

**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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. 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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. 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

---

**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.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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

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

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

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

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. 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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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

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

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

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

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. 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,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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

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

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

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

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. 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.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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

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

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

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

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. 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

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 health and 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,

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

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. 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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. 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,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

- 1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. Forty-seven people died in that explosion, which also devastated the town.
- 2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- 3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
- 4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.
- 5) The impact of the project's cradle-to-grave CO2 emissions on the viability of the large oyster industry in Washington State.

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

Sincerely,

Ms. 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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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

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

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

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

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

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



**UTC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Barbara O'Steen <barbarajosteen@yahoo.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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. Barbara O'Steen  
4364 SW Cloverdale St  
Seattle, WA 98136-2406

**UTC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Dawn Foss  
<lx\_foss@yahoo.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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities. Forty-seven people died in that explosion, which also devastated the town.

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

3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. Dawn Foss  
1650 27th Ave SW  
Albany, OR 97321-3411

**UTC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Barbara O'Steen <barbarajosteen@yahoo.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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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

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

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

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

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. Barbara O'Steen  
4364 SW Cloverdale St  
Seattle, WA 98136-2406

**From:** Sierra Club <information@sierraclub.org> on behalf of Dawn Foss  
<lx\_foss@yahoo.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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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

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

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

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

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Ms. Dawn Foss  
1650 27th Ave SW  
Albany, OR 97321-3411



**UTC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Rand Guthrie <r\_guth7@yahoo.com>  
**Sent:** Wednesday, December 18, 2013 10:22 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 19, 2013

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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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

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

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

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

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. Rand Guthrie  
7102 77th Ave SE  
Snohomish, WA 98290-5815  
(360) 568-2665

**(UTC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Jacob Smith <jacobdsmith82@gmail.com>  
**Sent:** Wednesday, December 18, 2013 11:53 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 19, 2013

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

Dear Mr. Posner,

I'm writing regarding Docket No. EF-131590, Application No. 2013-01 to urge the Washington Energy Facility Site Evaluation Council (EFSEC) to assess the full environmental and public safety impact of the joint Tesoro-Savage proposal to turn the Port of Vancouver into a major crude oil export terminal.

If approved, the plan would result in 380,000 barrels of oil each day being shipped through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and other Northwest communities. Oil-by-rail is a bad deal for Washington State. The project comes at a steep price for rail communities and the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

1) The potential safety and environmental impacts of a large train-related oil spill or explosion along the rail route in Washington and beyond. Recent derailment disasters in Lac-Mégantic, Quebec and Alabama have shown that these risks are far too real. The tragedy in Quebec, in particular, highlighted the extreme danger of the same type of oil and tankers that would be traveling through our communities.

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

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

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

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

4) The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

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

Sincerely,

Mr. Jacob Smith  
1013 N Prospect St  
Tacoma, WA 98406-7809

Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#30723

**(UTC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Harrison Bertram  
<thedanzman@yahoo.com>  
**Sent:** Wednesday, December 18, 2013 11:53 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 19, 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,

Dr. Harrison Bertram  
1090 Groton Ct  
Schaumburg, IL 60193-3745

(UTC)

---

**From:** President, League of Women Voters of Washington <president@lwvwa.org>  
**Sent:** Wednesday, December 18, 2013 10:29 AM  
**To:** EFSEC (UTC)  
**Cc:** Raelene Gold; Pat Dickason  
**Subject:** Comments on Tesoro Savage Terminal from the League of Women Voters  
**Attachments:** Tesoro Savage Terminal Comments - LWVWA Dec 2013.pdf  
  
**Categories:** Red Category

Dear Mr. Posner,

Please find attached our comment letter on the proposed Tesoro Savage Terminal in Vancouver, WA.

Thank you for the opportunity to provide comments.

Sincerely,

Kim Abel, President  
360-874-6774

**League of Women Voters of Washington**  
1402 Third Avenue, Suite 430, Seattle, WA 98101  
[president@lwvwa.org](mailto:president@lwvwa.org) | 206-622-8961 | [www.lwvwa.org](http://www.lwvwa.org)  
Join [League](#) | Find us on [Facebook](#) | Subscribe to [E-News](#)



**LEAGUE OF WOMEN VOTERS OF WASHINGTON**

1402 Third Ave, Suite 430, Seattle, WA 98101

Tel: 206-622-8961 • 1-800-419-2596 • Fax: 206-622-4908 • Email: [info@lwvwa.org](mailto:info@lwvwa.org)

Website: [www.lwvwa.org](http://www.lwvwa.org)

---

December 18, 2013

*Stephen Posner  
Interim EFSEC Manager  
Energy Facility Site Evaluation Council  
PO Box 43172  
1300 S Evergreen Park Dr. SW  
Olympia, WA 98504-3172  
[efsec@utc.wa.gov](mailto:efsec@utc.wa.gov)*

Dear Mr. Posner,

The League of Women Voters of Washington (LWVWA) appreciates the opportunity to comment on the Tesoro Savage proposed oil terminal project at the Port of Vancouver, Washington. This project would result in the railcar transport of 360,000 barrels of crude oil per day through Spokane and the City of Vancouver and all the towns in between including the Columbia River Gorge Scenic Area. The crude oil will then be loaded onto oil vessels through the lower Columbia River and its estuary.

The LWVWA has an ongoing interest and positions regarding the Columbia River supporting comprehensive basin-wide coordinated planning, administration and conflict resolution. LWVWA supports policies to achieve water quality to maintain species populations and diversity, measures to protect estuaries, and the reduction of ambient and trans-boundary toxic air pollutants and the reduction of green house gas emissions.

The LWVWA believes that this project should not go forward. As the list below identifies, issues have not been reviewed closely enough to determine how this project and the many other oil and coal train transportation projects will affect treaty rights, health and safety of ecosystems and the economic viability of many towns, communities, the Columbia River Gorge National Scenic Area and the important transportation system of the lower Columbia River.

We urge you to make your decision considering the lack of full information of the impacts below:

- Impacts on human safety and infrastructure; air, soil and water pollution of an oil transporting railcar derailment, multicar collisions, oil spills, explosions or fire.
- Impacts of delays on local and intercity public transportation by oil transporting trains at train crossings and delays to Amtrak trains on the Spokane to Portland, OR route.
- Cumulative traffic impacts of this proposal and the many other energy transportation rail proposals along the same routes.



- Impacts to the National Columbia Gorge Scenic Area's air pollution and visibility by the diesel trains.
- Risks of collision from increased vessels traffic in the lower Columbia River.
- Risks of increased oil spills into the Columbia River from added oil bearing vessels associated with this project, and the adequacy of oil spill prevention measures in place, and evaluation of emergency oil spill response capabilities.
- Consequences from ongoing Columbia River Treaty negotiations and proposals to increase high and low Columbia River flows levels, which will affect vessel draft requirements and shoaling, impacting vessel safety.
- Impacts of oil spill pollution on seabirds and migrating shorebirds, and nesting terns on the islands in the river, as well as the ESA listed Marbled Murrelet.
- Impacts of oil spill pollution on protected marine mammals; ESA listed migrating salmon and shellfish, including cultivated oysters.
- Impacts on associated carbon emissions and how it will affect our state and regional goals for reductions in carbon emissions.

We urge you to consider these impacts as you formulate your recommendation to Governor Inslee regarding this project.

Sincerely,

*Kim E. Abel*

Kim Abel  
President

Raelene Gold  
Columbia River Chair

Tesoro Savage CBR  
Scoping Comment  
#30725

Docket EF-131590

UTC)

0

---

**From:** Billie Jo Bray <billiejobray@yahoo.com>  
**Sent:** Wednesday, December 18, 2013 9:58 AM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Project Comment  
**Attachments:** tesororequestcomment.docx  
  
**Categories:** Red Category

Please accept attached comment.

Visions For Our Future  
| Address: P.O. Box 526,  
Keller, WA 99140 Phone: (509) 634-4225  
[billiejobray@yahoo.com](mailto:billiejobray@yahoo.com)

December 13, 2013

Stephen Posner, EFSEC Interim Manager  
Energy Facility Siting Evaluation Council  
P.O. Box 43172  
Olympia, WA 98504

RE: The Tesoro-Savage Project

Dear Mr. Posner,

Hello my name is Billie Jo Bray; I am the President of Visions for our Future (VFOF). Please consider granting us the opportunity to provide input on the Proposed Tesoro-Savage Project at the Port of Vancouver. Specifically, we urge EFSEC overturn the lease for the proposed Tesoro-Savage Project at the Port of Vancouver and would like to request the opportunity to provide input.

VFOF is an Indigenous Environmental Group settled on the Confederated Tribes of the Colville Indian Reservation whose members are from 12 different Indian Tribes throughout the west and along the Columbia River. VFOF recognizes its inherent rights and that of its membership to preserve and protect the L.A.W.S. (land, air, water and spirits) sacred connection with Mother Earth for the sake of the unborn seventh generation. VFOF works to preserve and protect a healthy sustainable ecosystem that includes historic harmony with respect for the every being's sacred connection to the web of life; whether the entities of the web walk with four legs, fly through the air, swim in the water, or burrow in the Earth. VFOF also promotes empowering communities through education and awareness of potential negative risks to the future unborn seventh generation L.A.W.S. from abusive projects such as mining, logging, agricultural uses or other activities that could cause impacts to water quality and quantity, traditional and cultural interests, fish and wildlife habitat.

VFOF recognizes the responsibility for EFSEC to approve a the comprehensive study that the Tesoro-Savage Project completes for the EIS, however it should have allowed public meetings to obtain comments. VFOF asks the EFSEC to consider conducting assessments, prioritizing investigations of water rights, subsistence fishing/hunting and cultural resources within proposed project areas. The VFOF group is also cognizant of the elevated risks of the proposed project and that it could cause potential life threatening impacts to the health and safety of L.A.W.S. sacred connection with Mother Earth for the unborn seventh generation, a historic way of life that is still maintained by VFOF members. The proposed lease areas should consider the elevated risks with Bitumen and establish standards for potentially unstable materials that could cause a threat for public health and safety, since we do not believe that the current

standards adequately address those risks. EFSEC has a duty to secure a plan that will maintain high standards and ensure the most efficient clean-up and emergency response to any potential negative impacts. VFOF understands that Dilbit has elevated risks as it is a highly corrosive and acidic material that has potential risks that could adversely impact L.A.W.S. in the event of an incident during transport.

Please consider the comments herein and provide us an opportunity to expound on our concerns relating to the proposed Tesoro-Savage Project. Thank you for your time and consideration. We look forward to the opportunity to fully comment on this issue in the interests of the environment and of course our obligation to guard our seventh generation's inherent rights.

Sincerely,

Billie Jo Bray  
President  
Visions for Our Future

Tesoro Savage CBR  
Scoping Comment  
#30726

## Docket EF-131590

(UTC)

---

**From:** Rob Rich <rdr@shavertransportation.com>  
**Sent:** Wednesday, December 18, 2013 11:37 AM  
**To:** EFSEC (UTC)  
**Subject:** EFSEC comment for Tesoro/Savage Terminal  
**Attachments:** SEPA .docx  
  
**Categories:** Red Category

attached is my personal letter to EFSEC review.

**Rob Rich**  
V.P. Marine Services  
Shaver Transportation Company  
*"Providing The Power Since 1880"*  
Phone: 503-228-8850 Fax: 503-274-7098  
Cell: 503-781-7635  
e-mail: [rdr@shavertransportation.com](mailto:rdr@shavertransportation.com)  
[www.shavertransportation.com](http://www.shavertransportation.com)

December 18, 2013

Mr. Stephen Posner  
Interim EFSEC Manager  
Energy Facility Site Evaluation Council  
P.O. Box 43172  
Olympia, WA 98504-3172

Dear Mr. Posner,

I am a 26 year resident of Vancouver Washington and am writing to express my support for the proposed Tesoro/Savage Vancouver Energy Distribution Terminal. This project as you are aware offsets overseas imports and declining US West Coast production by utilizing interior North American sources of crude for our West Coast refineries to meet our commercial and private citizen fuel needs. It not only benefits Washington State with jobs and investments, but helps bolster America's energy security as well.

As a resident of Vancouver who regularly frequents both the long established industrial and recreational waterfront, I believe safety and environmental reviews are essential to protect not only the local environment but the safety of operations undertaken in all industrial applications in our State. I respectfully request the Scope of the SEPA environmental analysis be purposefully focused on potential facility impacts directly related to its' design and operation, just like any other facility has been exposed to in the last two decades I have lived here. Particularly, I ask you consider the following site specific impacts in the SEPA review:

**Seismic exposure, spill prevention and response requirements that protect the environment, complying with established State and Federal air quality emission standards, protection of Columbia River water quality along with fish and wildlife resources, facility impact on local transportation and infrastructure and public services, and finally, a design that meets all the relevant established safety standards. In short, follow the same well vetted and established guidelines of review and siting that have served our state so well.**

I am dismayed that a SEPA EIS that looks beyond site based impacts as a response to vocal opposition and not on established sound review procedures is an overreach that may have collateral effects on the transportation of other commodities, such as agricultural products that are the foundation of much of the economy of not only Clark County but the State of Washington as well.

A balanced approach to a balanced project results in a balance of environmental stewardship and economic vitality that is dually important to our region. Thank you for your efforts in this process.

Best Regards,  
Rob Rich  
2608 NE 153<sup>rd</sup> Street  
Vancouver WA 98686



# Docket EF-131590

Tesoro Savage CBR  
Scoping Comment  
#30727

(UTC)

---

**From:** Bonnie McKinlay <goto350pdx@gmail.com>  
**Sent:** Wednesday, December 18, 2013 11:54 AM  
**To:** EFSEC (UTC)  
**Subject:** Tesoro Savage Vancouver Energy Distribution Terminal  
**Attachments:** E&E\_on\_explosive\_Bakken\_oil\_12.5.13.pdf  
**Categories:** Red Category

EFSEC

Dear Mr. Posner,

When evaluating the future of the proposed **Tesoro Savage Vancouver Energy Distribution Terminal**, I urge you and EFSEC to carefully study the following impacts the terminal would have in our region and the earth.

-Can this terminal be considered a **target by terrorists**? Would such a designation cause an increased security threat in the Vancouver-Portland Metro areas? Would this designation add to our tax burden?

-As geologists tell us, our area is due for an **extreme earthquake** event. How can the safety of our public and other lifeforms be preserved by having this oil terminal in our midst?

-The increase in oil-by-rail traffic will diminish the public use of Amtrak. It will impact the shipment of farm and industrial products through our region. It will cause an **extensive rail overload**. Please investigate the rail overload.

-The majority of the world's climatologists and the World Bank tell us that to slow **future catastrophic effects of climate change**, we must immediately cut the use of carbon-based energy. How can the State of Washington and the EFSEC approve the Tesoro Savage Vancouver Energy Distribution Terminal without ignoring the climate realities of today's world?

The Bakken shale oil that would go through the Tesoro Savage Vancouver Energy Distribution Terminal contains "**potentially lethal hydrogen sulfide gases**". Information about this and the possible connection in the recent oil Quebec explosion can be found in the attached pdf. I request that you pursue a study on these compounds and the threat that it could mean for our communities, our Columbia River, and wildlife.

Thank you in advance for your careful examination of the issues that I have outlined.

Bonnie McKinlay  
[goto350pdx@gmail.com](mailto:goto350pdx@gmail.com)  
7112 SW 53rd Avenue  
Portland, OR 97219



---

## THE POLITICS AND BUSINESS OF UNCONVENTIONAL ENERGY

---

Print this story, sponsored by America's Natural Gas.

---

### 8. TRANSPORT:

#### Explosive Bakken oil triggers alarm in wake of rail disaster

Published: Thursday, December 5, 2013

As Canadian officials continue to probe the July 6 oil train derailment and explosion that claimed 47 lives in Lac-Mégantic, Quebec, new revelations have emerged about the volatility of the crude involved in the deadly crash.

An investigation by Toronto's *Globe and Mail* found that U.S. scientists had long questioned the chemical makeup of crude from North Dakota's Bakken Shale play, where the Lac-Mégantic train was loaded.

