1 2RT
UNITED KINGDOM

Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee,

Although I am not a citizen of the United States of America or of Washington State, I am writing to you on the subject of the Tesoro Savage oil export terminal project because I am very concerned about the environmental impact of the proposal which I think has implications for the world as a whole, as well as the people of the Columbia river area.

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

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

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

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

Thank you for taking the time to read this e-mail.

With best wishes.

Yours sincerely,

MARJORIE J LEWIS (MRS)

Governor Jay Inslee
Washington State

UTC)

From: GLENDA GAYLE <g2gayle@msn.com>
Sent: Wednesday, December 18, 2013 8:06 AM
To: EFSEC (UTC)
Subject: Concern re: oil terminal for Vancouver

Dec 18, 2013

To Whom It May Concern:

I am writing to express my concern regarding the proposed oil terminal in Vancouver, Washington. As a grandmother and resident for over forty years, I would rather see waterfront development which would provide permanent jobs for Vancouver. In the past year both Quebec and Alabama have had serious explosions and I am concerned about the potential for such a devastating event in Vancouver. I do not believe that this project is in the best interest of public safety.

Sincerely,

Glenda Gayle
4013 NE 44th St
Vancouver, WA 98661

(UTC)

From: Gregory Sotir <gsotir@gmail.com>
Sent: Wednesday, December 18, 2013 8:44 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Oil Terminal

To Whom It May Concern,

I am contacting you to ask that you not issue permits to Tesoro Corporation for the Tesoro Savage Vancouver Oil Terminal. Tesoro Corporation has a history of faulty record keeping and skirting the laws protecting community and citizen health in numerous locations. Tesoro Corporation seems unable, or unwilling, to comply adequately with the established laws of the existing regulations regarding transportation, refinement, and maintenance of their toxic and carcinogenic products and compounds.

Tesoro Corporation's most recent violations of the Clean Air Act in numerous locations in four states including Anacortes, WA. (May 2013) is only the latest in a long stretch of shoddy practices and violations, including on-site explosions which killed workers in Anacortes in 2010. A cursory review shows many violations at many of their facilities around the nation, not just in Washington state. To the larger picture of imminent and economically dangerous climate change as it affects local bioregion resources, Tesoro Corporation has no answer but to continue pushing CO2 levels up above 500ppm, a level that would have devastating consequences for our planetary biosphere.

Given the history of this corporation, the importance of maintaining health and safety for the community of Vancouver, and the inherent natural beauty and sustainability of the local bioregion, it seems to me a severe breach in the social contract to allow this corporation to launch and maintain any oil terminal facility at this location for oil export.

Please deny the permits and protect the health and safety of the people and workers of this region.

Gregory Sotir
Home-owner and Schoolteacher
4726 NE 66th Ave.
Portland, OR 97281
503-234-2648

(UTC)

From: Posner, Stephen (UTC)
Sent: Wednesday, December 18, 2013 8:54 AM
To: EFSEC (UTC)
Subject: FW: Vancouver Crude Oil Export Terminal Scoping/Site Selection Process

From: Hal Stockbridge [mailto:h_stockbridge@hotmail.com]
Sent: Tuesday, December 17, 2013 7:35 PM
To: Posner, Stephen (UTC)
Subject: Vancouver Crude Oil Export Terminal Scoping/Site Selection Process

Dear Mr. Posner:

I am writing in opposition to the proposed crude oil export terminal in Vancouver, WA.

I am a physician in Olympia, trained in internal medicine, public health, and environmental medicine, and affiliated with the University of Washington.

I have been following the issue of train transportation of coal and crude oil in our state and across the country. I have read numerous reports of tragic incidents such as the disaster in Lac Megantic, Quebec.

I have serious concerns about the many negative impacts of a crude oil export terminal on the health of our citizens.

I would hope that you and your colleagues will recommend to Governor Inslee that he NOT approve the terminal.

I would be happy to discuss the health aspects with you at your convenience. Please feel free to contact me any time.

