

507 NE 99th St., #74
Vancouver, WA 98665
December 16, 2013

Jay Inslee, Governor
Washington State
Olympia WA 98360

RECEIVED

DEC 24 2013

Dear Governor Inslee:

ENERGY FACILITY SITE
EVALUATION COUNCIL

I am writing you concerning the oil terminal issue at the Port of Vancouver.

Most reasonable people now agree that the effects of air pollution on climate change is an established fact, and that the dangers are real. So, efforts of environmentalists to reduce pollution should be supported when reasonable and practical. However, the admitted strategy of the Environmental Coalition in Clark County is to reduce the supply of oil sufficiently to cause gas prices to rise dramatically and motivate people to switch to electric cars. They maintain that these cars and services to support them will shortly be in supply to meet this supposed demand. While this is a worthwhile objective, it is difficult to believe that it is practical. First, the price of gas is determined by the worldwide supply and demand, not by just that in this country. And, the absence of an oil supply from the Bakken area would hardly affect prices that much. Furthermore, I believe that some oil is already moving in tank cars directly to refineries in this State. Therefore, it seems unreasonable to believe that most people would invest in a high-priced electric car very soon.

The Coalition makes a point that energy independence is not the true objective of our country because Exxon is lobbying Congress to permit us to export oil. But, energy independence is, and should, be a prime objective because a shortage of oil and resulting high prices would be reflected in the costs of transportation (auto, rail, bus, air and shipping), thus retarding consumption and international trade. There have been a number of instances during the past 50 years where the rapid rise of oil prices has brought on recessions (1973-74, for example). Equally important, our dependence on oil from other countries, especially the Middle East, has adversely affected our relations with those countries, evidenced by the Iraq war.

Another fear tactic that raises questions is that the Coalition points out the lack of regulation and responsibility of railroads and barge lines in the transportation of oil. The deregulation of the railroads in 1980 (Staggers act) affected the making of rail rates, not safety regulations. Considering the billions of ton-miles hauled by the rail lines annually, their safety records are outstanding. Tidewater Barge Lines, the principal hauler on the Columbia River (which could be involved) has a record of no spills affecting fish or wildlife. Since the Exxon Valdez spill, barge lines carrying oil are required to have double steel hulls and the means on barges to corral spills. In this connection, the media consistently cites the disastrous derailment of an oil tank car train from the Bakken area in a Quebec town. However, that train rolled down a steep grade and was going 82 mph when it derailed in the town. In Vancouver there is no grade problem and a 10 mph limit.

On the other hand, the Coalition does raise a valid question about rail tank car safety. The ends of most oil tank cars in service are not sufficiently reinforced to withstand a major derailment. The tank car fleet in this country is largely owned by private car companies. They should be required to upgrade these cars with a time limit. And, since the BNSF will greatly benefit from oil terminals in Washington, perhaps the mileage allowance paid by them to tank car companies should be increase temporarily to help compensate the cost of upgrading.

The railroads were lrgely responsible for the development of western states. In the years following WWII, because of the building of the national highway system, the trucking industry took over the hauling of most highly-rated products and the rail lines now carry mostly bulk commodities, with the exception of container and piggy-back traffic. If we deprive the rail lines from hauling oil and coal, what next?

I submit these points for your consideration in deciding whether or not to issue a permit for the Vancouver oil terminal. Those opposing it are very passionate and sometimes overlook the whole picture. It reminds me of the spotted owl issue years ago. Thousands of jobs were lost, lumber and plywood mills closed and towns in Washington, Oregon, Idaho, Montana and California badly affected. Recently it was in the media that the bar owl is now praying on and killing spotted owls, and some environmentalists now want to protect the bar owl. Apparently the spotted owl was not so important after all! And, belatedly it was discovered that the spotted owl lived quite well in second growth timber and is not dependent upon old growth, which was the original issue.