A 2010 investigation by North Dakota geologists uncovered potentially lethal hydrogen sulfide gases in the oil -- the same substance that has drawn complaints from pipeline companies active in North Dakota, including Tesoro High Plains Pipeline and Enbridge Inc. (*EnergyWire*, Sept. 3).

Canadian transportation officials have also acknowledged that the oil in the ill-fated Montreal, Maine & Atlantic Railway train was classified incorrectly, although it was still considered flammable according to the industry standard.

Ed Belkaloul, head of the federal Transportation Safety Board in Quebec, said the Bakken crude on the MM&A train behaved "in a way that was abnormal," exploding in downtown Lac-Mégantic and destroying several buildings.

The intensity of the blasts surprised railway officials, who speculated that the crude may have contained higher concentrations of propane or methane.

"The explosions and everything, I didn't think crude oil did that," said Ed Pritchard, a former accident investigator with the U.S. Federal Railroad Administration.

The *Globe and Mail* found that the oil did not have to undergo testing when it was loaded in New Town, N.D., and that crude-by-rail shipments since the July 6 disaster have gone largely unexamined despite pledges from federal safety officials to ramp up inspections.

North Dakota oil producers have increasingly relied on rail transportation in recent years as pipeline infrastructure has failed to keep up with booming oil output (*EnergyWire*, Dec. 3). Roughly two-thirds of the 700,000 barrels per day of crude produced in North Dakota is currently shipped by freight rail companies such as BNSF Railway Co. and Canadian Pacific Railway Ltd.

CP's CEO Hunter Harrison has pressed for closer scrutiny of crude-by-rail movements, saying the Lac-Mégantic disaster kept him "awake at night."

"I wonder this: Do people know what is going by their front door?" he said.

Harrison likened the crude-by-rail boom -- on track to deliver more than 400,000 carloads of oil this year throughout North America -- to a "gold rush."

Paul Browning, CEO of refining company Irving Oil, agreed that more testing should be required for oil shipments. The crashed MM&A train had originally been destined for an Irving Oil refinery in New Brunswick.

"I think the important thing as the importer," he said, "is we need to be in a position to convince the regulators that we've done our due diligence to make sure we understand the content of the rail cars" (McNish/Robertson, *Toronto Globe and Mail*, Dec. 3). -- BS

---

Advertisement



---

*The Premier Information Source for Professionals Who Track Environmental and Energy Policy.*

© 1996-2013 E&E Publishing, LLC [Privacy Policy](#) [Site Map](#)

UTC)

**From:** Theodora Tsongas <ttsongas@gmail.com>  
**Sent:** Wednesday, December 18, 2013 3:47 PM  
**To:** EFSEC (UTC)  
**Cc:** Theodora A Tsongas  
**Subject:** Comments on scope of eis Tesoro-Savage Vancouver Oil Terminal

Comments on Proposed Tesoro-Savage Oil Terminal at Vancouver Washington.

I am Dr. Theodora Tsongas, an environmental health scientist and epidemiologist with 37 years experience evaluating the adverse human health effects of environmental pollution. I am commenting because of my concerns that the proposed oil terminal will have numerous adverse and irreversible effects on human health, on the local, regional and global environment and life-supporting ecosystems, and on the local and regional economy and commerce.

My concerns include but are not limited to the following:

Global climate change is a first priority and concern – extraction, transport, storage, shipping and burning of 380,000 barrels of oil per year will have a devastating adverse impact on the climate and will be nothing less than suicide for human life on earth.

There is increased potential for derailments and accidents with increased rail traffic, with potential for oil spills into the Columbia River and along the railway route. Furthermore, the Quebec oil train derailment killed more than 50 people and destroyed part of a town. There is increased risk of a similar incident here with increased traffic. Who will respond and be responsible for mishaps?

With increased rail, ship, and barge traffic, there will be increased diesel emissions and air pollution. Outdoor air pollution and particulate matter are known cancer causing agents. Diesel particulates are known cancer-causing agents and have adverse neurological, respiratory, and cardiac effects.

Increased rail traffic will increase noise exposure in communities all along the route as well as in neighborhoods around the terminal. Noise exposure is associated with hearing loss as well as cardiovascular disease, sleep disorders and effects on mental health.

Increased rail traffic will adversely affect communities in Vancouver and along the rail route with adverse health impacts as well as interference with commerce, loss of custom, loss of jobs in existing industries such as commercial and sport fishing, recreation and tourism, and agriculture. Increased rail traffic will have a direct adverse effect by increasing emergency response times leading to death and disability among persons not treated in a timely fashion, and property damage and loss. Railroads cut through the middle of many towns and cities along the routes affected by this proposal, reducing quality of life and livability as well as property values in numerous communities.

The state of Washington has identified potential threats to drinking water aquifers and intakes for Vancouver. How will these threats be quantified and addressed and prevented and by whom?

The city of Vancouver has millions of dollars invested in waterfront redevelopment plans. How can these succeed with a 42 acre oil terminal next door? Who will pay for these investor losses? Who will compensate the

City and its residents for loss of a valuable esthetic as well as commercial and irreplaceable community resource: the waterfront.

Because of these concerns, I respectfully request that the scope of the environmental impact statement (EIS) be detailed and comprehensive and include a comprehensive health impact assessment (HIA) with public scoping and review. The scope of the EIS must include an examination of the cumulative impacts of several regional proposals for coal, oil, and natural gas terminals. What will be their combined impact on the health, welfare, and commerce of affected communities? What will be their cumulative impact on the global climate and thus the survival of humankind?

The scope of the EIS must answer the following questions:

What will be the increases in toxic air pollutants produced by the terminal activities? How will these be measured and by whom? What will be the pollutant monitoring parameters for this facility and the neighborhoods adjacent to it? How will human and environmental exposures be measured? What will be the local and regional impacts of increased toxic air pollutants on local and regional communities, their health, and their welfare? What will be the health care costs of increased adverse health impacts and who will pay these costs? What will be the health and environmental impact of diesel emissions on local and regional communities produced by 4-6 oil tanker trains arriving and departing from the oil terminal. What will be the cumulative impacts of multiple oil and coal and gas transport through the cities and regions of the northwest?

The scope of the EIS must measure cumulative rail impacts including future traffic to proposed and permitted new or expanded coal terminals in the US and British Columbia and crude-by-rail to refineries and proposed terminals in Washington and elsewhere in the Northwest. The EIS must include a programmatic regional rail traffic study and a vessel traffic risk assessment that includes all current terminal proposals on the Columbia River. Proposed terminals would add 1000 coal bulkers, 624 coal barge tows, 125 LNG carriers, and over 400 oil tankers to river traffic.

With increased rail, ship, barge, and truck traffic, what will be the adverse health impacts on communities along the rail route, around the terminal and along the Columbia River? How will these health impacts be measured? Will there be continuous long term monitoring of local and regional populations for adverse health impacts, how will this be done, and who will do it? Who will pay for it?

What are the potential threats to local and regional water supplies by this proposal? How will these threats be prevented? What steps will the Terminal facility take to prevent any threat to water supplies, or for that matter, to prevent any and all threats to human health and the environment by its activities?

Who will be responsible for the costs of preventing contamination of drinking water or reductions in water quality in the local area and region? Who will be responsible for the costs of preventing harmful exposures and their resulting adverse health impacts?

Potentially impacted species which are federally listed, proposed for listing, and/or identified by Washington Dept of Fish and Wildlife as priority species in the Columbia River or vicinity, include Chinook, chum, coho, sockeye salmon, eulachon/smelt, bull trout, steelhead trout, resident/searuncutthroat trout (*O. clarki clarki*), white (Acipenser transmontanus) and green sturgeon, Pacific (*Lampetra tridentata*) and river lamprey (*L. ayresi*), Steller sea lions, California sea lions (*Zalophus californianus*), harbor seals (*Phoca vitulina*), and Sandhill cranes (*Grus canadensis*). What are the potential impacts on these endangered, priority, or listed species and how will these adverse impacts be prevented by the proponents of this oil terminal? What will be the extent and costs of loss of ecosystem services by adverse impacts on these and other species in the region? What will be the social, cultural and economic costs to communities in the region of the reduction or loss of these species as a result of adverse impacts of the proposed oil terminal? Who will bear the brunt of these costs?

The EIS and HIA must quantify the adverse health and environmental impacts of global climate change exacerbated by the activities of this oil terminal by providing a conduit for fossil fuels to be removed from the earth and subsequently burned. The adverse impacts of this terminal cannot be viewed as isolated in any way. What happens here happens to the world.

What are the environmentally sustainable alternatives to this proposed oil terminal? What are the health and environmental risks of environmentally sustainable alternatives? What would be the short and long term benefits to society (including job creation) of implementing sustainable alternatives to the proposed oil terminal?

When you have examined, through the comprehensive EIS and HIA, the potential impacts of the Tesoro-Savage Oil Terminal, and the potential impacts of sustainable alternatives, I urge you to deny the permits for this proposed oil terminal. Thank you for the opportunity to comment.

Tesoro Savage CBR  
Scoping Comment  
#30729

## Docket EF-131590

(UTC)

---

**From:** Lovel Pratt <lovelpratt@gmail.com>  
**Sent:** Wednesday, December 18, 2013 11:40 AM  
**To:** EFSEC (UTC)  
**Subject:** Comments on Scope of EIS for Proposed Tesoro Savage Petroleum Terminal  
**Attachments:** Lovel\_Pratt\_EIS\_ScopingComments\_Tesoro\_Savage\_Vancouver\_Oil\_Terminal.pdf  
  
**Categories:** Red Category

To Stephen Posner:

Attached please find my comments on the scope of the EIS for the proposed Tesoro Savage Petroleum Terminal. Thank you for this opportunity to submit comments and secure standing in the EIS process.

Lovel

Lovel Pratt  
2551 Cattle Point Road  
Friday Harbor, WA 98250  
360-378-7172

December 18, 2013

*Delivered via email: [efsec@utc.wa.gov](mailto:efsec@utc.wa.gov)*

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

RE: Comments on Scope of EIS for Proposed Tesoro Savage Petroleum Terminal LLC  
within Port of Vancouver, Washington

Dear Mr. Posner,

Thank you for this opportunity to comment on the scope of the Environmental Impact Statement (EIS) for the proposed Tesoro Savage Petroleum Terminal and to secure standing in the EIS process. The following comments identify potential adverse impacts that would occur if the proposed Tesoro Savage Petroleum Terminal is approved.

These scoping comments raise specific issues and potential adverse impacts that must be addressed in the EIS with in-depth analysis and with reasonable alternatives identified, including the no build option. If any comment is considered not to be significant and is not addressed in the EIS, I respectfully request and expect a thorough explanation. While the Tesoro Savage Petroleum Terminal is proposed to be located in Cowlitz County, Washington, the area of potential adverse impact is much greater.

I am a resident of San Juan County, a property owner, business owner, and a former member of the San Juan County Council. I am concerned that my quality of life and that of my fellow islanders in San Juan County would be adversely impacted by the proposed Tesoro Savage Petroleum Terminal. Our quality of life depends upon San Juan County's tourism-based economy and these economic drivers: our beautiful environment and our iconic Southern Resident Orca Whales.

- What would be the potential adverse impacts in and near the mouth of the Columbia River from the proposed Tesoro Savage Petroleum Terminal, including the adverse impacts from the increased risk of oil spills to the Southern Resident Orca Whales that spend time at the mouth of the Columbia River where it is presumed that they are feeding on upper Columbia and Snake River Chinook salmon?<sup>1</sup>
- What would be the potential adverse impacts in and near the mouth of the Columbia River from the proposed Tesoro Savage Petroleum Terminal, including the adverse impacts from the increased risk of oil spills, to the upper Columbia

---

<sup>1</sup> <http://www.youtube.com/watch?v=8ApK0SYothA>

and Snake River Chinook salmon that are essential to the Southern Resident Orca Whales' diet?

- What would be the potential adverse impacts in San Juan County, including the increased risk of a major oil spill, from the increased vessel traffic (from any of Washington State's five refineries that would have to travel through and/or adjacent to the waters of San Juan County) associated with the propulsion fueling operations required by the proposed Tesoro Savage Petroleum Terminal's cargo vessels?
- What would be the potential adverse impacts from the proposed Tesoro Savage Petroleum Terminal, including the adverse impacts to the health of San Juan County's residents and visitors from the increased vessel traffic, including any propulsion fuel particulate impacts on air quality?
- What would be the potential adverse impacts from the proposed Tesoro Savage Petroleum Terminal, including the adverse impacts from the increased risk of major oil spills, to San Juan County's environment?
- What would be the potential adverse impacts from the proposed Tesoro Savage Petroleum Terminal, including the adverse impacts from the increased risk of major oil spills, to San Juan County property values?
- What would be the potential adverse impacts from the proposed Tesoro Savage Petroleum Terminal, including the adverse impacts to the Southern Resident Orca Whales, to San Juan County's tourism-based economy?
- What would be the potential adverse impacts from the proposed Tesoro Savage Petroleum Terminal, including the adverse impacts from the increased risk of major oil spills to San Juan County tourism, real estate sales, and housing construction related revenues?

I am taxpayer in San Juan County. I am concerned that my tax burden and that of my fellow islanders in San Juan County would be adversely impacted by the proposed Tesoro Savage Petroleum Terminal.

- What would be the potential adverse impacts from the proposed Tesoro Savage Petroleum Terminal, including the adverse impacts from the increased risk of major oil spills in San Juan County, and including the potential adverse impacts to San Juan County's shoreline and water-view property values and any potential redistribution of tax burden to all San Juan County property owners if shoreline property valuations are reduced?

I am a Washington State taxpayer. I am concerned that my tax burden and that of my fellow islanders in San Juan County and all the citizens of Washington State would be adversely impacted by the proposed Tesoro Savage Petroleum Terminal.

- What would be the cost to Washington State tax payers to address all the required transportation infrastructure improvements associated with the proposed Tesoro Savage Petroleum Terminal? San Juan County already ranks last of all 39 Washington State Counties in terms of per capita tax revenue generated vs.



per capita state expenditures (as of Fiscal Year 2011 – the most current analysis from the Office of Fiscal Management).<sup>2</sup>

Thank you for this opportunity to comment on the scope of the EIS for the proposed Tesoro Savage Petroleum Terminal and to secure my standing in the EIS process.

Sincerely,



Lovel Pratt  
2551 Cattle Point Road  
Friday Harbor, WA 98250

---

<sup>2</sup>[http://www.ofm.wa.gov/fiscal/expenditures\\_and\\_revenues/state\\_expenditures\\_revenues\\_by\\_cty.pdf](http://www.ofm.wa.gov/fiscal/expenditures_and_revenues/state_expenditures_revenues_by_cty.pdf)

**UTC)**

---

**From:** Larry Hampson <larryhampson2@q.com>  
**Sent:** Wednesday, December 18, 2013 4:01 PM  
**To:** EFSEC (UTC)  
**Subject:** Scoping Comments for Tesoro- Savage Proposed Crude Oil Facility

Dec. 18, 2013

Dear Council Members,

My main concerns are the emissions of diesel particulate matter on human health, and that Cheney, Spokane, and the Spokane Valley would see an increase of trains that would significantly increase human exposure to diesel PM.

I have studies that are below that I'd like to be analyzed as part of the scoping process especially on low income citizens, the elderly, children, the disabled, urban dwellers, and those who live and work within a mile of train tracks.

I also want analyzed how some citizens will be exposed to these diesel fumes who cannot escape for various reasons -poverty, work, school, and dwell- a high amount of exposure to diesel pm matter because they are stuck in the same place for most hours of a day. You need to analyze wind patterns in these areas which are generally from the SW.

Also analyze why BNSF does not have only Tier 4 engines (the types with less emissions) running, at least in the Pacific Northwest, due to the unprecedented amount of train traffic we could receive from coal and crude oil exports.

Being able to recreate, that is walk, cycle, etc. in the urban areas could also be seriously hampered from air pollution in terms of health. I want this analyzed within the context of increased coal and oil trains. Coal trains have to be taken into consideration because the traffic and air pollution issues from coal and oil trains cannot be separated from one another. They are all part of BNSF's rail system.

Here are the studies to analyze:

<http://www.sciencedaily.com/releases/2013/01/130131084424.htm> New study highlights impact of environmental change on older people.