Yours truly,

Hal Stockbridge, MD, MPH
Olympia, WA

UTC)

From: Loretta Railing <lorettarailing@gmail.com>
Sent: Wednesday, December 18, 2013 8:55 AM
To: EFSEC (UTC)
Subject: Proposed oil terminal in Vancouver Wa

Please deny permits to the proposed oil terminal in Vancouver Wa ... We don't need the black gunk we need to move forward not backwards in our energy thinking

Here are some important points that haven't been emphasized very much.

1. This is not about Energy Independence! The Wall Street Journal reported today that EXXON is lobbying Congress to allow exports of American oil.
2. This is not about need! In 2005, the president of General Motors said, we need to get *off* oil. Now all the major car companies are making electric cars. Twenty two models are already in the showroom. The list gets longer every quarter.
3. Imagine the Exxon Valdez type of accident along the Oregon and Washington Coasts or in the Columbia River. My Coast Guard friends say that one train derailment in the Columbia could wipe out our salmon industry for decades.
4. The oil industry has a history of obfuscation. It allowed the spill-responders to think that all the oil from a pipeline leak into the Kalamazoo River had been cleaned up, when in truth, there were more than one million gallons of heavy tar sands crude which were submerged out of sight and drifting downstream during flood stage.
5. Oil barges are not regulated as carefully as tanker ships.
6. Oil trains are less regulated than oil pipelines. Emergency response plans are vague, inadequate, and unfunded.
7. Bakken Oil is regulated the same way as regular oil. Instead it should be regulated as explosive, like gasoline.
8. How adequate is the insurance coverage in the event of an oil train explosion in the Gorge during forest fire season? A fire would race up the hills and spread throughout the Gifford Pinchot National Forest. Already, because of Climate Change, forest fires spread much faster and with greater intensity. Warmer air desiccates our forests.
9. Three thousand jobs in Washington State have already been jeopardized by the acidification of the waters in Willapa Bay from high atmospheric CO2 levels. There was talk last fall of adding antacids to our inland waters.
10. Last May, atmospheric levels of CO2 spiked at 400 parts per million. The last time that happened, the planet was much warmer and the oceans were 200 feet higher.

Thank you

--
Loretta Railing,

360-521-5153 cell

UTC)

From: Bruce Gundersen <pandb7@embarqmail.com>
Sent: Wednesday, December 18, 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.

Bruce Gundersen
27655 Beham St NW
Poulsbo, WA 98370

UTC)

From: Patricia Chandler <patchand@comcast.net>
Sent: Wednesday, December 18, 2013 9:04 AM
To: EFSEC (UTC)
Subject: Tesoro-Savage OilTerminal

Stephen Posner
Site Manager-EFSED
P.O. Box 43172
1300 S. Evergreen Drive SW
Washington, 9804-1172

Dear Mr. Posner,

I am writing in opposition to the proposed Tesoro-Savage Oil Terminal in Vancouver Port.

I am extremely concerned about the dangers inherent in the transportation of up to 360,000 barrels of crude oil per day by rail, with storage on site, in Vancouver, before shipping.

Even federal officials state that the large steel tank cars that carry the oil through towns and cities, past homes, factories, farms and fragile ecosystems of our beautiful Northwest are potentially dangerous and ruptures could cause a major disaster. We do not need more threats to the Columbia River ecosystem.

The fiery inferno that followed the explosion of these cars in Quebec, Canada this past summer showed the danger. Forty-seven people were killed. It was extremely troubling to hear a man who works near the tracks in Quebec say that he'd warned his family, "the question is not if, but when" (another such accident will occur).

This would be a tragedy that does not need to happen and I encourage you to make the decision that this is a terminal that will not be built.

Most sincerely,
Patricia L. Chanlder
A concerned mother and grandmother who loves this land and her people

UTC)

From: Albert Carter <alcarter55@gmail.com>
Sent: Wednesday, December 18, 2013 9:05 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.