I consider myself a moderate environmentalist, believe in climate change and the dangers of modern-day pollution, but when everything is considered, in this case I believe that, with precautions mentioned above, the oil terminal should be allowed.

Respectfully yours,


Edward Frank
(360) 573-3848

cc. *Kate Phoenix, P.H.D.*
Dist of Vancouver
✓ cc *Emergency Facilities Site Evaluation Council*
Olympia, WA

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#30932

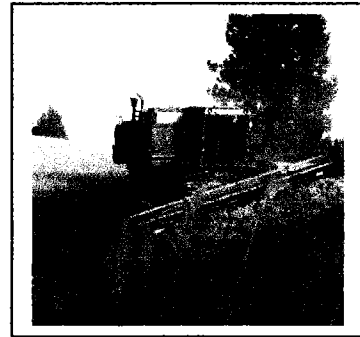
South West County Coalition
P.O. Box 127
Marshall, WA 99020
(509) 999-8513
patience5907@hotmail.com
December 16, 2013

RECEIVED

DEC 20 2013

WASH. UT. & TP. COMM
RECEIVED

DEC 20 2013



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

ENERGY FACILITY SITE
EVALUATION COUNCIL

RE: Tesoro Savage Vancouver Energy Distribution Terminal Information & Scoping Comments

To Whom It May Concern:

The South West County Coalition (SWCC) is a diverse alliance of Spokane County families and individuals organized to address public concern. SWCC is committed to bringing to light the concerns of our South West Spokane County neighbors, family, and friends when the actions, or inaction, of public or private individuals adversely affect county residences. Please accept these additional comments concerning additional oil trains passing through our neighborhoods, farms, and cities.



Oil Tank Cars "sided" near a family farm near Marshall, Washington. Oil cars are unsecured and vulnerable to wild fire and vandalism. (Summer 2013)

Local residents are "already" experiencing the adverse effects of increased rail road traffic primarily the result of coal and oil trains. This proposal alone would add upwards of three "dangerous" oil trains daily. Adverse effects of oil trains include siding of oil tank cars in our neighborhoods and adjacent local farm houses. Local residents feel threatened and endangered by this proposal as they are "forced" to accept the dangers. Local officials have shown little concern other than comments that appear condescending and patronizing at best

The SWCC believes local official's, particularly small rural fire districts and county sheriffs, are incapable of detecting and addressing the escalating dangers of increased oil train traffic. Particularly when

considered cumulatively with proposed coal trains. "I don't care," was the jest of the comments by one fire official during the scoping process. Local fire and police proffered specious answers to complex questions when queried about their personnel's response to the inevitable disaster. Despite the fact that every emergency responder interviewed agreed that a delay of but one minute by an oil train, could result in the loss of life and or property.

The South West County Coalition believes that to truly address the safety and health effects of having crude oil tank trains pass through our cities and neighborhoods hazards must be independently evaluated by experts that cannot be influenced by local politics and personal or business interests.¹ The fire and life safety aspects alone of this proposal on effected communities in Eastern Washington, need the expert oversight and investigative capabilities of the Washington State Fire Marshal or the National Fire Protection Agency. The health and safety of local residents demands no less concern from state and local officials.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew Smith". The signature is written in a cursive style with a large, sweeping initial "M".

South West County Coalition

¹ SWCC believes local officials in rural areas could be influenced by personal relationships with private sector officials of the railroads. Do not many of the fire districts receive compensation in the form training or monetary consideration to "mitigate" the adverse effects of the railroads for example?

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#30933

12/13/13

BATTLE GROUND

Comment deadline approaching

The Washington Energy Facility Site Evaluation Council is reviewing the oil terminal project, which proposes to store and transfer 380,000 barrels of Bakken crude oil from rail cars to ships. The deadline for submitting public comments is Dec. 18. Submit your concerns to EFSEC via email: efsec@utc.wa.gov or by U.S. mail: EFSEC c/o Stephen Posner, 1300 S. Evergreen Park Dr. S.W., Olympia, WA 98504-3172.