<http://www.sciencedaily.com/releases/2013/02/130217134200.htm> Links between ozone levels and cardiac arrest analyzed.

<http://www.sciencedaily.com/releases/2013/03/130321205530.htm> Road traffic pollution as serious as passive smoke in the development of childhood asthma.

<http://www.abc.net.au/science/articles/2013/04/24/3743592.htm> Air pollution may harden arteries.

<http://ecowatch.com/2013/beautiful-poisoned-children-of-china/>

<http://www.sciencedaily.com/releases/2013/05/130509184817.htm> Air pollution increases risk of insulin resistance in children.

<http://www.sciencedaily.com/releases/2013/05/130513202447.htm> Living close to a major road may impair kidney function.

<http://www.sciencedaily.com/releases/2013/05/130515174027.htm> Breathing auto emissions turns HDL cholesterol from good to bad.

<http://www.sciencedaily.com/releases/2013/05/130520142745.htm> Air and noise pollution increase cardiovascular risk.

<http://www.sciencedaily.com/releases/2013/05/130520142747.htm> Prenatal exposure to traffic is associated with respiratory infection in young children.

<http://www.sciencedaily.com/releases/2013/06/130618101734.htm> Exposure to high pollution levels during pregnancy may increase risk of having child with autism.

<http://www.sciencedaily.com/releases/2013/06/130618131830.htm> Early life air pollution linked with childhood asthmas in minorities.

<http://www.theguardian.com/environment/2013/jul/04/europe-tackle-air-pollution->

<http://www.sciencedaily.com/releases/2013/07/130712084455.htm>  
Air pollution responsible for more than 2 million deaths world-wide each year.

<http://www.washingtonpost.com/blogs/worldviews/wp/2013/02/22/chinese-state-media-releases-a-map-showing-the-spread-of-cancer-villages/>

<http://www.sciencedaily.com/releases/2013/09/130904105145.htm> Air pollution worsened by climate change set to be most potent killer in 21st century.

<http://www.sciencedaily.com/releases/2013/08/130820102516.htm> Traffic pollution and wood smoke increases asthma in adults.

<http://www.sciencedaily.com/releases/2013/09/130908135621.htm> Road traffic pollution increases risk of death for bronchiectasis patients.

<http://www.sciencedaily.com/releases/2013/10/131007094229.htm> Air pollution increases heart attacks.

<http://www.sciencedaily.com/releases/2013/10/131007094500.htm> Air pollution and psychological distress during pregnancy.

<http://www.sciencedaily.com/releases/2013/05/130521011234.htm>; Early life traffic-related air pollution exposure linked to hyperactivity.

<http://grist.org/list/heavily-polluted-beijing-now-has-8-year-old-lung-cancer-patient/>

<http://www.sciencedaily.com/releases/2013/10/131007094500.htm> Air pollution and psychological distress during pregnancy.

<http://www.sciencedaily.com/releases/2009/11/091102171728.htm> Links between city walkability and air pollution.

Declining Air Pollution Levels Continue to Improve Life Expectancy in U.S.  
<http://www.sciencedaily.com/releases/2012/12/121203163538.htm>.

First Report of State-Level COPD Prevalence in U.S. WA State has less than 4% and we need to keep it that way. Air Pollution contributes to COPD.  
<http://www.sciencedaily.com/releases/2012/11/121121130943.htm>.

Bad Air Means Bad News for Seniors' Brainpower: Study done on 14,739 white, black, and Hispanic men and women aged 50 and older.  
<http://www.sciencedaily.com/releases/2012/11/121116161021.htm>

Even Moderate Air Pollution Can Raise Stroke Risks:  
<http://www.sciencedaily.com/releases/2012/02/120213185119.htm>.

Air Pollution Level Changes in Beijing Linked With Biomarkers of Cardiovascular Disease;  
<http://www.sciencedaily.com/releases/2012/05/120515165407.htm>.

Long-Term Exposure to Air Pollution Increases Risk of Hospitalization for Lung, Heart Disease.  
<http://www.sciencedaily.com/releases/2012/04/120417221835.htm>.

Short-term Exposure to Most Major Air Pollutants Associated with Increased Risk of Heart Attack:  
<http://www.sciencedaily.com/releases/2112/02/120214171040.htm>.

Air Pollution Linked to Cognitive Decline in Women:  
<http://www.sciencedaily.com/releases/2012/02/120213185121.htm>.

Americans Owe Five Months of Their Lives to Cleaner Air:  
<http://www.sciencedaily.com/releases/2009/01/090121174116.htm>.

<http://www.sciencedaily.com/releases/2009/07/090720111453.htm>. Children's IQ Can Be Affected By Mother's Exposure to Urban Air Pollutants.

<http://www.sciencedaily.com/releases/2012/03/120322100211.htm> Prenatal Exposure To Combustion-Related Pollutants and Anxiety Problems in Young Children.

<http://www.sciencedaily.com/releases/2011/04/110412101332.htm> Prenatal Exposure To Certain Pollutants Linked to Behavioral Problems in Young Children.

<http://www.sciencedaily.com/releases/2009/02/090214082110.htm> Pollution Related Asthma May Start in the Womb.

<http://www.sciencedaily.com/releases/2012/09/120911091353.htm> Substantial road traffic noise in urban areas contributes to sleep disturbance and annoyance.

<http://www.sciencedaily.com/releases/2013/11/131120133733.htm> How humans perceive sound and how noise pollution is a part of it.

<http://www.sciencedaily.com/releases/2012/06/120611105311.htm> Half of inhaled soot particles, diesel exhaust, fires, get stuck in lungs

<http://www.sgvtribune.com/general-news/20120310/new-study-says-diesel-emissions-can-increase-risk-of-cancer-three-fold>

<http://www.sciencedaily.com/releases/2012/06/120611105311.htm> Nanoparticles in polluted air, smoke and nanotechnology products have serious impact on health

No doubt, you will find other links from the above links.

You need to scope for each individual city or town all along the rails from the Bakken Oil fields to the Port of Vancouver, looking at the speeds through town compared to how much vehicular traffic each intersection gets, to determine how many vehicles, and how long it takes to get through an intersection including the time it takes for crossing gates to lower and traffic backing up and waiting. This will increase with more coal and oil trains on the tracks in an already overloaded system. Even if the train goes through relatively quickly, vehicle traffic takes awhile to get started up again to get through an intersection and the delay of slowing down for the train to cross, and the delay of getting the traffic across the tracks could be significant. Busses and trucks generally take longer to get started up and longer going through intersections. Cumulatively this will take longer and longer.

In addition, all along the route as defined in the above paragraph, you need to map within a mile, every school, medical facility or significant public facility that would be used quite often by the public. You also need to map any large businesses that have several employees, and look at how

the delays in traffic will cause problems with emergency responders, commuter traffic, and school busses.

Please go to [www.heavytrafficahead.org](http://www.heavytrafficahead.org) and include it in scoping. It will be updated soon to include Bakken oil trains and I ask that when the update is complete, it be included as a part of the analysis of scoping.

I also reiterate, for the sake of brevity, the oral and written comments of Bart Mahailovich, Spokane Riverkeeper, Marla Nelson, Rick Eichsteadt, Jace Bylenga, and Mike Petersen, ED of The Lands Council.

All of the aspects of how these oil trains will contribute to global climate change need to be analyzed. Governor Inslee formed the CLEW, CLimate Legislative Executive Workshop on greenhouse gas reductions in the state of WA. Analyze how an increase of Bakken oil and perhaps later, tar sands oil from Canada, will increase our greenhouse gases in this state and world-wide, increase global warming and decrease our ability to move from fossil fuels to clean, sustainable energy.

Please see the 5th assessment report (AR5) from the IPCC: <http://ipcc.ch/>, and scope it.

Thank you for this opportunity to comment.

Sincerely,  
Laura Ackerman  
3118 S. Windsor Rd.  
Spokane WA 99224  
[simahafarm@gmail.com](mailto:simahafarm@gmail.com)

**From:** Laura Ackerman <simahafarm@gmail.com>  
**Sent:** Wednesday, December 18, 2013 11:21 AM  
**To:** EFSEC (UTC)  
**Subject:** Scoping Comments for Tesoro- Savage Proposed Crude Oil Facility

Dec. 18, 2013

Dear Council Members,

I testified at the hearing in Spokane Valley on Dec.11, 2013. Thank you for holding a hearing in the Spokane area on the above proposal. My main concern was the emissions of diesel particulate matter on human health, and that Cheney, Spokane, and the Spokane Valley would see an increase of trains that would significantly increase human exposure to diesel PM.

As I mentioned in my oral comments I have studies that are below that I'd like to be analyzed as part of the scoping process especially on low income citizens, the elderly, children, the disabled, urban dwellers, and those who live and work within a mile of train tracks.

I also want analyzed how some citizens will be exposed to these diesel fumes who cannot escape for various reasons -poverty, work, school, and dwell- a high amount of exposure to diesel pm matter because they are stuck in the same place for most hours of a day. You need to analyze wind patterns in these areas which are generally from the SW.

Also analyze why BNSF does not have only Tier 4 engines (the types with less emissions) running, at least in the Pacific Northwest, due to the unprecedented amount of train traffic we could receive from coal and crude oil exports.

Being able to recreate, that is walk, cycle, etc. in the urban areas could also be seriously hampered from air pollution in terms of health. I want this analyzed within the context of increased coal and oil trains. Coal trains have to be taken into consideration because the traffic and air pollution issues from coal and oil trains cannot be separated from one another. They are all part of BNSF's rail system.

Here are the studies to analyze:

<http://www.sciencedaily.com/releases/2013/01/130131084424.htm> New study highlights impact of environmental change on older people.

<http://www.sciencedaily.com/releases/2013/02/130217134200.htm> Links between ozone levels and cardiac arrest analyzed.

<http://www.sciencedaily.com/releases/2013/03/130321205530.htm> Road traffic pollution as serious as passive smoke in the development of childhood asthma.

<http://www.abc.net.au/science/articles/2013/04/24/3743592.htm> Air pollution may harden arteries.

<http://ecowatch.com/2013/beautiful-poisoned-children-of-china/>

<http://www.sciencedaily.com/releases/2013/05/130509184817.htm> Air pollution increases risk of insulin resistance in children.

<http://www.sciencedaily.com/releases/2013/05/130513202447.htm> Living close to a major road may impair kidney function.

<http://www.sciencedaily.com/releases/2013/05/130515174027.htm> Breathing auto emissions turns HDL cholesterol from good to bad.

<http://www.sciencedaily.com/releases/2013/05/130520142745.htm> Air and noise pollution increase cardiovascular risk.

<http://www.sciencedaily.com/releases/2013/05/130520142747.htm> Prenatal exposure to traffic is associated with respiratory infection in young children.

<http://www.sciencedaily.com/releases/2013/06/130618101734.htm> Exposure to high pollution levels during pregnancy may increase risk of having child with autism.

<http://www.sciencedaily.com/releases/2013/06/130618131830.htm> Early life air pollution linked with childhood asthmas in minorities.

<http://www.theguardian.com/environment/2013/jul/04/europe-tackle-air-pollution->

<http://www.sciencedaily.com/releases/2013/07/130712084455.htm>  
Air pollution responsible for more than 2 million deaths world-wide each year.

<http://www.washingtonpost.com/blogs/worldviews/wp/2013/02/22/chinese-state-media-releases-a-map-showing-the-spread-of-cancer-villages/>

<http://www.sciencedaily.com/releases/2013/09/130904105145.htm> Air pollution worsened by climate change set to be most potent killer in 21st century.

<http://www.sciencedaily.com/releases/2013/08/130820102516.htm> Traffic pollution and wood smoke increases asthma in adults.

<http://www.sciencedaily.com/releases/2013/09/130908135621.htm> Road traffic pollution increases risk of death for bronchiectasis patients.

<http://www.sciencedaily.com/releases/2013/10/131007094229.htm> Air pollution increases heart attacks.

<http://www.sciencedaily.com/releases/2013/10/131007094500.htm> Air pollution and psychological distress during pregnancy.

<http://www.sciencedaily.com/releases/2013/05/130521011234.htm>; Early life traffic-related air pollution exposure linked to hyperactivity.



<http://grist.org/list/heavily-polluted-beijing-now-has-8-year-old-lung-cancer-patient/>

<http://www.sciencedaily.com/releases/2013/10/131007094500.htm> Air pollution and psychological distress during pregnancy.

<http://www.sciencedaily.com/releases/2009/11/091102171728.htm> Links between city walkability and air pollution.

Declining Air Pollution Levels Continue to Improve Life Expectancy in U.S.  
<http://www.sciencedaily.com/releases/2012/12/121203163538.htm>.

First Report of State-Level COPD Prevalence in U.S. WA State has less than 4% and we need to keep it that way. Air Pollution contributes to COPD.  
<http://www.sciencedaily.com/releases/2012/11/121121130943.htm>.

Bad Air Means Bad News for Seniors' Brainpower: Study done on 14,739 white, black, and Hispanic men and women aged 50 and older.  
<http://www.sciencedaily.com/releases/2012/11/121116161021.htm>

Even Moderate Air Pollution Can Raise Stroke Risks:  
<http://www.sciencedaily.com/releases/2012/02/120213185119.htm>.

Air Pollution Level Changes in Beijing Linked With Biomarkers of Cardiovascular Disease;  
<http://www.sciencedaily.com/releases/2012/05/120515165407.htm>.

Long-Term Exposure to Air Pollution Increases Risk of Hospitalization for Lung, Heart Disease.  
<http://www.sciencedaily.com/releases/2012/04/120417221835.htm>.

Short-term Exposure to Most Major Air Pollutants Associated with Increased Risk of Heart Attack:  
<http://www.sciencedaily.com/releases/2012/02/120214171040.htm>.

Air Pollution Linked to Cognitive Decline in Women:  
<http://www.sciencedaily.com/releases/2012/02/120213185121.htm>.

Americans Owe Five Months of Their Lives to Cleaner Air:  
<http://www.sciencedaily.com/releases/2009/01/090121174116.htm>.

<http://www.sciencedaily.com/releases/2009/07/090720111453.htm>. Children's IQ Can Be Affected By Mother's Exposure to Urban Air Pollutants.

<http://www.sciencedaily.com/releases/2012/03/120322100211.htm> Prenatal Exposure To Combustion-Related Pollutants and Anxiety Problems in Young Children.

<http://www.sciencedaily.com/releases/2011/04/110412101332.htm> Prenatal Exposure To Certain Pollutants Linked to Behavioral Problems in Young Children.

<http://www.sciencedaily.com/releases/2009/02/090214082110.htm> Pollution Related Asthma May Start in the Womb.

<http://www.sciencedaily.com/releases/2012/09/120911091353.htm> Substantial road traffic noise in urban areas contributes to sleep disturbance and annoyance.

<http://www.sciencedaily.com/releases/2013/11/131120133733.htm> How humans perceive sound and how noise pollution is a part of it.

<http://www.sciencedaily.com/releases/2012/06/120611105311.htm> Half of inhaled soot particles, diesel exhaust, fires, get stuck in lungs

<http://www.sgvtribune.com/general-news/20120310/new-study-says-diesel-emissions-can-increase-risk-of-cancer-three-fold>

<http://www.sciencedaily.com/releases/2012/06/120611105311.htm> Nanoparticles in polluted air, smoke and nanotechnology products have serious impact on health

No doubt, you will find other links from the above links.

You need to scope for each individual city or town all along the rails from the Bakken Oil fields to the Port of Vancouver, looking at the speeds through town compared to how much vehicular traffic each intersection gets, to determine how many vehicles, and how long it takes to get through an intersection including the time it takes for crossing gates to lower and traffic backing up and waiting. This will increase with more coal and oil trains on the tracks in an already overloaded system. Even if the train goes through relatively quickly, vehicle traffic takes awhile to get started up again to get through an intersection and the delay of slowing down for the train to cross, and the delay of getting the traffic across the tracks could be significant. Busses and trucks generally take longer to get started up and longer going through intersections. Cumulatively this will take longer and longer.

In addition, all along the route as defined in the above paragraph, you need to map within a mile, every school, medical facility or significant public facility that would be used quite often by the public. You also need to map any large businesses that have several employees, and look at how the delays in traffic will cause problems with emergency responders, commuter traffic, and school busses.

