

JTC)

From: ann_murphy@juno.com
Sent: Wednesday, December 18, 2013 4:18 PM
To: EFSEC (UTC)
Subject: Scoping Comments for Tesoro Savage Vancouver Energy Distribution Terminal

RE: EFSEC SEPA Scoping / Proposed Tesoro Savage Vancouver Energy Distribution Terminal

The League of Women Voters of the Spokane Area (LWVSA) offers the following regarding the construction of the proposed Tesoro Savage Distribution Terminal at Vancouver, Washington, and transportation of oil through Spokane and eastern Washington to the proposed new facility.

LWVSA has positions supporting

- **Maximum protection to the Spokane Valley-Rathdrum Prairie Aquifer:** This sole source of drinking water is directly underneath the rail lines that are intended to carry the oil from North Dakota to Vancouver. The Aquifer intermingles with the Spokane River at multiple points through the Spokane Valley – with water from the river going into the aquifer water.
- **Maintenance of clean air quality in the Spokane area:** In reality, the local topography and air flow can result in temperature inversions over the populated area Spokane, thus trapping particulates. Poor air quality has an adverse effect on human health.
- **A balanced transportation policy:** While rail traffic is an important part of Spokane's commerce, there are multiple other forms of transportation in the Spokane area – and all need to be balanced. Additionally, many parts of the Spokane Valley do not have over/under passes—crossings are at grade. Additional train traffic will seriously impact transportation throughout the region.

The League of Women Voters of the Spokane Area believes that the Environmental Impact Statement should be cumulative and address the impacts all along the rail route, and not just on the port terminal area. Scoping also needs to address the cumulative effect of impacts over time. These additional trains would be coming through Spokane as a result of the completion of the proposed port. Spokane will be a choke point for rail traffic with trains continuing to western Washington as well as Oregon. The League would like you to study:

- Effects to the Spokane Valley-Rathdrum Prairie Aquifer and Spokane River from fugitive pollutants as well as potential rail car derailments that could deposit oil on the ground and into the river. Additionally, the study should examine the effect of oil deposits on land by the rail tracks that could find its way to the Spokane River through run-off. We understand that the some of the tanker cars are substandard— so, how much oil could escape?
- The effects of diesel particulates from the additional trains on the air quality in the Spokane area (particularly given the air inversions that we experience).
- The effect of superior upgrades on the cars and/or other methods of transport – ie., a pipeline.
- The effect of the additional rail traffic on the balance of transportation in and through Spokane. In Spokane, the effects on emergency response times and general traffic flow at railroad crossings need to be studied. In addition to compromised emergency response, there needs to be an examination of the affect on air quality when the waiting traffic is idling while waiting at a crossing. For transportation through Spokane, the rail capacity needs to be examined – will there be capacity for other freight and human rail transport?
- The impact of adding this train traffic to the already proposed coal train traffic needs to be considered.

Above all, the League supports the continued transparency in the process, and encourages continued citizen participation at all steps of the way.

Ann Murphy, President
League of Women Voters/Spokane Area

From: Sierra Club <information@sierraclub.org> on behalf of Rita Vandenburg
<rsvanden@comcast.net>
Sent: Wednesday, December 18, 2013 4:21 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.

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. Rita Vandenburg
636 D St
Springfield, OR 97477-4636

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Kathi Reed
<kchell.maui@yahoo.com>
Sent: Wednesday, December 18, 2013 4:22 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

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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. Kathi Reed
1430 Willamette St Apt 524
Eugene, OR 97401-4049
(541) 338-3002

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Jim Cronin <jjcro2112@hotmail.com>
Sent: Wednesday, December 18, 2013 4:22 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

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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,

Mr. Jim Cronin
PO Box 9544
Spokane, WA 99209-9544
(509) 299-7794

JTC)

From: Solveig Nilsen-Goodin <solveigng@gmail.com>
Sent: Wednesday, December 18, 2013 4:39 PM
To: EFSEC (UTC)
Subject: Tesoro Savage Terminal comment

December 18, 2013

Dear Governor Inslee and Washington EFSEC:

As an ordained pastor, I am deeply concerned about the TesoroSavage Oil Terminal because of its implications from beginning to end: from the environmental and health impacts of extracting the oil, to the extraordinary range of potential negative impacts and significant risks of its transportation via rail, to the truly devastating impacts on global climate change from the carbon dioxide produced by its burning – wherever it is burned. Every one of these impacts – actual or potential – has profound spiritual and moral implications about which I am deeply troubled.