The rejection of this dangerous project is crucial to the future of Vancouver, the Columbia Gorge, and the entire region. If approved, it will bring pollution and the real danger

of derailments, oil spills and explosions of this volatile crude oil. This is the same type of oil that exploded in Lac-Megantic, Quebec, killing 47 people and destroying much of the city. This same type of oil was also involved in a derailment and explosion in Alabama.

Stephen J. Hulick
HOCKINSON

ORIGINAL

L
Mr. Edward D. Ludwig
7005 N.E. 147th Ave.
Vancouver, WA 98682

Mr. Posner,

I am writing to oppose the proposed Oil Terminal in Vancouver.

There is only one Columbia River Gorge on this planet and I don't want to see it ruined by oil spills. They will occur and the railroad tracks are right next to the Columbia River.

The value of the Columbia River and its Salmon and other values exceeds beyond any measure than the value of the oil terminal etc. Don't let them do it.

Sincerely,

Edward D. Ludwig

RECEIVED

DEC 17 2013

ENERGY FACILITY SITE
EVALUATION COUNCIL

Concerns grow about safety of oil tank cars

Federal officials say they do not meet latest standards

By RICHARD WRONSKI
Chicago Tribune

CHICAGO — As the current oil boom in North Dakota, Montana and Canada continues, long freight trains hauling dozens of black tank cars are rolling across the country and through the Chicago area with increasing regularity.

With tank cars brimming with tens of thousands of gallons of crude oil, these trains have been described as “virtual pipelines” passing through heavily populated residential areas.

But despite the hazardous nature of the cargoes on board, the vast majority of these tank cars do not meet the latest safety standards and should be retrofitted, according to federal officials and the railroad industry.

Older models of the type of tank car known as the DOT-111, which carry flammables such as crude oil and ethanol, have an “inadequate design” and are more vulnerable to being breached in a derailment than newer versions, the National Transportation Safety Board has determined.

Critics charge that the

Retrofitting DOT-111 rail cars

Federal officials and the railroad industry think older DOT-111 tank cars, which carry flammables like crude oil and ethanol, do not meet the latest safety standards and should be retrofitted to make them safer in the event of a derailment.

Upgrades for older DOT-111 cars

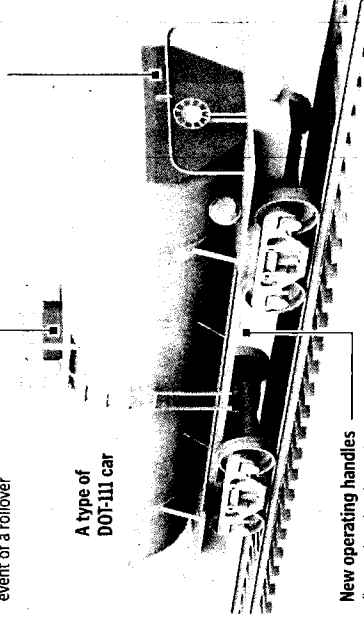
Upgrades for tankers carrying ethanol and crude oil

Stronger housing

Designed to prevent top-fitting damage in the event of a rollover

Head shields

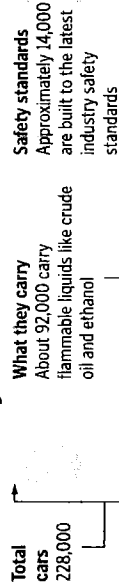
Protect the head or end of the car from impacts



A type of DOT-111 car

New operating handles (located under the car) designed to break free instead of opening in the event of a crash

DOT-111 cars by the numbers



Source: Association of American Railroads, National Transportation Safety Board and Transportation Research Board

tank car owners, who are generally oil and chemical companies, are balking at proposed requirements to fix flaws in the cars or gradually take them out of service, citing the costs involved and the demand for cars to haul oil.

And federal regulators have been slow to act even though the NTSB's investi-

gators have been sounding the alarm about the cars' shortcomings for more than 20 years, critics say.