Albert Carter
315 Lawrence
City
Hoquiam, WA 98550

Tesoro Savage CBR
Scoping Comment
#30619

Docket EF-131590

UTC)

From: Kathleen Snyder <ksnyder75@gmail.com>
Sent: Wednesday, December 18, 2013 9:14 AM
To: EFSEC (UTC)
Subject: EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

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

November 2013 has been labeled the warmest November on record, across Earth, since record-keeping began in 1880. That we should be purposefully adding to this huge problem by encouraging fossil fuel production is unconscionable.

The scoping document should include the implications of this project on environmental and community health.

Thank you.

Kathleen Snyder
2406 81st PI SE
Everett, WA 98203

UTC)

From: Stephanie Chamberlin <steph@marcchamberlin.com>
Sent: Wednesday, December 18, 2013 9:52 AM
To: EFSEC (UTC)
Subject: Vancouver Oil Terminal Comments

Sirs:
I am truly baffled by even the thought of an oil terminal in Vancouver. All evidence points to no increase in jobs due to the ones that will go away if it is built. The environmental impact is huge! It will not change your paycheck to do the right thing and NOT build an oil export terminal. If you do build one it will really look like you were paid off by big companies. As elected officials you really need to say NO! The majority of citizens do not want this built and you must honor the citizens who elected you. Also, it will destroy all the tax payer funds used to build up the downtown area this is a no win deal for all citizens. Please do the right thing and say no to this horrible proposition.

Thanks for your ear,
Stephanie Chamberlin
35519 NE 30th st
Washougal,
WA 98671

UTC)

From: Susan Horne <Susan@Horne.net>
Sent: Wednesday, December 18, 2013 10:00 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

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

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

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

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

Thank you.

Susan Horne

02067

From: Ron Pyeatt <patronpye@yahoo.com>
Sent: Wednesday, December 18, 2013 10:11 AM
To: EFSEC (UTC)
Subject: Vancouver WA Energy Dist Terminal

I am strongly opposed to using rail tank cars for transportation of crude oil to the Vancouver terminal. However I am not opposed to the terminal itself. There are some existing pipelines, and if not, build new ones to do the job. They are not noisy, disruptive or unsightly and basically a safer means of transport.

Tank cars should not be the "permanent" mode of crude transportation because of their tremendous disruption to all the communities the rail traffic affects along its travel from source to terminal. Tubular steel is made for this purpose and should be the only means of permanent transport of crude oil. Rail has more inherent danger but it does have some safeguards regulated presently. If no appropriate pipelines do not currently exist allow a reasonable period for construction and then mandate no rail traffic after that.

Hundreds of towns and cities in the country have their traffic, businesses and residential areas constantly disrupted by trains and in spite of their supposed efficiencies have a great effect on the well-being and commerce of the country. How much energy is consumed in permanently hauling crude by train? Trains have their place in transportation but not in transport of huge quantities of liquid commodities.

If I wanted more trains to go by my home I would move to Flagstaff AZ or perhaps Scottsbluff NE with their 50-60 plus trains per day polluting their communities with noise and exhaust pollution and disruption.

Ronald L Pyeatt
125 Wells Gap Road
Prosser WA 99350
patronpye@yahoo.com

UTC)

From: craig.l.vanarsdale@tsocorp.com
Sent: Wednesday, December 18, 2013 10:12 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

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

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

I urge the committee to bear in mind the positive impact this terminal will have on the U.S. economy. As a Tesoro employee and an American job holder, my family depends on the strength of the oil and gas industry in the U.S. To keep this project moving forward on a schedule that will allow for its timely approval, please keep the scope of the SEPA environmental analysis purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility. This balanced approach is consistent with Washington's SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy.

Thank you for considering my comments.