Please go to [www.heavytrafficahead.org](http://www.heavytrafficahead.org) and include it in scoping. It will be updated soon to include Bakken oil trains and I ask that when the update is complete, it be included as a part of the analysis of scoping.

I also reiterate, for the sake of brevity, the oral and written comments of Bart Mahailovich, Spokane Riverkeeper, Marla Nelson, Rick Eichsteadt, Jace Bylenga, and Mike Petersen, ED of The Lands Council.

All of the aspects of how these oil trains will contribute to global climate change need to be analyzed. Governor Inslee formed the CLEW, CLimate Legislative Executive Workshop on greenhouse gas reductions in the state of WA. Analyze how an increase of Bakken oil and perhaps later, tar sands oil from

Canada, will increase our greenhouse gases in this state and world-wide, increase global warming and decrease our ability to move from fossil fuels to clean, sustainable energy.

Please see the 5th assessment report (AR5) from the IPCC: <http://ipcc.ch/>, and scope it.

Thank you for this opportunity to comment.

Sincerely,  
Laura Ackerman  
3118 S. Windsor Rd.  
Spokane WA 99224  
[simahafarm@gmail.com](mailto:simahafarm@gmail.com)

(UTC)

**From:** Kathleen & Stephen Hulick <kaweah50@gmail.com>  
**Sent:** Wednesday, December 18, 2013 1:37 PM  
**To:** EFSEC (UTC)  
**Subject:** Vancouver Oil Terminal (Tesoro/Savage)  
**Attachments:** 12.11 (WSJ) Exxon Article.pdf  
  
**Categories:** Red Category

Dear Council Members,

I believe that there are many reasons why the oil terminal proposal should be rejected. Most have been covered by others and myself in prior comments to you. And just recently the City of Vancouver has asked for a comprehensive scoping of the project. I am glad that the City is aware of the possible effects on its well being. Three aspects of the project have not been addressed in any great detail. I want you to be aware of them as you go forward with your deliberations.

1. The Port of Vancouver has borrowed approx. \$275 million for infrastructure improvements. These costs are being paid for by increased taxes on the part of the taxpayers of Clark County. The improvements were planned for and are substantially for the rail upgrades to accommodate the anticipated 4-6 oil unit trains per day arriving at the port. The Requests For Proposal (RFP) were solely for oil, showing that the Port's intention in borrowing was for an oil project. So the public is "chipping in" over \$200 million to subsidize Tesoro/Savage's private enterprise project. That is not fair to the taxpayers and in my opinion is an abuse of the public trust by the Port Commissioners and the Port. At the minuscule lease amount of \$4.5 million per year this amount might be repaid by the end of my grandchildren's lives.

Lastly, the insurance amount \$25 million required of Tesoro/Savage in the lease agreement is a pittance compared to what will actually be needed when a major accident happens at the terminal. The insurance should be somewhere north of \$500 million.

2. In your Vancouver hearing Tesoro/Savage told you of and showed to you on maps, the destinations for the crude oil after it has been transferred to ships. The destinations were said to be California refineries. I believe that is partially true. I believe that at the same time and from the very beginning the plan has been to be in a position to export the crude oil directly overseas. It would seem to make more sense to ship by rail directly to refineries than to invest this large amount of money in a rail to ship transfer scheme. The rail to ship through Vancouver idea does make sense if one intends to get the oil to sea by the most direct route.

The Council and the public were misled by Tesoro/Savage. As a member of the public I resent this. One argument made by Tesoro/Savage in favor of the project is that it will help the U.S. become more energy independent and help lower the price of gasoline and diesel. However, if the oil can be exported it will be sold to the highest bidder and the American public will lose any price benefit. Enclosed are links to two newspaper articles that show that Tesoro, the American Petroleum Institute (lobbyist for the oil industry) and Exxon have been and are working to change the federal law (1975 Energy Policy and Conservation Act) that prohibits export of U.S. crude oil. This law should be maintained. In the Vancouver Columbian article Stephen Brown of Tesoro is quoted.

I am also communicating this fact to our U.S. Senators Murray and Cantwell and Governor Inslee. The risk involved in the entire project should not be borne just so the oil can be exported. The Port and Tesoro should not be allowed to deceive the public and get away with it.

If this link does not take you to the article a PDF of the (WSJ) Exxon article is attached.

<http://online.wsj.com/news/articles/SB10001424052702304202204579252393756212898>

**U.S. export ban on oil may face challenge | The Columbian**


3. The shipment of oil by rail through Washington is not taxable by the state and therefor the state will not receive any tax revenue from oil transportation on this project. If the oil came through by pipeline it would be taxable. Again, enormous risk for little if any return on risk.

Thank you for your service to the people of Washington.

Regards,

Stephen J. Hulick  
16607 N.E. 197th Ave.  
Brush Prairie, WA 98606  
Ph. 360-535-9503

TOP STORIES IN BUSINESS

- 1 of 12  Why Is Delta Afraid of This Tiny Airpor...
- 2 of 12  Big Talent Agencies Reach Deal
- 3 of 12  BP to Write Off \$1 Billion on Well
-  Ford Shares Off on Earnings Warning

BUSINESS

## Exxon Presses for Exports

U.S.'s Largest Energy Producer Says North America Has Abundant, Long-Lasting Fuel Supplies

By DANIEL GILBERT **CONNECT**

Dec. 11, 2013 11:04 p.m. ET

Exxon Mobil Corp. XOM +2.77% , the nation's largest energy producer, is calling for the U.S. to lift restrictions on exporting domestic oil that date back to the Arab oil embargo of 1973.

The Irving, Texas, company's public support for crude exports comes as it forecasts decades of abundant supplies of petroleum in the U.S. and elsewhere as well as increasing global demand for oil, according to its annual energy outlook set to be released on Thursday.

"We are not dealing with an era of scarcity, we are dealing with a situation of abundance," Ken Cohen, Exxon's vice president of public and government affairs, said in an interview. "We need to rethink the regulatory scheme and the statutory scheme on the books."

By 2015, energy companies will tap more oil in North America from dense layers of rock alone than the current output of members of the Organization of the Petroleum Exporting Countries except Saudi Arabia, Exxon projects.

World-wide, companies will pump greater amounts of oil through 2040 and still leave nearly two-thirds of the earth's crude deposits untouched, Exxon says.

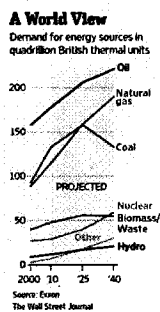
[Enlarge Image](#)



The U.S. allows some oil to be shipped to Canada, but bans most other exports of crude. *Reuters*

Oil and gas are becoming more abundant, Exxon contends, as new technologies make it possible to draw the fuels from deep under the world's oceans, oil sands deposits and tight rock formations like shale. The sheer abundance of oil and gas in the U.S. poses challenges for Exxon. Booming production has overwhelmed U.S. demand, pushing domestic prices lower and eroding profit margins for energy producers.

Exxon has long held that the same trade rules should apply to oil and gas as other products made in the U.S., and has said that North America was pumping enough oil and gas to become an exporter. But now the world's largest investor-owned energy company is explicitly calling for an end to America's effective ban on most crude exports.



In the past year, Royal Dutch Shell RDSB +1.69% PLC and

ConocoPhillips COP +0.49% also have called for the U.S. to permit crude exports.

Such a push is likely to meet stiff resistance from energy consumers worried that exporting crude could lead to higher U.S. fuel prices, as well as those concerned about the environmental effects of increased production. It could also stir opposition from companies that refine oil into gasoline and diesel, and benefit from less expensive crude.

The U.S. allows some oil to be shipped to Canada, but bans most other exports of crude. Some companies, including Exxon, are already seeking to export natural gas to countries willing to pay a premium for it. The U.S. government has approved licenses for several terminals to export natural gas, chilled into liquid form, to countries with which it doesn't have a free-trade agreement.

Exxon estimates that the world will consume 35% more energy in 2040 than in 2010, led by population growth and rising incomes in India, China and other developing countries. Oil and gas will provide about 60% of the energy needed in 2040, compared with 7% from hydropower and other renewables, it projects.

The company increasingly is optimistic about how much oil can be recovered with today's technology, predicting 65% of the world's crude will be untapped by 2040. A year ago, the company estimated the world would have used "less than half" of its oil resources. The numbers don't reflect whether the oil can be produced profitably.

BP BPLN -0.02% PLC, which annually publishes its own energy outlook, says no one "can know how much oil exists under the earth's surface or how much it will be possible to produce."

Despite North America's surging oil output, Exxon projects that the biggest increase will come from the Middle East. By 2040,



45% of the world's supplies of oil and related liquid fuels will come from OPEC, up from 40% in 2010, it estimates.

Much the world's remaining oil won't be easy or cheap to produce. In its outlook, Exxon highlights innovations such as Arctic oil platforms that can withstand icebergs, and wells that extend seven miles to reach underwater crude deposits. In addition, the energy company projects that carbon emissions will cost \$80 a ton by 2040 as governments move to curb greenhouse gases, adding to its costs.

The oil giant's outlook marks a continuing divide with environmentalists and some governments that advocate limiting fossil-fuel use to curb carbon emissions, warning that they trap heat in the atmosphere and warm the planet. The International Energy Agency has called for a 50% reduction in oil consumption by 2050, a view Exxon executives dismiss as unrealistic.

Instead, Exxon envisions global emissions peaking in 2030, as coal increasingly is displaced by natural gas, which emits roughly half as much carbon when burned to generate electricity. Unconventional sources of gas, such as shale, will make up a third of the world's gas supplies by 2040, the company predicts.

**Write to** Daniel Gilbert at [daniel.gilbert@wsj.com](mailto:daniel.gilbert@wsj.com)

**From:** Zimmerman, Samantha <szimmerman3@lawschool.gonzaga.edu>  
**Sent:** Wednesday, December 18, 2013 2:17 PM  
**To:** EFSEC (UTC)  
**Cc:** ricke@cforjustice.org  
**Subject:** FW: Message from "RNPFC7A99"  
**Attachments:** 20131218142426290.pdf

**Categories:** Red Category

Hello, I am Samantha Zimmerman and I am a legal intern at the Gonzaga University Environmental Law Clinic. Attached is a comment letter I wrote regarding the proposed Tesoro Savage oil-by-rail export project. Thank you for your consideration of these comments.

Samantha Zimmerman  
Legal Intern

Gonzaga University Environmental Law Clinic

---

From: [ulascanner@lawschool.gonzaga.edu](mailto:ulascanner@lawschool.gonzaga.edu) [[ulascanner@lawschool.gonzaga.edu](mailto:ulascanner@lawschool.gonzaga.edu)]

Sent: Wednesday, December 18, 2013 2:24 PM

To: Zimmerman, Samantha

Subject: Message from "RNPFC7A99"

This E-mail was sent from "RNPFC7A99" (Aficio MP 6001).

Scan Date: 12.18.2013 14:24:26 (-0800)

Queries to: [ulascanner@lawschool.gonzaga.edu](mailto:ulascanner@lawschool.gonzaga.edu)

## UNIVERSITY LEGAL ASSISTANCE

Director  
LARRY A. WEISER

Office Manager  
JULIE CLAAR

721 North Cincinnati Street  
P.O. Box 3528  
Spokane, Washington 99220-3528  
Phone (509) 313-5791  
Facsimile (509) 313-5805  
TTY (509) 313-3796

Supervising Attorneys  
GEORGE A. CRITCHLOW  
RICHARD K. EICHSTAEDT  
STEPHEN F. FAUST  
JENNIFER A. GELLNER  
GAIL HAMMER  
JUDGE RICHARD WHITE (ret.)

JAMES P. CONNELLY  
MARK E. WILSON  
*Of Counsel*

December 18, 2013

### *VIA E-Mail Transmission*

Stephen Posner, Interim Manager  
Energy Facility Site Evaluation Council (EFSEC)  
P.O. Box 43172  
Olympia, WA 98504

### **RE: Crude Oil Exports**

Dear Mr. Posner:

I am writing on behalf of the Gonzaga University Environmental Law Clinic.

The Environmental Law Clinic provides legal representation to non-profit environmental organizations throughout the Inland Northwest. We strive to protect and restore the ecological integrity of the region's natural resources, and to ensure compliance with environmental laws through advocacy and public interest litigation.

It has come to my attention that Tesoro Savage is proposing to build a crude oil transit terminal at the Port of Vancouver, Washington. This rail would transport crude oil from the Bakken fields in North Dakota, directly through Spokane, to Vancouver. The terminal would be the largest crude oil transit terminal on the West Coast, and almost half the capacity of the Keystone XL pipeline. These trains would carry a "staggering 360,000 barrels of crude oil each day by rail along the Columbia River."<sup>1</sup> "At 360,000 barrels of oil per day, the terminal will ship over 131 million barrels of crude oil per year."<sup>2</sup> To transport this massive amount of oil, the terminal "would require 1,460 trains per year . . . to pass through Vancouver neighborhoods."<sup>3</sup>

Oil transportation will cause great environmental and economic harm, and it has the potential to cause devastating harm to our health and safety. All of the communities near the railroads will be affected by the transportation of oil, not just the Port of Vancouver. Thus, the scope of the Environmental Impact Statement (EIS) should be broad and address the cumulative impacts of all of the negative effects of oil transportation on all the areas in which the oil trains would pass through.

---

<sup>1</sup> See <http://columbiariverkeeper.org/wpcontent/uploads/2013/07/2013.10.15-Tesoro-Savage-Fact-Sheet-for-EFSEC-Hearing.pdf>

<sup>2</sup> See <http://columbiariverkeeper.org/wpcontent/uploads/2013/07/2013.7.8-FINAL-Letter-to-POV-re-Tesoro-Savage.pdf>

<sup>3</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/07/2013.7.8-press-release-Port-of-Vancouver-may-reconsider-vote-on-oil-terminal-after-oil-train-disaster.pdf>

## I. Environmental Impact

Oil transportation has the potential to cause catastrophic environmental harm. Increasing the number of oil trains on the rails naturally increases the chances that a train will derail. As I discuss later in this letter, if an oil train does derail, it will create a huge oil spill that would harm communities economically and health-wise. In terms of the environment, it would cause great harm to fish habitat because many of the railroad tracks run right by the Spokane and Columbia rivers.<sup>4</sup> Though it may seem like the odds of an oil train derailling is very slim, “[o]il-by-rail catastrophes are not theoretical.”<sup>5</sup> Just this past summer, a crude oil train in Lac Megantic, Quebec derailed, killing almost 50 people.<sup>6</sup> Just last month, an oil train derailed in Alabama, causing “some dozen of the cars [to go] up in flames...in the most dramatic U.S. accident since the oil-by-rail boom began.”<sup>7</sup> Clearly, train derailment is a legitimate threat and the EIS needs to address the potential environmental harm caused by derailments.

The process of extracting the crude oil may also harm the environment. Oil companies extract Bakken crude oil through a process known called hydraulic fracturing (a.k.a. “fracking”).<sup>8</sup> “Fracking” is “the process of drilling and injecting fluid into the ground at high pressure in order to fracture the shale rocks to release natural gas inside.”<sup>9</sup> The fluid consists of “millions of gallons of water, sand and chemicals ... Scientists are worried that the chemicals used in fracturing may pose a threat either underground or when waste fluids are handled and sometimes spilled on the surface.”<sup>10</sup> In 2011, the oil and gas industry reported over 1,000 spills of wastewater, drilling fluids, or other materials in North Dakota alone.<sup>11</sup> Fracking has also been known to pollute aquifers and harm agricultural lands.<sup>12</sup> In addition, the combustion of this oil will harm the environment because it will contribute to global warming by increasing greenhouse gas emissions. “Combustion of this oil alone will release over 56 million metric tons of carbon dioxide each year, *as much as almost 12 million cars worth of greenhouse gas pollution.*”<sup>13</sup>

## II. Health and Safety Concerns

This oil-by-rail proposal poses serious health and safety hazards to all communities near the rail lines. First, oil transportation would contribute to air pollution and make the air we all breathe dirtier.<sup>14</sup> “The health dangers of diesel particulate emissions from rail yards are well-known. Increased incidence of

---

<sup>4</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/07/2013.10.15-Tesoro-Savage-Fact-Sheet-for-EFSEC-Hearing.pdf>

<sup>5</sup> See id.