“Since 1991, these tank cars have been identified as unsafe. So anybody aware of that has to question why nothing has been done over the years,” said Tom Weisner, the mayor of Aurora, where tank car trains pass through regularly on the BNSF Railway and Canadian National tracks.

With the surge in oil production in Western states and Canada and insufficient pipeline capacity, freight trains are carrying increasing amounts of crude oil. The biggest U.S. railroads moved 234,000 carloads of crude oil last year, up from 9,500 carloads in 2008, and they are likely to haul 400,000 carloads in 2013, according to the Association of American Railroads.

There are about 92,000 DOT-111 tank cars currently used to move crude oil and ethanol across the U.S. Of these, about 78,000 cars should be retrofitted to be made safer or phased out, the association said.

Tank cars built since Oct. 1, 2011, are required to comply with tougher standards, including shells with thicker steel, but there are only about 14,000 of these.

After a fiery derailment along the rail lines to face

that risk when we know thicker, tougher cars could keep us safer,” Schumer said.

The older DOT-111 cars have a steel shell that is too thin to resist punctures in accidents, and the ends of the car are vulnerable to ruptures. Valves used for unloading and other exposed fittings on the tops of the tankers can also break during rollovers, the NTSB said.

The American Association of Railroads on Nov. 14 joined those calling on the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration, or PHMSA, to impose new safety rules requiring the cars be upgraded or phased out.

“We believe it's time for a thorough review of the U.S. tank car fleet that moves flammable liquids, particularly considering the recent increase in crude oil traffic,” said Edward Hamberger, the association's president and CEO.

The railroads say that by law they cannot turn away the shipments.

Meanwhile, Aurora's Weisner and Karen Darch, village president of Barrington, have been mobilizing a coalition of suburbs to press regulators for the tighter safety standards.

These are my comments about the proposed oil terminal
in Vancouver, B.C. U.A. — Tedine Roos
06 NW 129th Ave Vancouver

Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#30934

My name is Tedine Roos and I live in Vancouver. There has been a lot of hype about the Bakken oil. Industry shills say that horizontal drilling and its attendant fracturing is a game changer of U.S. energy. There are numbers, though, that refute this claim and that is what I want to present. . Drilling horizontal wells are much more expensive than vertical wells. Two to three times more. And profit depends on adequate production and a price per barrel in the neighborhood of \$100.

My great grandparents homesteaded in eastern Montana, the western edge of the Bakken formation, and I have been paying attention to oil activity for several years. These wells begin producing about 250 to 300 barrels per day. This level of production drops off quickly in about 24 months and in another couple years becomes a stripper well. A stripper well produces less than 15 barrels per day and still must be maintained even though it is not profitable. What to do when production falls? Drill another well. The state of Montana Oil and Gas Board maintains a searchable database with each well's production history. The first well on the land my relatives homesteaded was drilled in 2006. Now there are 5 wells. Three of them produce less than 50 barrels a day and the two wells drilled in 2013 produce less than 175 barrels a day. All the wells in this township some 85 wells show the same pattern.

RECEIVED

DEC 17 2013

ENERGY FACILITY SITE
EVALUATION COUNCIL

I decided to see if North Dakota also sees this quick production decline. Their database, maintained by the N.D. Oil and Gas Division has lots of statistics but I could not find a site which gave a production history for each well. It may be there. But I did find a significant statistic. In Sept. 2013 there were 9,373 wells and the average production was 99 barrels. This says to me that even though total production is going up, there are many stripper wells included in the N.D. production. And there is same production decline pattern. Drilling new wells increases production for now.

Just drilling new wells to get those few months of production does come to an end because there are no more locations. All have been taken by 2017. Even the ND database makes no predictions past 2017. It is expected that number of Bakken wells will top out at around 12,000 .