Sincerely,
Craig Van Arsdale

From: lowridertruck@hotmail.com
Sent: Wednesday, December 18, 2013 10:38 AM
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,
Ruben Padilla

UTC)

From: Brian Jokela <bmjokela@msn.com>
Sent: Wednesday, December 18, 2013 10:32 AM
To: EFSEC (UTC)
Subject: Tesoro-Savage Project

35417 N. Dalton Road
Deer Park, WA 99006
December 18, 2013

Mr. Stephen Posner
Interim EFSEC Manager
Energy Facility Site Evaluation Council
PO Box 43172
1300 S Evergreen Park Dr. SW
Olympia, WA 98504-3172

Re: Tesoro-Savage Vancouver Energy Distribution Terminal
Application No. 2013-01
Docket No. EF 131590

Dear Mr. Posner:

Please note the following comments for inclusion in this application:

EFSEC should review a scope of impacts similar to Whatcom County's requirements:

- Increases in rail traffic across the region, particularly within Spokane and adjacent to the Columbia River;*
- Increases in vessel traffic in and out of the Columbia River;*
- Increased crude oil spill risk from rail transport over aged tracks in aged containers, and from terminal storage and river/marine transport;*
- Additional crude oil extraction in North Dakota and Alberta tar sands;*
- Additional particulate pollution from increased diesel rail transport through residential and urban areas;*
- Greenhouse gas emissions and life cycle impacts resulting from transport of crude oil.*

We urge the Council to reject this Application.

Very truly yours,

Mary S. Jokela
Brian A. Jokela

From: penderosa@tds.net
Sent: Wednesday, December 18, 2013 10:41 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear Stephen Posner

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

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

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

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

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

Sincerely,
Tom Pender

(UTC)

From: Dr.Hendrick Serrie <serriehal@gmail.com>
Sent: Wednesday, December 18, 2013 10:50 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

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

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

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

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

Thank you.

Dr.Hendrick Serrie

34234

From: Trish Weber <trish.weber@gmail.com>
Sent: Wednesday, December 18, 2013 10:52 AM
To: EFSEC (UTC)
Subject: Docket No. EF-131590 Application No. 2013-01 Tesoro Savage Vancouver Energy Distribution Terminal Comments

Greetings,

I am opposed to the development of the Tesoro Savage Vancouver Energy Distribution Terminal and hereby request that you deny the permit.

This terminal will serve to exacerbate climate change and introduce unacceptable direct risks to the health and safety of the people of the Pacific Northwest. Oil trains have been involved in many explosions over the past several months and it is not appropriate to construct a large export terminal anywhere, but especially not in a densely populated area such as Vancouver WA.

Furthermore, investing in dirty energy infrastructure precludes an equivalent investment in a clean renewable energy economy, which has been demonstrated to create more jobs and have a greater positive impact on the economy.

Please exercise your authority in safeguarding our communities, our economy, and our planet by denying this permit application.

Please feel free to contact me with any questions or concerns.

Cordially,

Patricia J Weber
1730 NW 17th Street
Corvallis OR 97330
541-829-0887

(UTC)

From: Marilyn Gould <marilgould@charter.net>
Sent: Wednesday, December 18, 2013 11:01 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.

Marilyn Gould
702 SE Heron Dr
College Place, WA 99324

UTC)

From: g_dicus@frontier.com
Sent: Wednesday, December 18, 2013 11:04 AM
To: EFSEC (UTC)
Subject: Comment on Tesoro Savage Project

Hello - I am writing to express my objections to the Tesoro Savage Project. I believe this project is driven primarily by corporate profit desires, and not by real energy needs. At a time when we should be reducing consumption of fossil fuel energy wherever possible and making real investments in alternative energy sources, this project reflects poor energy planning. In addition, the rail transport of such large quantities of oil and other petroleum products poses a very real threat to numerous communities and high-quality water resources, not to mention its inherent support of environmental degradation at the Alberta oil sands sites. Please embrace the current critical need for careful energy planning and reductions in fossil fuel consumption. Please do not approve the Tesoro Savage Project.

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of James Nielson <james@changemachine.org>
Sent: Wednesday, December 18, 2013 11:11 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.

As a deckhand I attend maritime fuel transfers. As a hazmat tech I clean up industrial accidents. These jobs exist for the simple fact that massive industrial accidents have always happened. And continue to happen. Predictably. It's a multi-billion-dollar industry.