<sup>6</sup> See id.

<sup>7</sup> See [http://www.huffingtonpost.com/2013/11/11/alabama-oil-train-derailment\\_n\\_4252887.html](http://www.huffingtonpost.com/2013/11/11/alabama-oil-train-derailment_n_4252887.html)

<sup>8</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/07/2013.10.15-Tesoro-Savage-Fact-Sheet-for-EFSEC-Hearing.pdf>

<sup>9</sup> See <http://www.dangersoffracking.com/>

<sup>10</sup> See <http://www.propublica.org/special/hydraulic-fracturing-national>

<sup>11</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/07/2013.10.15-Tesoro-Savage-Fact-Sheet-for-EFSEC-Hearing.pdf>

<sup>12</sup> See id.

<sup>13</sup> See id.

<sup>14</sup> See id.

cancer, asthma, and respiratory and cardiac conditions are attributed to inhaling diesel particulate matter.”<sup>15</sup> Secondly, the crude oil itself poses serious health risks.

North Dakota Bakken crude oil is associated with high levels of hydrogen sulfide gas... a[n] extremely hazardous gas formed by the breakdown of organic matter in the absence of oxygen. Earlier this year the discovery of perilous concentrations of hydrogen sulfide gas in a crude oil tank “sparked a furious row” between pipeline operator Enbridge and Bakken crude shippers. Enbridge found 1,200 ppm in one of its storage tanks at its oil-loading rail terminal. Exposure to sulfide gas vapors at levels of 100 ppm can cause death ... Chronic exposure to sul[f]ide gas can cause lung, liver and kidney damage, infertility, immune system suppression, disruption of hormone levels, blood disorders, gene mutations, birth defects, and cancer.<sup>16</sup>

Another concern with the oil trains is that they would greatly exacerbate traffic congestion on the railroads. The proposed terminal would require at least four unit trains per day.<sup>17</sup> “According to Tesoro Savage, each train includes 120 cars or more and extends *almost a mile and a half long*.”<sup>18</sup> These long trains “would exacerbate traffic delays in communities along the rail lines in Washington, such as Spokane, Washougal, and Vancouver.”<sup>19</sup> These increased traffic delays could slow response time for emergency responders by forcing them to wait until the train has passed the crossing to get to an emergency. A “comprehensive Coal Train Traffic Impact Study” Seattle conducted last year confirms the seriousness of this risk.<sup>20</sup> “The study found that a 1.6 mile- long train traveling at 30mph would cause a “gate down time” delay of 3.7 minutes. At 20 mph, the delay would increase to 5.3 minutes. And at 10 [miles per hour], the delay would be 10.2 minutes.”<sup>21</sup> Though this study looked at coal trains, the results of the study apply to the crude oil trains in Vancouver because the issue of traffic congestion is the same for both oil and coal trains.<sup>22</sup> I think most people would agree that slowing emergency responders is a serious risk that EFSEC needs to take into account in the decision of whether or not to allow an oil terminal to be built.

Lastly, as aforementioned, there is a very real chance that one of these oil trains could derail. An oil spill could seriously injure or kill anyone near the railroad tracks, as was tragically demonstrated in Quebec when an oil train derailment nearly killed 50 people and forced 2,000 residents to evacuate.<sup>23</sup> We really need to ask ourselves if oil transportation is worth the risk of such a catastrophe, and I think most people would agree with me in thinking that it is not.

---

<sup>15</sup> See id.

<sup>16</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/07/2013.7.8-FINAL-Letter-to-POV-re-Tesoro-Savage.pdf>

<sup>17</sup> See <http://columbiariverkeeper.org/events/efsec-comment-period-for-tesoro-savage-project/>

<sup>18</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/07/2013.10.15-Tesoro-Savage-Fact-Sheet-for-EFSEC-Hearing.pdf>

<sup>19</sup> See id.

<sup>20</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/01/2013.7.8-FINAL-Letter-to-POV-re-Tesoro-Savage.pdf>

<sup>21</sup> See id.

<sup>22</sup> See id.

<sup>23</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/07/2013.7.8-press-release-Port-of-Vancouver-may-reconsider-vote-on-oil-terminal-after-oil-train-disaster.pdf>

### III. Economic Impact

This oil terminal proposal could cause great economic harm to all the communities in which the trains pass through. As explained above, there is a very realistic chance that an oil train could spill. Oil spills would cause “dramatic harm to ... nearby neighborhoods and businesses along the proposed rail route.”<sup>24</sup> If an oil train spills near a business, that company may have to spend money cleaning up the mess, or they may be forced to shut down their business while the mess is being cleaned and thus lose profits from having to close. Additionally, the company will lose business because customers would be deterred from going to an area that is covered in oil.

Not only could this proposal harm communities economically, it will not bring our community any economic benefits either. Unlike the coal terminal proposals that may bring some jobs to the region, the oil terminal will not create any jobs in any area other than Vancouver. Even in Vancouver, the number of jobs the terminal is projected to create is minimal. Therefore, there is no logical reason why people should support a project that gives our community no economic benefit and may actually cause great harm.

Vancouver in particular stands to suffer economic harm from these oil trains. Currently, the city’s waterfront is undergoing a \$1.3 billion redevelopment project, and it “has attracted millions of public dollars in public investment.”<sup>25</sup> The site, formerly an industrial site, will include “high-rises, offices, parks, and shops.”<sup>26</sup> “The real estate developer charged with remaking Vancouver’s waterfront warned the Port of Vancouver that safety concerns surrounding the Tesoro Savage terminal and rail traffic might make it tougher for him to pull off the showcase project.”<sup>27</sup> Thus, a project that could really boost Vancouver’s economy and bring them substantial revenue is being jeopardized by a project that gives Vancouver almost no economic benefit.

### IV. Cumulative Impacts

Cumulative impacts are the “combined, incremental effects of human activity” that “accumulate over time.”<sup>28</sup> The assessment of cumulative impacts is one of the most important aspects of an EIS because “[e]vidence is increasing that the most devastating environmental effects may result not from the direct effects of a particular action, but from the combination of individually minor effects of multiple actions over time.”<sup>29</sup> Thus, simply looking at how a project, such as the oil trains, will affect a community now, or looking at how a single community will be affected versus all the surrounding communities, is not enough.

---

<sup>24</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/07/2013.10.15-Tesoro-Savage-Fact-Sheet-for-EFSEC-Hearing.pdf>

<sup>25</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/07/2013.10.15-Tesoro-Savage-Fact-Sheet-for-EFSEC-Hearing.pdf>

<sup>26</sup> See id.

<sup>27</sup> See id.

<sup>28</sup> See <http://www.epa.gov/compliance/resources/policies/nepa/cumulative.pdf>

<sup>29</sup> See <http://www.shiple-ygroup.com/news/articles/0505.pdf> (internal citation omitted)

Stephen Posner, Interim Manager  
Energy Facility Site Evaluation Council (EFSEC)  
December 18, 2013  
Page 5

Dr. Paul Goldstein, Ph.D., who is a professor of toxicology, has cautioned that:

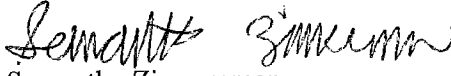
[c]rude oil is not readily biodegradable, and the effects of exposure to this toxin will be felt not only acutely, but from generation to generation.... All exposures, no matter how seemingly insignificant, may prove to be consequential. What may seem to be a relatively trivial exposure in a healthy individual may potentially prove catastrophic, and the consequences of both acute and chronic exposures to crude oil may take years, even decades, to fully reveal the array of disease and morbidity than will result from exposure to this substance.<sup>30</sup>

Thus, the EFSEC needs to look at all of the negative effects of oil exportation and the potential negative effects it could cause over time in its EIS. In addition, since these trains will be going through multiple cities throughout Washington, all those cities will experience the same problems and negative side effects of oil exportation. Thus, I strongly recommend that the EFSEC does a geographically broad cumulative impact statement that looks at how oil exportation will affect West Coast communities near the rails in regards to the factors listed above (health hazards, environmental harm, etc.).

Thank you for your consideration of these comments. If we can be of any further assistance in your review of these comments, please do not hesitate to contact us at the number listed above.

Sincerely,

UNIVERSITY LEGAL ASSISTANCE

  
Samantha Zimmerman  
Law Clerk

SZ/rke/vly

---

<sup>30</sup> See <http://columbiariverkeeper.org/wp-content/uploads/2013/07/2013.7.8-FINAL-Letter-to-POV-re-Tesoro-Savage.pdf>

---

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

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

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

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



Christina Skirvin | Program Administrator  
Columbia Riverkeeper | 111 Third Street, Hood River, OR 97031  
503.784.5324 | [christina@columbiariverkeeper.org](mailto:christina@columbiariverkeeper.org)



[www.columbiariverkeeper.org](http://www.columbiariverkeeper.org)



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



December 18, 2013

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

via email: efsec@utc.wa.gov

### **Deny the Proposed Tesoro Savage Pipeline-on-Wheels Project**

Dear Governor Inslee, Mr. Posner, 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 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 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.

Sincerely,

First Name	Last Name	Email	Zip	State	Comment: Let Governor Insee and EFSEC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Mary	Abramson	mehath1@aol.com	98513	WA	This oil is volatile! as we all have seen by the explosion, derailment and 47 deaths in Canada. As Governor of our WA you MUST SAY "NO" to this company. IT IS NOT SAFE!!
Mary	Addams	maryaddamsor@yahoo.com	97402	OR	We've got to stop poisoning our planet!- We all have to do our part in stopping the death of humanity that will surely come from the continuation of CO2 and other greenhouse gas emissions.
Peter	Albrecht	petenpals@hotmail.com	99217	WA	
Joan	Allen	blessjoan@hotmail.com	83864	ID	
Catherine	Al-Mieten	calmeten@gmail.com	97103	OR	I live on the River at the mouth in Astoria, Oregon, and watch the ships come and go. We are working hard to heal the River and her tributaries, and to find sustainable ways to use energy. Coal is not sustainable nor is oil. Watching the shipping and knowing the vulnerability of the River, I strongly support only safe, environmentally sound, uses including shipping, handling, and storing of safe energy sources. The risks are too great to the health of the River and the people who depend on her resources. Stop using our water ways, highways, and railways to transport dangerous materials.
Steven	Amick	stevenamick@hotmail.com	97004	OR	I use the Columbia River -- that is, the bridges over it -- to travel to your state for scenic travel, recreation, lodging, entertainment and shopping. If you allow this spectacularly stupid scheme to ship 360,000 barrels of greasy black gunk through the Columbia River Gorge, however, Washington will never see me -- or any of my money -- again.
Carole	Anderson	cwrdsmt@aol.com	97224	OR	
Van	Anderson	vanisaac@hotmail.com	98361	WA	
M.E.	Andre	andme@teleport.com	97202	OR	As an interpreter within the scenic beauties of the Columbia River Gorge, I have the opportunity to speak with people from all over the world who come to see the unique vegetation and geology in this stunningly beautiful area. When I ask folks about the river in their home area, they often turn to look at each other with quizzical looks on their face. River? We don't really have one, is a frequent reply. The Columbia is a treasure to steward! Oil does not belong in the Columbia, the habitat of spawning salmon and a wide variety of fish, birds, and wildlife. Please make sure the long trains bearing oil never enter the Gorge. Thank you.
Wren	Andrews	awaandrews@gmail.com	97041	OR	
Jon	Arakaki	Jon.Arakaki@oneonta.edu	13820	NY	
James	Arnold	james@ragbc.com	97217	OR	Dear Governor Insee, As a parent and business owner, I feel that this Tesoro Savage project is hasty and does not consider many long term negative economic effects. Environmental and health effects are ultimately economic effects too, and it's time that we stop putting off the responsibility of managing our resources. Our descendants need to be afforded the same opportunities that we have been afforded. Thank you for your consideration, James Ray Arnold
Jan	Aszman	janasz@gorge.net	98620	WA	
Sarah	Atkins	adantrawe@live.com	97031	OR	
Dale	Avery	dale.avery@comcast.net	99208	WA	
Emily	B	Embe34@gmail.com	97520	OR	Bad idea.
Roberta	Baeger-Cain	emilysing@aol.com	97202	OR	The Columbia River Gorge is a priceless natural treasure that my family and millions of others enjoy for recreation and renewal. We need to fully develop sustainable energy, protect our environment and fisheries, and have a refuge of unpolluted beauty for the health and inspiration of current and future generations.
Michael	Ballinger	ricgeromer@gorge.net	97058	OR	I live in The Dalles, OR and kayak the Columbia River regularly. Last October I paddled from The Dalles to Astoria and I hope you have the vision and integrity to withstand the economic and political pressure in order to do the right thing for the future of the river, the Gorge, and the people who live here. Thank you.
morrissey	barbara	taslin10@comcast.net	99210	WA	I benefit from the hydroelectric dams on the river, and imagine a spill could overwhelm their generators. Don't forget it is not easy for tankers to navigate the Bar from the Port of Vancouver.

First Name	Last Name	Email	Zip	State	Comment: Let Governor Inslee and EFSC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Ellen	Barbour	ebarbour29@yahoo.com	98672	WA	Please Governor Inslee, always put our safety and future well being first. The planet is being polluted at an alarming rate. Clean water, air, and dirt are essential to our well being. Our most essential needs, food, air, and water are threatened by fossil fuel spills and waste. Thank you for your help
Bryce	Barker	couvduck60@gmail.com	98685	WA	I'm very much opposed to shipping oil on our rails and on the Columbia River. As a Washington citizen, I'm proud of our environmental beauty and feel that this oil terminal would be detrimental to our environmental quality.
Lou	Baste	kbaste7555@gmail.com	98683	WA	We enjoy the river its in part what we found that convinced us to settle here, now other states seem to want to befall ours with the stink of oil and the nearly continuous sound of never ending trains.
Philip	Baus	Philhynn@comcast.net	98664	WA	Now is the time to protect the citizens of Washington and it's environment. If we allow a terminal now, we can NEVER shut it down. Thank you for your time Phil Baus Vancouver, WA
Bridget	Bayer	bridgetbayer@me.com	97212	OR	I just want to swim the Columbia River again. Don't allow more pollution to get into the river by running trains so close to the only river in Oregon of it's size.
John & Tish April	Bayer Beasley	johnbayer10@yahoo.com beasleymichael55@live.com	98671 99217	WA WA	Acknowledging the evidence that coal dust deteriorates the rails and the railroads infrastructure has not been maintained and then adding more traffic seems absurd. I also don't want to contribute to climate change and environmental devastation allowing this tar sand oil through our state. It only takes 1 derailment of oil, coal or other toxins hauled by these trains to ruin our city and lose lives. I support unions but we need to think long term and commerce won't stop on trains. This is short sided bad economics. Lets move forward and start thinking about green sustainable energy and stop allowing oil, coal companies to kill the future for our children. We don't want this.
Michael	Beasley	beasleymichael55@msn.com	99217	WA	A real and carefully studied disaster response plan should be in place and considered before even thinking of approving this fiasco.
Ronald	Bedford	rbedford@cruzio.com	83864	ID	I live in Sandpoint, Idaho. These trains would pass through town, right along the Clark Fork river and Lake Pend Orielle, on their way to the Columbia. A single derailment along these waterways could have devastating impact to an already over-burdened ecosystem. The extra trains will also severely impact Sandpoint air quality, noise levels, and traffic congestion. We must say no to these oil trains, and to the additional coal trains that are also being considered.
Phyllis	Bekemeyer	phybek@gmail.com	97213	OR	The Pacific Northwest needs to hold its line against outside forces that would destroy our quality of life.
Carol	Bellows	lyricdancer@comcast.net	97224	OR	
Tom	Bender	tbender@nehalem1.net	97131	OR	
Ryan	Benson	r2bens@gmail.com	97211	OR	I use the Columbia river both as a recreational area, and as a fishery. I take all my out of state visitor to river to see the gorge, and the wildlife. Please don't open the river corridor to the transport of oil. The potential consequences far outweigh the rewards. Thank you for your continued protection of Oregon.
Rebecca	Bent	reclaimdemo@yahoo.com	97202	OR	
Lori	Benton	loribtn30@yahoo.com	97218	OR	
David	berger	davidberger169@hotmail.com	98635	WA	Please prevent this assault on our local environment and the resulting increase in global warming.