What does this mean for the Port of Vancouver? Figure a year or two of hearings, permitting and such. Then a year to get construction completed. That brings us up to about 2017. Just in time for the last wells to be drilled. Production will be level for a couple years then the quick, precipitous drop. And what do you do with an oil terminal when there is no product to ship?

These numbers right there for all to examine. I encourage anyone concerned with this project to spend time with these databases. It doesn't look like the port commissioners did.

1414 Kauffman Ave #201
Vancouver, WA 98660
December 18, 2013

RECEIVED

DEC 24 2013

**ENERGY FACILITY SITE
EVALUATION COUNCIL**

Washington State Energy Facility Site Evaluation Council
1300 S. Evergreen Park Dr. SW
Olympia, WA 98504

Re: Opposing permit for Vancouver oil terminal on multiple grounds, enumerated below

(To the individual(s) reading these comments: THANK YOU!)

Esteemed EFSEC Members:

I am writing to express my profound objection to the permitting of any oil terminal at the Port of Vancouver. The proposed terminal would endanger the health, safety, political security, environmental integrity, beauty, and economy of the whole region affected by the terminal itself and the entire transport route associated with it. The problems, including vulnerability to terrorist attack, are so severe and obvious as to warrant an outright rejection at the outset. Failing such an outright rejection, all the risks inherent with the proposed terminal, the oil, and its transport should be studied in painstaking and thorough detail.

First off, dealing with oil is inherently damaging, as I have observed from personal experience. I moved to Vancouver a year ago from Dallas, Texas; I grew up 130 miles northwest of Dallas in Wichita Falls. There I saw the ravages of landscape barrenness and scarring left by oil drilling and extraction. Oil transport, transfer, and storage threaten Vancouver and the entire transport route with similar ravages. The beauty of this region is a sacred trust for which we are accountable. As another ex-Texan here put it, living in Vancouver is like living in a national park. One oil car alone, spilling into the breathtaking Columbia River, would destroy the plentiful salmon carefully restored in the last 75 years. The danger is not just from the trains coming through here, the Columbia Gorge, and the rest of the route, but from the barges onto which the oil is to be off-loaded, and from there down the rest of the Columbia on out to sea.

Further, the safety liabilities of the terminal would kill the planned riverfront development and strangle established downtown businesses. The toxic stench of the high-sulfur oil would also impact business and health, since the fumes contribute to cancer, heart and lung diseases, and other ills. Any purported economic advantages of this inherently unsafe facility and its associated transportation hazards would be massively outweighed by its economic drawbacks.

Even more sobering are the immediate risks of catastrophic accidents. My father, a pipeline welder, did his last pipeline job in Alaska in the late 1970s. He told me that on a particular stretch of the North Slope, Alyeska expected a man a mile to die. The Alaska

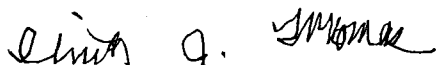
crude was nowhere near as explosive as the Bakken Shale oil slated for transport to, through, and from the Port of Vancouver. The clear and present threat of a high-magnitude earthquake here alone is reason enough to find the oil port unsuitable, though earthquakes only magnify the inherent safety threat. The most spectacular of the transport accidents to date are the two Bakken oil train derailments in the last six months. Alice, Alabama was spared horrific casualties last month since the train derailed outside of town, unlike Quebec's Lac Megantic, suffering 47 deaths last July. Despite the supposedly safer new rail cars in the Alice derailment, the oil cars exploded in a fire that burned for 24 hours. Suffice it to say that the same rails that are presently carrying coal, which degrades rail beds and increases the likelihood of derailments, would also be carrying Bakken Shale oil, which is at least as explosive as gasoline. I live in the blast zone here, less than a mile away from the rail yard.

We should also face the real potential of terrorism if we bring in such volatile cargo. In 1973, while traveling in Europe near the Italian port of Trieste, I witnessed a massive oil fire caused by Black September's terrorist attack at an oil terminal on the border of Italy and Yugoslavia. Half of a clear sky was blotted out by the impenetrable black smoke of that massive oil fire.