You'd think that all the money spent on cleanup could fix the damage done, but it doesn't. Ever. We mop around until companies have enough PR material, and decide that paying fines makes more sense than paying for cleanup. Then we stop. You'd think it was science, but it's not. It's accounting.

Feeding-frenzies like Deepwater Horizon or the Davie Crockett may mean million-dollar bonuses for our CEO's, but for the rest of us, these environmental disasters just mean steady work for a while. The rest of the time we're expected to perform heroics like firefighters, for the price of on-call, part-time janitors.

Does Tesoro Savage promise it'll make the whole community rich? Will it be so squeaky clean that we could just grow our sweet-peas right along the pipe? I'm sure they haven't mentioned my industry. We're just their dirty little bastard offspring that they don't admit to.

Sincerely,

Mr. James Nielson
8125 NE Wygant St
Portland, OR 97218-4153

Tesoro Savage CBR
Scoping Comment
#30632

(UTC) Docket EF-131590

From: john ennis <ennis7@msn.com>
Sent: Wednesday, December 18, 2013 11:15 AM
To: EFSEC (UTC)

PLEASE do not consider approving the "pipeline on wheels" project. when moving things by rail it is not a matter of if but when. sooner or later there will be a mistake. I just hope it is not when it is crossing the hundred year old 3/4 mile long bridge over our lake.

thanks for your consideration.

john ennis
sagle, id

UTC)

From: Broadie Copeland <Bnciv@aol.com>
Sent: Wednesday, December 18, 2013 11:41 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

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

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

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

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

Thank you.

Broadie Copeland

70816

UTC)

From: Sam Bickel <sambic3637@gmail.com>
Sent: Wednesday, December 18, 2013 12:06 PM
To: EFSEC (UTC)
Subject: Oil Terminal at Port of Vancouver Washington

To: Mr. Posner

I oppose the oil term in Vancouver Washington. Vancouver is a small city. Any "spillage" would effect an already fragile environment. The risks far out weight the too few jobs that would be created.

Sincerely
Sam Bickel

JTC)

From: tripsguy@q.com
Sent: Wednesday, December 18, 2013 11:58 AM
To: EFSEC (UTC)
Subject: source of oil for proposed Port of Vancouver terminal

It's my understanding that EFSEC will be considering the environmental implications of the proposed oil storage terminal at the Port of Vancouver.

I urge EFSEC to strongly consider how the oil that would be transported to Port of Vancouver is obtained. I'm sure that EFSEC knows that the method hydraulic fracturing, or "fracking," is obtained. EFSEC may not be aware of a recent study in the scientific journal *Endocrinology*, which found beyond any doubt that oil secured by fracking contains elevated levels that have been linked to infertility, birth defects and cancer. If this tainted oil is transported to the Port of Vancouver, it would obviously pose a huge health risk to Vancouver and every community it passes through en route.

In view of the above and many other negative factors, EFSEC should not approve the proposed terminal.

Lehman Holder
Vancouver WA

UTC)

From: lkpurchase@q.com
Sent: Wednesday, December 18, 2013 12:09 PM
To: EFSEC (UTC)
Cc: Kernutt, Matt (ATG); Steinke, Don
Subject: Tesoro Savage

Dear EFSEC,

My family and neighbors wish to bring to your attention this security risk.

If a 120 tanker rail car train, hauling the very explosive Bakken Crude oil were to be derailed under the I-205 Bridge, the span from pier #13 to #14 could be compromised, and may take years to replace. The oil train explosions to date in Canada & Alabama have been reported to have generated flames 300 feet in the air. The I-205 Bridge over the BNSF rail road tracks is roughly 120 feet.

Those of us living on the south side of the tracks would be pinned in with no access to emergency vehicles. Our only escape route would be the Columbia River. Hundreds of beautiful homes, restaurants, hotels, on the south side of the tracks line the Columbia River, for a fifteen mile stretch from Vancouver east to Camas, WA.