First Name	Last Name	Email	Zip	State	Comment: Let Governor Inslee and EFSEC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Ron	Bergman	ronb@pacifier.com	98660	WA	I am opposed to the oil terminal because of the potential impacts on the Columbia River of oil spill and related contamination especially related to the use of old style single walled tanker cars that the NTSB has determined to be inadequate for the shipment of highly volatile Bakken oil; the noise and air quality impacts on downtown and the public investments in the City's waterfront project, odors on the community; and finally the long term economic development potential for the community by relying on old style energy. The cost to the environment and impact on the community are simple not worth the limited additions to long term employment. If for some reason this project is approved conditions should include the use of double walled oil tankers; oil transfers to take place within a confined building with systems to capture leakage; provisions that oil is only for domestic use and refined oil and unrefined oil is not to be shipped out of the country.
Bella	Berily	mbwindbikeshopping@gmail.com	98672	WA	
J C	Bettencourt	jcacourt@yahoo.com	97302	OR	
Bill	Bigelow	bbpdx@aol.com	97211	OR	I don't live in Washington, but this directly affects us across the river. I heard you on Oregon Public Broadcasting today talking about Washington's need to stick to carbon-cutting goals. Coal and oil only make things worse.
Scott	Bishop	sbishop@oly-wa.us	98502	WA	
MARLES	BLACKBIRD	mblackbird@gmail.com	98501	WA	
April	Blankenship	letsgettosmetacos@gmail.com	83536	ID	
Doug	Boleyn	doug@cascadesolar.com	97086	OR	Dear Governor and the Site Evaluation Committee: The Pacific Northwest does not have any indigenous fossil fuel resources so have never been threatened with the destructive side effects of mining/drilling/shipping of such fuels. Until now. We value our pristine environment and our rivers. Especially the Columbia River, our major driver of commerce. The risk of oil spills from such trains is something we don't need here. And if we want to create jobs, there are many more jobs to be had in solar and wind generator shipping and installation than oil. I urge you to deny this additional threat to our River and our environment. No oil trains through our states. -- Doug Boleyn
Mary Ann	Bosky	marobosk@comcast.net	99223	WA	
Jan	Boule	jboule@aol.com	98683	WA	I am very concerned about air quality. I have respiratory issues and moved here from another state to have cleaner air to breathe. Please don't allow Tesoro Savage project to jeopardize my health and that of millions of others.
Hilary	Bradbury	hilary@bradbury-huang.net	97209	OR	The addition to oil is not easy to stop. But it must stop and soon.
Kyle	Brakensiek	kylebrak@gmail.com	97211	OR	
LARRY	BRANDT	hwlarry@yahoo.com	98612	WA	
Bradley	Branham	bradley.branham@gmail.com	98664	WA	submitted respectfully.
rv	branhams	gobq@yahoo.com	97211	OR	
Susan	Brantley	suebrantley@comcast.net	97211	OR	Way too much environmental impact.
Bobbi	Brice	bobbibrice@yahoo.com	97103	OR	In Astoria, we have the potential for LNG tankers and coal ships to be passing through our waters daily. Adding the Tesoro Savage oil ships will take the impact from terrible to unlivable. Please study the COMBINED environmental, health and safety, and economic impact these three types of ships will have on the communities along the river. Thank you in advance for considering the well-being of your constituents over the profits of big oil companies.
Ann	Bronson	bop@gorge.net	97031	OR	
Ann	Bronson	bop@gorge.net	97031	OR	
Alex	Brown	alex@bark-out.org	97202	OR	I hike in the Gorge and canoe in the Columbia. Adding safety and environmental risks to this area is a bad idea. Please reject it.
Diane	Brown	brown13da@gmail.com	99362	WA	The Columbia River is important for boating, fishing, waterskiing, windsurfing and many other activities. We need to protect our clean water sources in Washington state. The oil and coal industries and their shipping counterparts do not have a strong safety record nor do they seem to be able to come up with new strategies to clean up any messes that they make.
Richard	Brustori	oldtruckboy3@peoplepc.com	97214	OR	

First Name	Last Name	Email	Zip	State	Comment: Let Governor Hite and EFSC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Mark	Buchweitz	zonkersun@yahoo.com	97211	OR	I kayak and swim in the Columbia River, and I do not want to be surrounded by more pollutants in the water and air.
Carolyn	Buhl	carolynbuhl@gmail.com	97214	OR	I live just across the river in inner SE Portland. I deeply oppose oil trains carrying dirty Baakan oil through the Columbia Gorge, risking spills and assuring untold disruption in towns and cities along the train route.
Mischell	Burke	mischellbrk@gmail.com	97222	OR	
Helga	Burkhardt	muttskibu@gmail.com	98672	WA	A pipeline-on-wheels is not a good idea for our already fragile eco system. Increased risk of tanker spill would expedite climate change even further. Please Deny Tesoro Savage's application.
Jill	Burnette	jill@jillburnette.com	97031	OR	
Roberta	Cade	robertacade1@gmail.com	97304	OR	
Travis	Callender	tcallend31@yahoo.com	98028	WA	
Stephanie	Calvert	Stephaniecalvert@yahoo.com	97217	OR	This is the Columbia River we are talking about. Home to endangered salmon, and countless other wild species that cannot be threatened in case of a major spill, which seem to be happening with greater frequency. This is simply an unacceptable proposal.
Jane	Camero	janeoc@gorge.net	97031	OR	I live 5 blocks from the bank of the Columbia River and am daily on walking paths at the shoreline. In the summer I paddle the estuaries in a kayak. Please respect that increased railroad traffic will jeopardize our lifestyle and increase the risk of damage to the waterway and all life dependant upon it.
Elizabeth	Cameron	lizzy.bs@hotmail.com	99207	WA	Please don't take a chance...This is my home!
Laurie	Caplan	lcaplan2010@gmail.com	97103	OR	I look out on the Columbia River and WA from my dining room - what a precious treasure we have in the Northwest. Your legacy can be to further the revitalization of the Northwest through forward-looking sustainable economic development. Please say NO to Tesoro.
Barbara	Carey	barbmcoly@comcast.net	98501	WA	
Celice	Carlough	Mattandcelice@gmail.com	98632	WA	We live in Longview WA the Lower Columbia area has been our home for 50yrs. We are not opposed to good jobs but this is a dangerous area to get into. We believe in quality of life. The area we are from already has a high cancer rate and respiratory sufferers. I'm afraid of even more health issues pertaining to more crude oil and Coal. Not to mention the dangers of running so many trains on these tracks right through the middle of small towns and busy intersextions. I ask you to please seriously consider the ultimate price that we will pay for a few good jobs. Sincerely Matt and Celice Carlough
Karen	Carpenter	kjcarpenter2002@yahoo.com	99204	WA	
Carol and George	Carver-Ekum	river4mama@yahoo.com	98612	WA	
Karen	Caspers-Curl	kcdweld@wwest.net	98638	WA	
Janice	Castle	janncastle@comcast.net	97034	OR	
leon	chamberlain	leoncom@comcast.net	97051	OR	
John	Chao	sacredridge@gmail.com	97040	OR	
Heather	Chapin	Heatherchapin@comcast.net	97217	OR	
Leslie	Chartrand	leslie@liesliechartrand.com	98686	WA	As a Vancouver resident, I am concerned about the impact of the projected train traffic and potential oil spills. I also think we should keep our oil for our country's energy independence.
John	Christensen	NagarKot247@gmail.com	97019	OR	I am a resident of the Columbia River Gorge, and I have deep concerns about the transport of oil by rail through this precious landscape.
Larry	Christensen	lwchristensen@comcast.net	97210	OR	Please protect our precious rivers
Steven	Christian	stevechristian52@gmail.com	97123	OR	
Susan	Christie	crypto716@gmail.com	97330	OR	
Cager	Clabaugh	cagerclabaugh@aol.com	98685	WA	My husband and I travel often through the Columbia Gorge by train (Amtrak). Please, no oil trains! And no more coal trains! The health of the Gorge and its communities is terribly at risk. It would take away land that we used to put wind energy imports on. It would also take land that could provide many jobs per acre, and clog them with oil tanks. I have seen many maritime accidents in my 20 years as a Longshoreman, and I feel that a serious accident with long term affects will happen if the oil terminal is built. Please stop this project and let's focus on projects that will create many long term jobs that won't jeopardize cargo movement on our River!

First Name	Last Name	Email	Zip	State	Comments: Let Governor Insite and ESSC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
CURT	CLAY	curtclay@gmail.com	92192	CA	It would ruin windsurfing, boating, and degrade the viability of the environment.
Kimberly	Clifton	Kimberly.Clifton85@gmail.com	99202	WA	Doing this would be wrong on so many levels. The lives of residents and our beautiful "Near nature, Near perfect." communities should not be put at risk of an explosion/derailment. Our rails are already at capacity and adding more trains will only hurt us. Emergency services being stopped by a train and having to wait for it to go by could cause someone to lose their life. Even a high speed chase could end with the "bad guy" getting away because he was able to outrun the cops who got stuck on the other side of a train. (It happens in movies, I know, but this isn't physics breaking. It could happen. And probably has.) We need to stop looking to coal and oil anyway as both are running out. So let's not even have this be part of our State. We are the Evergreen State, so let's keep it forever green.
Nan	Clifton	nandmjones@msn.com	97211	OR	My husband hauled coal & other toxic materials for Union Pacific for 40 years and now has lung cancer -never smoked. My Norwegian family has always fished for salmon in the Columbia River, but with the toxins being disturbed with dredging, the river is getting more toxic. This is selfish - for profit of companies at the expense of people who live and breathe here. Let China find another source, disastrous and irreversible damage is too high a price for the benefit of a few deep pocketed companies. Please do not do this.
Meredith	Cocks	meredithcocks@gmail.com	97217	OR	It would be unconscionable for you to allow this project to be approved. The good news? You can make an honest decision and issue a finding of significant impact, and deny any and all applications that relate to this. Please do so, and be heroes for those of us hoping for a future.
Jon	Cole	lifepakguy@yahoo.com	98642	WA	As the impact of Global Climate Change become more apparent, we must take a leadership position in the world by promoting renewable, sustainable energy. We can't do this by becoming a mass exporter of fossil fuels. We must begin restoring the health of our planet.
Sarah	Collmer	scollmer@gmail.com	98660	WA	As a citizen of Vancouver, I am deeply disturbed at Tesoro's horrible track record when it comes to health and safety. The Anacortes accident, after so many warnings and violations, shows little regard for their workers' safety, to say nothing of the safety of local residents. Their most recent major oil spill in North Dakota and Tesoro's efforts to hide or minimize the facts point to their negligence and dishonesty. The bigwigs at Tesoro care only about their bottom line, and everything else may be damned. Don't let these profiteers trespass through our community and destroy our river, our air, and our health. Washington can do better, and we deserve better. Thank you for your time. Please make the right choice.
Mark	Colman	floldthebarber@yahoo.com	97214	OR	Our already severely polluted air and water will be moreso. NO to COAL!
Christine	Connolly	bcorn@gorge.net	98672	WA	
Philip	Conrad	kconrad@bahinbridge.net	98110	WA	
Michael	Cook	mikecook@nehalem1.net	97131	OR	
raya	cooper	rayaitenerose@gmail.com	48158	MI	
Solomon	cooper	solocoop@gmail.com	97005	OR	
Ann	Cordero	corderoa@teleport.com	98632	WA	
Cheryl	Costigan	HKbreries@aol.com	83869	ID	The climate crisis is real and the way we treat our planet is of vital interest to all. Although I am not a Washingtonian, what happens there if fossil fuels via oil trains are allowed to go through will also affect me here. Please deny Tesoro Savage's application. Please move us to a sustainable, green energy future. Thank you for your time and consideration.
Kathryn	Cotnoir	sandgrencothnoir@reachone.com	98520	WA	Dear Governor Insite: The safety AND environmental risks associated with this project are tremendous. Think of the recent rail accidents in Canada-July in Quebec and ten days ago in Alberta Oil by rail! Please deny Tesoro Savage's application. Please say no.
Katherine	Cotrell	kath@cotrell.net	97219	OR	This project adds up to yet another nail in the coffin for the earth and our children's future in the best of scenarios. In the worst, who will pay for the mess of a spill or explosion? Who will replace the dead fish and wildlife? Who will restore the wetlands? Please, please say no!
Barbara	Council	barbaraacnci@yahoo.com	97201	OR	Transporting and Using dirty oil is so wrong for the future of the West Coast. We need to build and fund structures that step away from use of fossil fuels. The time is now in order to have a better future for our children's children.

First Name	Last Name	Email	Zip	State	Comments: Let Governor Inslee and EPSCC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Terry	Courian	tcourian@yahoo.com	97223	OR	It's not worth risking an oil spill in the Columbia river. Please do not allow the terminal to be built in Vancouver (and elsewhere).
Jonnel	covault	jonnelcovault@gmail.com	97267	OR	The Columbia River Gorge should be a World Heritage Site not a transportation corridor for fossil fuels. If we put a price on carbon that included health costs from polluted air and water, climate disasters and degradation of the environment and infrastructure, these fossil fuel projects would not be profitable. We should be investing in Solar, Wind and green technologies. Germany, and other countries are way ahead of the United States in transitioning away from dirty fossil fuels. We MUST start thinking of future generations! Invest in GREEN energy solutions, please.
P.E.	Crawford	pcrawford@turbonet.com	98648	WA	
P.E.	Crawford	pcrawford@turbonet.com	98648	WA	
Dean	Cunningham	dean@dimcmetalsmith.com	98663	WA	
Lyndee	Cunningham	lyndee@comcast.net	98675	WA	I walk the Columbia River trail daily and think it is one of the crowning jewels in SW Washington. Also, am out hiking the Gorge trails on both sides of river regularly. It's a pristine treasure for all lucky enough to live in this wonderful nature-rich area.
Nicholas	Curtright	Nicsmind@yahoo.com	98125	WA	
Nancy	Cushwa	tenwa@ps.net	97217	OR	
Carol & Clark	Custodio	ccustodi@msn.com	97520	OR	
Kristal	D	kristaldowell@hotmail.com	97058	OR	The business I work for is moving to Washington and we will be located extremely close to the rail road tracks. We work outside and besides the large increase in train traffic, there is a potential for deadly explosions to occur and since our business will be located so close to the tracks I am concerned now for my safety if the Tesoro Savage project is allowed. I also am fearful of the coal swept out of cars into the air as it is very windy along the Columbia River Gorge and I have breathing problems already this will only exacerbate my health problems. Windswept coal will also detrimentally affect endangered and protected species in the area. Coal and oil pills will have the potential of decimating populations of these species, as well as many others. Spills will also irreparably damage terrestrial and aquatic habitats, but the the National Scenic Area as well. Please don't be the one to go down in history as the Governor who killed the Columbia River.
Wanda	Daehlin	wmdaehlin@aol.com	99203	WA	
Michael	Dague	mpgadify@yahoo.com	99201	WA	
Karen	Damyanovich	karenrue@gorge.net	98672	WA	My husband and I retired to the Columbia Gorge so we could enjoy recreational activities on the Columbia River. The rail activity in the area is already heavy and we think this will have a huge negative impact on the environment and recreational attraction that makes the Gorge such a great treasure!
Chiara	D'Angelo-Patricio	chiara.r.dp@gmail.com	98225	WA	
Ingrid	Dankmeyer	ingdank@msn.com	98604	WA	
Jennifer	Darling	contrabandcuisine@frontier.com	97005	OR	Please make this a comprehensive review! I am a native Oregonian. I've always considered Washington and Oregon to be sister states. We share so much culture and environment- ocean, rivers, mountains, forests, farmland, etc. I'm also a native of this planet. In my lifetime our human capacity to tip the balance of ecological systems has grown tremendously. We must also increase our ethics to keep pace with our power. We're at a tipping point for the global environment. We're all on a sinking ship and should be talking about life rafts instead of how to accelerate on our old route.
Richard	Dauphin	richdauph@comcast.net	99223	WA	
Celia	Davis	cellaastoria@charter.net	97103	OR	
Judi	davis	davisjaj@comcast.net	97202	OR	Please stop the export of dirty oil. Thanks, Judi Davis
Karen	Davis	pisces3249@yahoo.com	97701	OR	
marilee	dea	marileedea@comcast.net	97218	OR	Don't put the gorge in jeopardy
Maureen	DeArmond	mdearmond@e-znet.com	98606	WA	
Lisa	Dekker	dekkerla@gmail.com	98125	WA	Recent oil-by-rail accidents show what a high risk exists for this proposal. Why would we jeopardize this waterway and all the communities that depend on it?