As a mother of two sons, ages 8 and 5, I am even more deeply troubled by the impact of this oil terminal on the quality of my children's lives, and also on the quality – even the possibility – of life for my children's children and for generations to come.

As I understand it, the question you are seeking to answer is how broad a scope of environmental impact should be considered when deciding whether or not to approve this terminal. For me, the answer is obvious: every single actual or potential negative impact from the extraction of the oil to its burning must be considered. Absolutely nothing should be excluded from study when making this decision.

Why? As I said, my sons are ages 8 and 5. Right now, they are still just beginning to understand that their actions have consequences, that the decisions they make have implications for good or for ill. Because they are still children, they do not have the developmental capacity to take into account the wide array of implications of their actions. Through the process of action and reflection, they will develop that capacity and thereby ultimately assume their responsibility as adults – adults who DO have the capacity to take into account the vast implications of their actions, and to make decisions out of that capacity.

We are no longer children. We have a sacred responsibility as adults to study every single possible negative impact of this terminal, from extraction to burning, and from now to centuries into the future. The failure to do so is an abdication of that sacred responsibility. And given what we know about climate change alone, the

failure to do so – willfully choosing to not take into account some of the possible negative impacts of this decision – is unconscionable. I call on you to take up your sacred responsibility. Thank you.

With trust and hope,

Rev. Solveig Nilsen-Goodin

6206 NE Broadway

Portland, OR 97213

UTC)

From: Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Deborah Romerein <dromerein@gmail.com>
Sent: Wednesday, December 18, 2013 4:42 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,

Ms. Deborah Romerein
3512 NE 23rd Ave
Portland, OR 97212-1400
(503) 887-8302

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Ariel Israea
<jala.reflection@gmail.com>
Sent: Wednesday, December 18, 2013 4:52 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. Ariel Israea
3200 Siskiyou Blvd
Ashland, OR 97520-9575

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of David & Nora Weisenhorn <noraw@weisenhorn.net>
Sent: Wednesday, December 18, 2013 4:52 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,

Mr. David & Nora Weisenhorn
5710 N Star Rd
Ferndale, WA 98248-9614
(360) 384-0974

From: Sierra Club <information@sierraclub.org> on behalf of Ashlee Sprugel
<a1302grand@yahoo.com>
Sent: Wednesday, December 18, 2013 5:52 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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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. Ashlee Sprugel
1302 Grand Blvd
Vancouver, WA 98661-4730
(360) 910-0739

From: Sierra Club <information@sierraclub.org> on behalf of Mona Linstromberg <lindym@peak.org>
Sent: Wednesday, December 18, 2013 6:22 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,

Still hearing about Quebec. The people there will live it forever:

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. Mona Linstromberg
831 E Buck Creek Rd
Tidewater, OR 97390-9629

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Emma Rollins <emma.g.rollins@gmail.com>
Sent: Wednesday, December 18, 2013 6:22 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

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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,

Miss Emma Rollins
2509 SE Yamhill St
Portland, OR 97214-2852

Tesoro Savage CBR
Scoping Comment
#30712

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Nancy L. and Bert A. Anderson <nancya@bisp.net>
Sent: Wednesday, December 18, 2013 6:52 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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Sincerely,

Mrs. Nancy L. and Bert A. Anderson
612 Chestnut St
Ashland, OR 97520-1549
(541) 552-1063

Tesoro Savage CBR
Scoping Comment
#30713

ITC)

From: Sierra Club <information@sierraclub.org> on behalf of Paula Sutherland <psvoyagers@gmail.com>
Sent: Wednesday, December 18, 2013 6:52 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,

Mrs. Paula Sutherlin
352 Suther Ln
Elk, WA 99009-8741

From: Sierra Club <information@sierraclub.org> on behalf of James McConville <ojim@mind.net>
Sent: Wednesday, December 18, 2013 7:22 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

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2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.

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

This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

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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,

Mr. James McConville
5197 Pioneer Rd
Medford, OR 97501-9316
(541) 734-8506

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#30715

(UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Jacalyn Johnson <jackiejjj@hotmail.com>
Sent: Wednesday, December 18, 2013 7:52 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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- 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. Jacalyn Johnson
PO Box 41302
Eugene, OR 97404-0329

UTC)

From: Sierra Club <information@sierraclub.org> on behalf of Marta Glenn Lmp <martaglenn63@gmail.com>
Sent: Wednesday, December 18, 2013 8:52 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,

Ms. Marta Glenn Lmp
232 143rd Ave SE
Tenino, WA 98589-9604