River emergency boats now take up to a half hour or more to reach our area. We rely on emergency boats from the Portland, OR area, that have to travel down the Willamette River to Kelly Point Park that feeds into the Columbia River below the city of Vancouver, than up the Columbia River seven miles to our area. Precious time would be lost to help those in need. Where would those in need be taken? Our hospitals happen to be on the north side of the tracks.

Protect the land we were blessed to have, and give us the peace of mind to live without the fear of danger and destruction. We have to trust that those of you in power will think beyond today but for the many generations to come. Will you be the ones that will protect us or destroy us.

Vancouver cities history dates back to the first settlements in the Northwest. Destroying our beautiful waterways, scenic highways, and dozens of lush streams feeding into the Columbia River that makes our area so beautiful is a crime beyond belief. We must think past our own ambitions of money greed and think of where this will lead the future for this prestige northwest city and area along the Columbia River. One spillage into one of our streams that go under the tracks would be irreversible.

Wenonah and Larry Purchase
11929 SE Evergreen Hwy
Vancouver, WA 98683
360-254-5635

From: Steve Schildwachter <spschildwachter@yahoo.com>
Sent: Wednesday, December 18, 2013 12:10 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

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

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

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

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

Thank you.

Steve Schildwachter

34787

JTC)

From: griffin.d.patrick@tsocorp.com
Sent: Wednesday, December 18, 2013 12:14 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear EFSEC Commissioners

I am a Tesoro employee in Martinez, CA and I have worked in Washington state and I 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. 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,
Griffin Patrick

From: fishesfunhouse@sbcglobal.net
Sent: Wednesday, December 18, 2013 12:37 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,
Mark Fishman

UTC)

From: Pat Hughes <spathughes@gmail.com>
Sent: Wednesday, December 18, 2013 12:46 PM
To: EFSEC (UTC)
Subject: Vancouver oil terminal

Sir: I&my wife live in the Salmon Creek area& back up to the green belt of that creek. We bought our home here 19 years ago because of the clean air & water, & the great natural area, with all it's wild life. We are directly UP WIND of the proposed oil terminal at the port of Vancouver. I have worked in the oilfields of So. Calif. as a young man, & as a Hazmat Tanker truck driver as an old man. I have observed numerous spills, the results on several explosions,& fires in chemical/oil refineries. I know the dangers of living near hazardous materials.

I urge you to Oppose the Tesoro/Savage Oil transfer facility at this location. There should be no more oil, coal, or chemical pollution to this clean environment!

Sincerely, Stephen P Hughes, 1807 NW 140th circle Vancouver Wa. 98685

(UTC)

From: Michael Snow <michael.p.snow63@gmail.com>
Sent: Wednesday, December 18, 2013 12:52 PM
To: EFSEC (UTC)
Subject: EIS Scoping comments for Tesoro Savage proposal in Vancouver

Dear

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

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

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

Thank you.

Michael Snow
1111 13th St
Bellingham, WA 98225

From: Norman Albers <nvalbers@gmail.com>
Sent: Wednesday, December 18, 2013 12:53 PM
To: EFSEC (UTC)
Subject: Re: Thank you for your comments regarding EF-131590, Tesoro Savage Petroleum Terminal, LLC

The NRDC, last (?) winter or so, wrote on piping tar sands oil, and on shipping coal to East Asia. They were equivocal about coal, given the market's need. The oil gets totally thumbs down.

On 12/18/13, EFSEC (UTC) <EFSEC@utc.wa.gov> wrote:

- > Thank you for your comment on the Tesoro Savage Vancouver Energy
- > Distribution Terminal. It is being processed, included in the project
- > record, and forwarded to the Council for review. Your contact
- > information has been added to the EFSEC mailing list for this project.
- > If you choose to unsubscribe from this list please reply to this email
- > and we will remove your information.
- > Thank you for your interest in the EFSEC process.
- > Sincerely
- > EFSEC Staff
- > www.efsec.wa.gov<<http://www.efsec.wa.gov/>>
- >
- >

(UTC)

From: kamp999 kamp999 <kamp999@hotmail.com>
Sent: Wednesday, December 18, 2013 12:57 PM
To: EFSEC (UTC)
Subject: Proposed oil terminal at Port of Vancouver