First Name	Last Name	Email	Zip	State	Comment: Let Governor Inslee and EFSEC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Teresa	DeLorenzo	tde@teleport.com	97229	OR	Please make a decision to protect the Columbia River and make a positive change for addressing climate change.
Marcia	Denison	denisonmarcia@yahoo.com	97048	OR	Please deny the Tesoro Savage Pipeline Exporting oil will decrease our energy independence and raise the price to world market prices. What will we do when it runs out? The promise of oil spills and catastrophic train wrecks are imminent. Cleaning up the Columbia River is impossible. A spill into Gray's Harbor or Puget Sound would kill the marine life. Oil exports are a threat to national security and economic well being of the people. Please deny the application.
Ms. Karen	Deora	karendeora@gmail.com	97212	OR	Potential oil spills can impact our river and wildlife. Increased train traffic is dangerous to out health in many ways.
Ineke	Deruyter	ideruyter@hotmail.com	97203	OR	As someone who lived in the beautiful Columbia River Gorge area for more than 40 years, resided in Vancouver briefly, and a current resident of North Portland - just across the Columbia - I am adamantly opposed to Tesoro Savage's proposed project.
Christine	DeSmet	chrisrjd@hotmail.com	97217	OR	I live one mile south of the Columbia river. as a down winder I ask you not allow Tesoro- Savage to ship oil from Vancouver.
Bob	Devereux	poppiwithone@yahoo.com	97213	OR	We all share the same watershed and air, let's find a way to make money that doesn't compromise our health.
Mike	Diamond	bestfest@gmail.com	97214	OR	Thanks.
Tricia	Diaz	tricia@spicy-wasabi.com	98663	WA	I worry that this will impact the future livability of Downtown Vancouver. Please help to keep downtown a vibrant community by denying this project!
Diane	Dick	ddick@cmi.net	98632	WA	Please do not allow our rail corridors or the Columbia River become polluted fossil fuel highways for the sake of global commerce and profits. Protecting the environment begins in our own backyards.
Dante	DiTullio	danteditullio@yahoo.com	98661	WA	Vancouver already has riverfront development plans practically adjacent to crude oil facilities being considered. You can kiss those aforementioned plans goodbye if Tesoro Savage prevails. Please do right by the local planners and deny T-S their crude oil proposal.
Bill	D'Öller	bilddo@mindspring.com	83864	ID	I'm an North Idaho resident- a state of mind if not an actual state. But I do recreate in the Gorge- and shop in Spokane and wine in Walla Walla. I also live beside Lake Pend Oreille in Idaho, crossed by the Burlington Northern just behind my mother in law's house. I'm writing you in hopes of a more impartial ear than I'm likely to get in Boise. These proposals are bad for the country and the globe long term, but short term potentially disastrous for those of us who live and play along the route. Thanks for your consideration.
Tammy	Domike	bibliho@gmail.com	98550	WA	Big Carbon is in a rush to complete these Coal/Crude By Rail Ports. They do not want these projects looked at for combined effects. They know the market is unstable & they want to make all the money they can as fast as they can & they don't care if they ruin our coast. Please deny all these permits!
Carl	Domthey	carldomthey194@gmail.com	97103	OR	
Nancy	Dooley	ndooley@idahococonservation.org	83864	ID	The risk of a derailment from a oil-laden train is too high to allow these trains to pass through pristine areas like the Columbia River Gorge National Scenic Area. We can not afford to have a repeat of a burst pipeline spilling oil into the Yellowstone or the oil train explosion in Quebec. Please say no to Tesoro Savage's application. Thank You
Laurie	Dougherty	lauriedougherty@gmail.com	97301	OR	I live in Oregon and I cherish the Columbia Gorge for its beauty. The risk to the Gorge from this huge expansion of oil transport and shipping is too great. I have traveled across country by train several times and plan to do so again next month to visit my son in Boston, MA. Since the Bakken oil fields opened, rail traffic carrying oil along the BNSF northern route has increased dramatically and is frightening to see. The train wreck that caused an inferno and dozens of fatalities in Lac Megantic Quebec was carrying Bakken Shield oil. I am also very concerned about the climate change impacts of this huge increase in fossil fuel capacity. The Pacific Northwest is a leader in green technology and policy. Please let's keep it that way. There are alternatives to fossil fuels. Thank you.



First Name	Last Name	Email	Zip	State	Comment: Let Governor Inslee and EFSEC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Sarah	Dougherty	svanmater@yahoo.com	98006	WA	This project is a series of accidents waiting to happen. The livelihoods of those Washington and Oregon citizens living along its rail and shipping route will be impacted for the worse. Moreover, let's conserve our natural resources and keep North American energy in North America!
Patt	Doyle	patt@olympen.com	98622	WA	I live near Battle Ground and spend a lot of time in Vancouver. I would hate to see Vancouver become another LAC-MEGANTIC, Quebec.
Jonathan Pauline	Drechsler Druffel	badbassjd@hotmail.com pidrurfel@yahoo.com	96768 99204	HI WA	I use the Columbia River as inspiration. It thrills me every time I see it's majesty and beauty. It also carries (in barges) wheat grown on a farm of which I own 1/5 th. But I also would be impacted by the Tesoro rail/river project because I live very close to the train tracks in Spokane, specifically I can see the trains go over high bridge where it crosses Latah creek not far from where the creek goes into the Spokane River. I wasn't living here when a train derailed from that very bridge--fortunately there were no oil tankers or coal cars being pulled by the train at that time. I hate to imagine what might have happened if there had been. How awful to think of the possibility of some collision on the Columbia River or other accident which would cause the flow of oil into the river and then out into the Pacific ocean.
Peter	Dubois	Pete@recycleman.com	98604	WA	Please weigh the long term benefits vs the long term costs which include carbon equivalent emitted to the atmosphere. This is out opportunity to stand up to the old fossil fuel energy system and procla a new beginning. It needs to start somewhere and that could be Washington state under your watch. You can do it for us!
Joseph M. Richard	Dunford Durheim	joe.s.feeds@gmail.com rdurheim@charter.net	97220 97103	OR OR	I enjoy the scenery of the Columbia River Gorge; I don't want the Columbia River contaminated. I certainly do not want any upriver pollution. Astoria is downriver from all accidents that will happen.
Phillip	Durkee	pwdurkee@comcast.net	98661	WA	We know that a Oil and Coal terminals can be permitted in the Columbia River but should they? This is not the place, there is just too much potential risk to the environment and to the quality of life that we enjoy. All you have to see is the spill of oil in Prince William Sound in Alaska and the Gulf of Mexico which have destroyed jobs and a way of life, and those places have not been returned to where they were before the event.
Rebecca and Greg Heather	Durr Dury	becky@durrweb.com heather.dury@gmail.com	98520 97214	WA OR	Think about what we have to lose!
Carolyn	Eady	ceeady@charter.net	97103	OR	The hazards associated with this project are unacceptable. OAlso we will just be digging our planet into a deeper hole regarding climate change. Thank you
Ben	Earle	ben.earle@comcast.net	97211	OR	
Carolyn	Eckel	tiew4002@earthlink.net	97292	OR	
Mary	Eisenfeld	petermark3@comcast.net	98661	WA	The Columbia is a place of beauty, recreation and navigation. It does not need to be at risk from a needless project or for profit to trump environment and the beauty of the gorge.
Benton	Elliott	benton_elliott@gmail.com	97401	OR	You and our other leaders need to say No! to old fossil fuel thinking and instead create new public policy informed by current science. Thank you.
Carol	Ellis	carolielispokane@hotmail.com	99203	WA	My sons wind surf on the Columbia. I have picked fruit along the Columbia. My husband and I have swam in the Columbia. I have camped along the Columbia many times. PEOPLE USE THE COLUMBIA! NO OIL shipments or terminals.
Jan	Ellis	janellis@hotmail.com	98332	WA	We need to stop using fossil fuels now! We've caused the extinction of plenty of species and we're on the verge of self extinction!! On the bright side it may be the only thing that saves the rest of the planet!
Kay	Ellison	ellisonka@yahoo.com	98663	WA	We cannot risk the pollution in the future in order to burn oil now. If this is about jobs, there are better jobs for us to create. How about some clean energy jobs?

First Name	Last Name	Email	Zip	State	Comment: Let Governor Inslee and FESSEC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Tonya	Enger	enger@uw.edu	98664	WA	Mr. Inslee, My family and I live along the Columbia River in Vancouver right above the RR tracks. Nearly every day I cross those train tracks to walk my dog along the Columbia. There are several waterfront parks where the train tracks pass through. Further down is a county protected wetlands with walking trails that I also frequent. I cannot even fathom the possibility that barrels and tons of crude oil could be passing through this safe haven and my home and community. There is too much at stake. My life and countless others would literally be tarred forever if some worst case scenario would happen along our river. Not only would this endanger our unique and beautiful Columbia River Gorge, but it sends the wrong message about fossil fuel dependency. The power you wield in this matter can decide the legacy and preservation of one of the most beautiful parts of the country. Plain and simple, the risks is TOO HIGH. There is nothing to gain in the long term except corporate pension plans for Big oil barons. Finally, there has been an epidemic of corporate and state-level irresponsibility towards the risks of fossil fuel transportation with little or no accountability from the people responsible. Just these past weeks North Dakota saw their largest oil spill, and waited nearly TWO WEEKS before even alerting the public. Look at the Gulf coast and how the ecosystems and the livelihoods of the people that live there are ravaged and irreparably scarred. Not only did BP make the oil spill worse by pouring millions of gallons of poisonous chemical dispersants but now they are trying to get out of paying for their destruction. Similar trends are happening all over the USA. I cannot even think of what would happen if something like those events happened here in the beautiful Pacific Northwest. Please do the right thing. Thank you.
Pamela	Essley	pamess@gorge.net	98635	WA	Stop this, I want a clean colombia river. Erik
Erik	Estrem	estrem@gorge.net	98672	WA	This proposed transportation affects all of the Northwest region, indeed our country. As the saying goes, give them an inch, they'll take a mile! Please deny this application.
Wille	Estrin	mildonin@aol.com	97303	OR	
David	Evans	dave7819@yahoo.com	98662	WA	Global warming is here and it's real. We do not need carbon fuel, as there are abundant alternative energy sources available. Example: The report estimates that 200,000 exajoules of energy could be captured from EGS (enhanced geothermal systems) by 2050 in the US alone that's roughly 2,000 times the total consumption of the country in 2005. <a href="http://inhabitat.com/mit-study-shows-geothermal-could-produce-100000-megawatts-of-energy-in-the-us-within-50-years/">http://inhabitat.com/mit-study-shows-geothermal-could-produce-100000-megawatts-of-energy-in-the-us-within-50-years/</a>
Rowan	Everard	Wax.delerium@gmail.com	97217	OR	Would destroy my life style. Also the Columbia River and Vancouver WA. Will cause much pollution and damage to river.
Jim	Eversaul	sallineasy@yahoo.com	98668	WA	As part of the Columbia River community, oil barges and tankers on our river will have an adverse effect on the quality of the estuary.
Frans	Eykel	fransyke@yahoo.com	98612	WA	
Karen	Fairchild	karenfpub@centurylink.net	97041	OR	I live in a community with train tracks running through, along I-84, right on the Columbia River. I do not want increased traffic or air pollution in my community. I am deeply concerned about the potential for oil spills. Supporting oil in the age of climate change is stepping backward. Please think in terms of the quality of our shared future, and a healthy climate, not short-term profits. Thank you.
Megan	Farrell	Blumoonmeg@yahoo.com	97040	OR	
virginia	feldman	feldmanvi@gmail.com	97219	OR	I work in Vancouver & cross the river each time. But I breathe the same air even when I live in Oregon!
Alex	Fish	af.2112@yahoo.com	97217	OR	
Gloria	Fisher	gloriaf2001@hotmail.com	97220	OR	I frequently hike in the Columbia Gorge, both sides. I have been many places in the world and have found nothing like this. How could anyone even consider sending oil or coal trains through this beautiful area. Since the national government and chosen to name it a national scenic area, how could there be consideration of sending such dangerous pollutants through it as coal and oil? Just one accident could destroy it forever.
Jean	Fitzgerald	walktours2@aol.com	97219	OR	I canoe and kayak and often picnic on the shore...PLEASE...don't allow this tragedy to happen...!! The Gorge will be ruined forever!

First Name	Last Name	Email	Zip	State	Comment: Let Governor Inslee and EFSC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Sage	Florence	fsage@charter.net	97103	OR	Dear Gov. Inslee, I live in the community of Astoria at the mouth of the Columbia, which has many river-related interests. Please protect our river from potential oil spills and help keep America's fuel resources in America for Americans, by denying this project. Thank you for considering. Please do not approve Tesoro Savage's application.
Frances	Foley	ffoley@q.com	98664	WA	
Joyce	Foster	joycefost@aol.com	90024	CA	
Chris	Fox	wheresyourlobster@gmail.com	97103	OR	I spend most of my time on the Columbia as I live right on it's banks. The Tesoro project would basically destroy everything my family and I love about living in Oregon. If it came to pass we would move to another state or country as would MANY, MANY others that I know. This is a huge mistake and a horrible idea. Please do all that you can to protect Oregon from these corporate raiders. Thanks, Chris Fox
Merilee	Frets	merilee.frets@gmail.com	98683	WA	This morning's edition of Vancouver's Columbian newspaper featured yet another tanker train crude oil derailling and explosion this time in Alabama. If such an incident happened in Spokane or Sandpoint (ID) or the Columbia Gorge or Vancouver, the consequences would be beyond devastating. Please, please deny the permit to site an oil storage facility in Vancouver. It is short-sighted and far too dangerous to allow. Merilee Frets Vancouver, WA
Cindy	Frye	ckfrye-art@comcast.net	98686	WA	
Victoria	Fuller	idahoflying@yahoo.com	83860	ID	The rail route passes through our town close to soccer fields, schools and homes. It winds around the shores of our lake and the Pend Oreille river which is part of the Columbia watershed. Even the remote possibility of a derailment should be enough to make you question this project. And the fuel isn't even needed or intended for our country. How long will money rule and how long will our "leaders" let our country continue to become a sacrifice zone to shortsighted greed?
Kayla	Gallentine	K.gallentine@hotmail.com	97031	OR	Our precious Columbia River has provided much of our PNW history. Without it, we wouldn't have been able to produce such a lively fishing and logging industry. Why do we need to take a step towards unsustainable energies when we have so much potential with wind, solar, geothermal, and wave power here in the PNW? This is an inappropriate step with money making being put before the wishes of the people. Are you here to serve the people or giant corporations who care nothing about an individual's right to life giving necessities like clean fresh water, non-toxic shelter and foods, and not having the potential of serious disaster looming over peoples heads. We the people love living here, please don't ruin it for everyone but the top money makers....
Mary	Galloway	maggiegalloway@mac.com	97232	OR	I moved to Oregon about a year ago from Minnesota, the land of the lakes. The reason I chose this area is because of the gorgeous nature that surrounds us, and the amazing rivers. Water is a very important part of my life, and the life source for everything on this planet. If we ruin our water, we ruin all life. Please don't let this happen!!
R	Gamboa	rl_gamboa@hotmail.com	98102	WA	Please consider supporting alternatives to oil and the very real risks this proposal involves and reject this proposal to keep our state as eco-friendly as possible and set an example for the rest of the nation.
Lara	Gardner	Lara_Gardner@me.com	97217	OR	
Linda	Garland	lfg2014@gmail.com	97138	OR	
Marc	Gauthier	blackriverpro@hotmail.com	99026	WA	Dear Governor Inslee, We nominated you for reasons just like this. As our elected leader I expect you to ensure the safety of our communities and our children. This proposal has the potential to seriously jeopardize both. This world is desperate for leaders who are willing to do what it takes to get us back on a sustainable path and these are the moments that define those leaders. With Respect, Marc Gauthier
Carol	Gearin	gearin80@msn.com	97146	OR	
Linda	Geiser	lgeiser2003@yahoo.com	97330	OR	We already have enough CO2 in the air to do great harm. Now is the time to reduce emissions not add to them!
Eric	Geisler	eageisler@yahoo.com	97124	OR	
Will	George	h2ohiker@yahoo.com	97103	OR	
Susan	Gere	Susangere@gmail.com	97203	OR	I don't want to see the Columbia become another Gulf - which I don't expect to recover in my lifetime.