Dear Madam or Sir,

I am opposed to the proposed oil terminal at the Port of Vancouver for the following reasons:

- the danger of derailment during transport, with oil ending up polluting the Columbia River
- the danger of explosion and loss of life (as happened in Quebec in July)
- potential seismic (earthquake) impact on the terminal, if built (this is a very real danger)
- the negative impacts on public water supplies because of the method used in obtaining the oil (hydraulic fracturing, or "fracking") - the chemicals used in fracking have been linked to infertility, birth defects and cancer

These issues, and others that have been stated by citizens opposed to the oil terminal, should be seriously considered, and upon such consideration, permitting for the oil terminal should be DENIED.

Regards,
Kathleen Procter
22402 NE 85 ST
Vancouver, WA. 98682

UTC)

From: Dennise Waldron <2dennw@live.ie>
Sent: Wednesday, December 18, 2013 12:59 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Dear Governor Inslee and Washington EFSEC:

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

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

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

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

Thank you.

Dennise Waldron

N/A

UTC)

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Desiree Hellegers <desiree.hellegers@hotmail.com>
Sent: Wednesday, December 18, 2013 1:11 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.

At the outset let me state that I live in Portland and work in Vancouver at Washington State University Vancouver, and I could not be more strenuously opposed to siting the Tesoro oil terminal in Vancouver. One need look no further than the 2013 Lac-Megantic rail crash, which left the Quebec town looking like a war zone, for evidence of the potentially catastrophic implications of this project for the region. Transforming an area whose magnetic appeal rests on its reputation for "livability" into an export hub for dirty fossil fuels is nothing short of folly. The project is clearly incompatible with long term investments that have been made into developing Vancouver's downtown core and scenic riverfront. Far from enhancing the economic viability of the region, the terminal is far more likely to damage property values, undermine prospective investors who would be lured by the city's "livability," and result in capital flight from the region.

These arguments, however, don't even begin to touch on the environmental threats this project poses to Northwest fisheries all along the Columbia Gorge.

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.

Again, I am strenuously opposed to this project.

Sincerely,
Desiree Hellegers, Ph.D.

Sincerely,

Dr. Desiree Hellegers
4632 NE 16th Ave
Portland, OR 97211-5036

(503) 927-1709

JTC)

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Meredith Martin <mmeskin@gorge.net>
Sent: Wednesday, December 18, 2013 1:11 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.

Whoa! Just when we've been so focused on not having coal trains running through the Gorge, here comes some oil train proposals!

I am absolutely opposed to oil trains coming through the Columbia River Gorge. It is insane to think it is safe to transport this much oil by train. If one train derailed, it would be catastrophic to the river and the wildlife in it. Also, as an avid windsurfer, I spend a lot of time in the Columbia River. I can tell you that oil doesn't make a good medium to windsurf on.

Even if all trains safely make it through the area, the extra train traffic would be extremely disruptive to hikers, campers, and general visitors to the area.

In my opinion there is no economic need for this project, and too big of a chance for environmental disaster.

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. Meredith Martin
1401 Cross Creek Ln
Hood River, OR 97031-1370
(541) 386-9517

(UTC)

From: Julia Hughes <juliakhughes@gmail.com>
Sent: Wednesday, December 18, 2013 1:13 PM
To: EFSEC (UTC)
Subject: Proposed oil terminal at Port of Vancouver

I am very much opposed to the transport of oil through Vancouver for many reasons the most important being the environmental impact, the health and safety of our residents.

I hope you and the council will recommend to Gov. Inslee that the project will not proceed and the terminal be vetoed.

Sincerely
Julie Hughes

UTC)

From: pcsdpc@yahoo.com
Sent: Wednesday, December 18, 2013 1:20 PM
To: EFSEC (UTC)
Subject: Proposed oil terminal at Port of Vancouver

Dear Madam or Sir,

I oppose the proposed oil terminal at the Port of Vancouver because:

- the risk of marine pollution from sea transport of oil
- the risk of train derailment during transport, with oil ending up polluting the Columbia River
- the risk of explosion and loss of life
- the risks to public water supplies because of the hydraulic fracking) - the chemicals used in fracking have been linked to infertility, birth defects and cancer

These risks far outweigh the few jobs provided by an oil terminal. Permitting for the oil terminal should be DENIED.

Regards,
David Cannarella
22402 NE 85 ST
Vancouver, WA. 98682

UTC)

From: Mark Leed <markleed02@gmail.com>
Sent: Wednesday, December 18, 2013 1:36 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Please consider the following impacts when evaluating the proposed oil terminal at the Port of Vancouver in Vancouver, WA:

- 1) Danger of derailment during transport, with the possibility of oil entering the Columbia River or any other waterway adjacent to the rail route from the point where oil is loaded to the proposed terminal.
- 2) Seismic impacts at the proposed site.
- 3) impacts on public water supplies in the areas where the oil would be obtained by means of hydraulic fracturing.
- 4) potential emissions of volatile organic chemicals from oil storage tanks at the proposed facility, and their impacts on Clark County neighborhoods
- 5) impact on quality of life for residents of the nearby Fruit Valley neighborhood, and of the proposed Vancouver waterfront development
- 6) impact on property values in these same neighborhoods.
- 7) the impact of the project's cradle-to-grave CO2 emissions on Washington's oyster industry.
- 8) the project's impact on climate change, This analysis should include climate change impacts from crude oil as well as from tar sands oil, from cradle to grave.
- 9) 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 and other communities along the rail and shipping route.

Thank you,

Mark Leed
3419 E. 21st St., Unit #4
Vancouver, WA 98661
markleed02@gmail.com

Tesoro Savage CBR
Scoping Comment
#30650

UTC)

From: Jurgen Hess <hess@gorge.net>
Sent: Wednesday, December 18, 2013 1:25 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Oil shipment proposal

To: Stephen Posner
Interim EFSEC Manager
EFSEC

Dear Mr. Posner,

These are comments regarding the Tesoro Savage proposed oil shipments via trains through the Columbia Gorge, storage at Vancouver, WA and via ships through the lower Columbia River.

The amount of oil proposed to be transported through the Columbia Gorge and lower Columbia River is astronomical—360,000 barrels per day. Here are my concerns:

- There will be train derailments with oil spills. The Gorge has a history of derailments, just look up the number of derailments in the Gorge. At least 1 every 5 years on average in the last 26 years.
- Train derailments will spill oil into fragile aquatic habitats impacting fisheries, invertebrate species, riparian plants and dependent wildlife.
- Tesoro has a lousy record of safety with \$2.4 million in fines for safety violations.
- Train engines and ships spew out emissions and carbon particulates creating climate change impacts. Air quality in the Columbia Gorge is a major concern, how will emissions be controlled?
- Trains will travel through the Columbia River Gorge National Scenic Area. I was the Secretary of Agriculture's appointee to the Gorge Commission charged with protecting and preserving the Gorge's natural, scenic, cultural, recreation and economic resources. As a former member of that Commission I am very concerned with impacts to the Scenic Area, particularly cumulative impacts on air quality and climate change and impacts to aquatic resources from oil spills.
- Impact assessment must be done by including the cumulative impacts of proposed coal train travelling through the Gorge.
- Assess impacts from ocean going ships through the lower Columbia River waterway. Potential impacts in this area include diesel emissions, ships running aground and collisions with resultant oil spills, the need to increase the frequency of channel dredging by adding more ocean going ships with deep drafts, noise and air pollution from ships on adjacent wildlife sanctuaries.

I am very concerned with this proposal. SEPA studies must include all of the assessments that I have described above.

Thank you for considering my comments.

PS....even though I am not a resident of Washington, I live on the Columbia River. Impacts on the Columbia River will know no boundaries.

Jurgen

Jurgen A. Hess
412 24th Street
Hood River, OR 97031
541.645.0720 hess@gorge.net