First Name	Last Name	Email	Zip	State	Comment: Let Governor Inslee and EFSC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Sudeshna	Ghosh	itsmedew@mailbox@rediffmail.com	700023	ot	
Jim	Gilbert	jgilbert@oregonsbest.com	97038	OR	
Carol	Gilden	cag9558@gmail.co	97223	OR	what makes the Northwest so beautiful is our environment....I lived in Texas when BP had it's oil spill and I have seen what one accident can cause. I am here to say it is not worth it. Keep our rivers clean and safe for all....people, animals, fish.....all it takes is one accident.
Bob	Gillespie	rgillesp@live.com	98801	WA	
Wendy	Gilmore	terrvin@clear.net	97006	OR	
Susana	Gladwin	susana.gladwin@yahoo.com	97138	OR	What a terrible project. All the possible risks so large corporation make lots of \$\$\$\$ on a really dirty product that makes global warming increases inevitable.
Lauren	Goldberg	lauren@columbiariverkeeper.org	97031	OR	
Sunny	Golden	sunnygolden@me.com	98660	WA	
d	goldsmith	dell.goldsmith@gmail.com	97225	OR	Please help us protect ourselves and our beautiful region from this destructive project. I love to hike in this area and as a former biologist I am aware of the intricate and fragile nature of most ecosystems due to human impact and climate change. We cannot take our environment for granted.
Adrienne	Gonzalez	adrienneg@gorge.net	98672	WA	I live in White Salmon/Bingen, Wa., one of the little towns along the rail and shipping route to Vancouver. I am horrified at the possibility of oil trains passing through my community. When I hear on the news about the latest derailment and accompanying death and destruction that seems to plague these trains, I know that that could happen here. Please don't let it! I urge you to deny Tesoro Savage's attempt to profit at the expense of the citizens of Washington state.
James	Goodwin	goodwinlandscape@hotmail.com	97412	OR	As a kite surfer, I believe the noise and emissions impact would be negatively significant to my experience as well as others. I would support a rigid pipeline instead of rail transport. Thank-you. Jim Goodwin
Leonard	Gordon	gordon6@comcast.net	98665	WA	
Tony/Diana	Gordon	trngardens@comcast.net	98671	WA	Gentlemen: We feel that this project will have an adverse effect on Washougal. We have 5 at-grade crossings and only one overpass. If this proposal and the 2 coal terminal proposals go through, we will have an increase of more than 35 trains daily. Getting to the downtown area will be difficult and time-consuming. Our town will effectively be cut in half. I think also that such an increase in shipments of dangerous commodities like oil will depress our real estate values and discourage new businesses from locating in our area. There is nothing in this proposal for our community and it will provide few new permanent jobs even in Vancouver. It will be costly and dangerous for us. Please do not allow this project to go forward.
Alan	Granat	alan@therocksociety.com	98671	WA	My family and I use the river and nearby areas extensively for recreation: fishing, boating, hiking, etc. Please don't sell out to the dangers this project would bring to this wonderful region.
Mark	Gray	cjgrus42@aol.com	98502	WA	Lots of risk, little return on this!
John	Green	jgreen2317@aol.com	98632	WA	Too much danger to citizens and the Columbia river
Lowell	Greenberg	llg@earthrenewal.org	97229	OR	
Bill	Griesar	bgriesar@gmail.com	97211	OR	Please DO NOT allow oil by rail along the Columbia River - it is too dangerous and there have been too many accidents that have caused terrible damage and loss of life.
Jonathan	Grimm	jhgri@live.com	83864	ID	Please, for the children, don't let this expansion project go on!
Jim	Groat	jhgdesigns@yahoo.com	97220	OR	Do not let Tesoro pollute Washington and Oregon.
Andrew	Grossman	andrew_grossman@hotmail.com	98648	WA	I live in Stevenson about 3 blocks above the Columbia River, where I swim almost daily mid-late summer. I worked with USFWS on Exxon Valdez oil spill in 1989. It will never be cleaned up. We should not do that here. It should never happen again. Our wealth is our fisheries, wildlife, and clean water.
Zoltan	Grossman	zoltangrossman@gmail.com	98502	WA	Safety is my primary issue. Oil trains coming from the Bakken oil shale basin in North Dakota are carrying a more volatile crude oil, the same type that exploded and killed 47 people in Quebec. I'm also concerned about a tanker spill that affects our fishery and shellfish beaches. Simply having a more robust clean-up plan misses the point--the only way to prevent a spill is not to bring in huge amounts of new oil.

First Name	Last Name	Email	Zip	State	Comment: Let Governor Inlee and EFSEC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Todd	Guren	tguren@hotmail.com	97034	OR	As an Oregonian who is registered to vote and votes in every election, I urge you to deny the application. I moved out to the Pacific NW 11 years ago for the environment and want to see it preserved for my sons and future generations. We only have one opportunity to preserve the Columbia Gorge.
Todd	Guren	toddguren@gmail.com	97034	OR	
Gwen	Hadland	Mousery@comcast.net	97123	OR	
Lindell	Haggin	lindell4118@comcast.net	99208	WA	Spokane would have significant negative impacts from increased rail traffic both from emissions and delays at multiple rail crossings.
Lorrie	Haight	lorriehaight@yahoo.com	98651	WA	It is important to save the Columbia River from becoming a super highway for fossil fuels. The whole world needs to get off fossil fuel energy. These huge companies need to start putting their money into alternative energies like wind, solar, geothermal, tidal, etc. Everyone is affected by climate change and we can turn this around if we stop feeding the greedy companies who are only interested in the profit.
Eidon	Haines	rain.cat@comcast.net	97218	OR	Selling our abundant coal and oil in Asian markets will certainly produce great profits for the producers, transporters, and shippers, and a few jobs. It also assures that the coal and oil will be burned, further burdening our atmosphere with more greenhouse gas. Let's focus instead on resources that create many more jobs and protect the Earth for our children and grandchildren.
Emily Patrick	Hajarizadeh	e.hajarizadeh@gmail.com	97214	OR	Oil in the Gorge??? You can't even build a woodshed in the Columbia Gorge National Scenic area...why risk an oil spill and pollution on a gigantic scale? Please deny the proposal!
	Haley	path@gorge.net	98672	WA	Clean air, clear water and our lands. Are you kidding me. Keep this out. We don't want it.
Julianne	Hall	finnsrull@gmail.com	97138	OR	
Marguerite	Hall	margueritehall@gmail.com	97210	OR	This proposal effects life as we know it. One spill means an ecological disaster that we might not be able to recover from. I am opposed to exporting fossil fuels for profit. This is a boom bust cycle and when the bust happens the environment will be devastated here in the source region. How can you even consider barging highly toxic coal, oil, LNG down our rivers and across the ocean, when the oceans are experiencing huge die-offs and climate change exacerbated by the prevalence of fossil fuels is responsible for the climate change disaster in the Philippines. 10,000 humans is a huge die off!
Sherry	Hall	Sherry@spiritone.com	97202	OR	
katrina	hampton	scotrina@msn.com	98663	WA	Some of the reasons why people come here is to enjoy the beauty and the many outdoor opportunities. Once that is gone, it can never come back. People are looking to you, as our governor, to stop corporations from destroying our environment. We are trusting you to do the right thing.
Tarika	Hanawalt	tarikahanawalt@yahoo.com	97202	OR	I boat and fish in the Columbia River and hike the Columbia River Gorge year round. A spill from an oil tanker in this lower area would be devastating to say the least.
Bourtai Kim	Hargrove	Bourtai31@gmail.com	98512	WA	
	Harless	mamakik87@gmail.com	98661	WA	Vancouver is my home, and the Earth is everyone's home. Not only does this affect me directly I believe we all should do what we can to protect life on this world and not exacerbate climate change.
dick	harmon	dikwisingup@hevanet.com	97202	OR	I have grandchildren and great-grandchildren in Washington and Oregon. Read McKibben's math and his sources: 14 years or so before the feedback loops go nuts. How old will each of your children be in 14 years? THAT's what's at stake in Tesoro's part of the fossil fuel takeover of the Northwest.
Nicole	Harrington	nmolena@yahoo.com	97068	OR	
Andy	Harris	andyharrismd@comcast.net	97201	OR	
Beth	Hartwell	beth@gorge.net	97051	OR	
michael	harves	mtharves@gmail.com	99201	WA	I fish the Columbia River and it's tributaries and need that water to remain as clean as possible. Neither increased oil or coal shipments are going to help.

First Name	Last Name	Email	Zip	State	Comment: Let Governor Inslee and EFSEC know how you use the Columbia River and how the proposed Tesoro Savage Project would affect you.
Sierra	Hawksley	sierra.hawksley@gmail.com	98606	WA	Comment: Let Governor Inslee and EFSEC know how you use the Columbia River and how the proposed Tesoro Savage Project would affect you. c/o efsec@utc.wa.gov RE: Deny the Proposed Tesoro Savage Pipeline-on-Wheels Project Dear Governor Inslee, Mr. Posner, 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 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 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.
Steven	Hawley	sjhawley@mac.com	97031	OR	I live in the Columbia River Gorge. Turning these already busy rail lines into de facto oil pipelines is not in the best interest of the region. I urge you to deny Tesoro's application.
William	Haywood	haywoodwh@mac.com	98531	WA	We elected you to protect our backs, not stab us in the back with another filthy oil/coal monstrosity. Tell the people, right now, that you have our backs! I dare you!
Willis	Heavenrich	nednlulu@yahoo.com	97103	OR	Please stop this crazy project.
Bruce	Hecht	brucehe@peak.org	97333	OR	
Zachariah	Hack	zheck24@gmail.com	97526	OR	
Bev	Hedin	bevhdin@comcast.net	97201	OR	
Brian	Hemming	briang.hemming@gmail.com	99025	WA	
Marian	Hennings	cashme327@comcast.net	99207	WA	I live in Spokane and the increased rail traffic would adversely affect other nonrail traffic in the city and Spokane County. I am also very concerned about derailment because the rail line runs through downtown and above I-90. The rail cars being used to ship the oil are not adequate for the loads they are carrying, making spills more likely. There was an expose about this in the Chicago Sunday paper week before last. We do not need a derailment with attendant explosion in downtown Spokane.
Joseph	Herb	joherb@gmail.com	98110	WA	
Erick	Heroux	heroux@efn.org	97202	OR	
Pat	Herrington	patportland@yahoo.com	97202	OR	
Craig	Heverly	heverlyc@jps.com	97206	OR	
Hollis	Higgins	treebarkhh@yahoo.com	99205	WA	
Derrick	Hindry	dhindery@uoregon.edu	97405	OR	
Betty	Hittler	behtitt@gmail.com	98671	WA	Please protect Washington for future generations.
Stan	Hoffman	stanhoffman@mindspring.com	97212	OR	
James	Hoffmann	hopvillefarms@gmail.com	97016	OR	
suzi	hokanson	suzihokanson@yahoo.com	99208	WA	It was great to have you come to SCC, THANKS
Mary	Holder	mrutholder@gmail.com	98274	WA	
Vicki	Holman	vholman@hotmail.com	98685	WA	I am also concerned about which agencies will pay to up grade train crossing to allow for traffic to pass that would be bogged down by these trains.
Jenny	Holmes	jehrestore@gmail.com	97213	OR	I care about the health of the waters of the Northwest which are our lifeblood. Putting our waters at risk through oil pipelines on wheels is irresponsible. You are supporting the desecration of God's creation by enabling the movement of dirty oil through our region. The climate impacts of this project must be considered.
Nancy	Holmes	nholmes105@yahoo.com	97138	OR	

First Name	Last Name	Email	Zip	State	Comment: Let Governor Inslee and EFSEC know how you use the Columbia River and how the proposed Tesoro Savage project would affect you.
Thomas	Holz	tomholz@comcast.net	98502	WA	The Columbia is a national treasure. Please oppose the pipeline which puts the river and community at risk.
Tony	Howard	Microtribe@gmail.com	97203	OR	
Jared	Howe	jaredchowe@gmail.com	98108	WA	
Mary	Hoxer	mary.hoxer@email.wsu.edu	98661	WA	Dear Governor Inslee, As a long time Vancouver resident, graduate of Washington State University Vancouver, with every intention of building a future and my new family's life in this city, I am highly concerned about the oil transport project proposed by Tesoro Savage, as well as the Port of Vancouver's vote to support it. Within the past 10 years Vancouver's quality-of-life has improved by leaps and bounds. The local economy has improved, downtown is now a beautiful and entertaining place to go when before it was a run-down ghost town, and organizations aimed at improving the quality of our environment have popped up. The proposed project threatens all of this progress we've seen and built. It threatens to pollute our air, water and soil quality, increase noise pollution, and our safety. While Tesoro Savage can claim all the safety and environmental standards will be met, time and again we are reminded that these promises more often fail than succeed. I am not willing to take that risk, and would have no choice but to consider relocating out of Vancouver, and I'm certain many others feel the same. Please do not impose this risk upon the citizens of Vancouver. Many of them will only hear what the industry wants them to hear; will only focus on the words "economic progress", without really understanding the implications this project could have on the lives of their families, community, as well as Vancouver's future generations. Thank you, Mary Hoxer
Vernon	Huffman	vernonhuffman@yahoo.com	97330	OR	James Hansen says burning this oil is "game over for the climate."
K. A.	hughes	karmen.hughes@gmail.com	97103	OR	I live at the mouth of the once mighty Columbia river in historic astoria, oregon and I feel this would be a horrible mistake for the remaining wildlife within our region and for the humans living in this region! let's get more advanced in our energy thinking and not let corporations with capital to burn sway our elected officials down a path of horrible, horrible mistakes!
Susi	Hulbert	susi1313@yahoo.com	98632	WA	PLEASE Reject Tesoro Savage's dirty oil project. We can do better. Let's create clean jobs for the future. Thank you
Kathleen	Hulick	kaweaha50@gmail.com	98606	WA	We sightsee, hike and boat along the Columbia River. We do not want the environmental quality of this wonderful area destroyed by this insane proposal. Non stop 100 car trains bringing highly corrosive, highly explosive oil along a route over 1,000 miles long. A terminal transferring the oil to tankers polluting Vancouver. Both trains and terminal vulnerable to attack and accident with disastrous results. Supertankers in Columbia River? Again, this is insanity! We need to develop renewables instead of contributing greatly to climate change through increased use of fossil fuels. Getting oil by fracking is not the answer! You must deny this proposal! Thank you.
Stephen	Hulick	Kaweah50@gmail.com	98606	WA	I live, work, and play in and on the banks of the Columbia River. The noise and the low air quality concerns me deeply as a mother, an individual, and a physician. I care for patients, many of whom live near the train tracks on the Washington side, and would be directly affected. A number of my favorite rock climbing spots and wineries are near the tracks on the Washington side, therefore I frequently spend time and money in the state of Washington. The soils where many of the best wine grapes in the country are grown will be affected, and there is a substantial safety issue for climbers, who need to hear each other. We already wait for trains to go by before we attempt riskier pitches, but incessant traffic will be a major issue.
Kimberly	humann	khumann@gorge.net	97031	OR	
Autumn	Isenagle	bemysescape@hotmail.com	97405	OR	
Camille	Jackson	camjackson1@comcast.net	97005	OR	Tesoro just destroyed a farmers wheat crop in North Dakota with an oil spill 7 football long and tired to hide it! They are irresponsible!
Jeff	Jackson	jjackson158@msn.com	97470	OR	
Sharon	Jenika	jenika5525@comcast.net	97215	OR	I hike along the Gorge and enjoy the fresh, clean air. Please don't pollute it with the tesoro Savage project. Thank you, Jenika