I have also experienced climate change first hand, and I consider it more dangerous than any terrorist attack. When I was growing up in the 1950s and 60s in Wichita Falls, an overnight low of 80 was unusually high. In 2011, Wichita Falls set a new overnight high minimum temperature of 88. That was the year that set a new national record of summer heat, surpassing the 1934 dust bowl mark. Although Oklahoma edged out Texas for the worst summer ever, Texas also suffered a killer drought that year in all but 4 of its 254 counties. So far, Washington and Oregon are the two states least impacted by climate disasters like droughts, floods, and super storms. Let's keep it that way By rejecting the proposed oil terminal and taking a stand here for our climate.

As a retired citizen directly threatened by multiple aspects of the proposed oil terminal, I can only sketch the most catastrophic of the foreseeable consequences it poses. Were I a trained scientist, I could, no doubt, delineate further horrors. Still more unsettling are surely the unforeseen and unintended consequences that not even the most far-seeing experts can predict. Any responsible examination of the environmental scope of the proposed oil terminal must of necessity require EFSEC to reject the proposal irrevocably.

Sincerely,



Anita J. Thomas,
Citizen of Vancouver, Washington



Docket EF-131590

Tesoro Savage CBR
Scoping Comment
#30936

HERITAGE SOCCER CLUB, INC.
P.O. Box 23772
Pleasant Hill, CA
94523-0772

Talk With Your Feet... Play With Your Heart

December 18, 2013

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

RECEIVED

DEC 30 2013

**ENERGY FACILITY SITE
EVALUATION COUNCIL**

Re: Tesoro Savage Vancouver Energy Distribution Terminal

Dear Mr. Posner,

On behalf of the 500+ children and their families that are members of the Heritage Soccer Club I am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal.

It is my understanding that the proposed project will receive and ship North American crude oil to US refineries to offset or replace foreign imports and declining production in Alaska and California. This crude oil will be refined in US refineries to help meet the everyday needs of residents and businesses along the US West Coast – including those of the state of Washington. In short, it helps with America's energy security and will bring economic benefits and valuable jobs to our local communities.

The Tesoro facility in Martinez, California has been a very generous socially conscious strategic partner of the Heritage Soccer Club for many years. The Tesoro Martinez facility gives back to our community at large by providing access to well-maintained soccer fields and also provides direct financial aid for player scholarships. As a Martinez resident, I believe the safety and environmental reviews are extremely important both for Tesoro and the Heritage Soccer Club. I know from our club affiliation with Tesoro over the years that every effort is made to ensure safety.

Given the above endorsement of Tesoro's competence, character and community reputation, I am respectfully requesting that the scope of the SEPA environmental analysis be purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Risks caused by earthquakes
- Spill prevention and spill response requirements that protect the environment



Heritagesc.com

- Ability to comply with state and federal air quality emission standards
- Protection of Columbia River water quality and fish and wildlife resources
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

This balanced approach is consistent with SEPA statutes and regulations and will protect the environment while also ensuring Washington state's ability to grow its economy.

Your web site states, *"Tesoro and Savage, we value the safety of our employees, our customers and our neighbors in the communities we call home."* This is not an overstatement for us here in Martinez but rather an absolute statement of truth and trust. It is based on our club's direct experience practicing and playing our games and tournaments at the Tesoro Soccer Fields in Martinez, California which we are proud to call our home fields. Tesoro has earned and maintained our trust to provide a safe environment and jobs for our local community. We are grateful that you care.

Thank you for considering my comments as favorable.

Respectfully,

Ellen Lawrence
President
Heritage Soccer Club

UNIVERSITY LEGAL ASSISTANCE

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

Director
LARRY A. WEISER

Office Manager
JULIE CLAAR

December 18, 2013

VIA U.S. Mail

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

RECEIVED

DEC 24 2013

**ENERGY FACILITY SITE
EVALUATION COUNCIL**

Re: Tesoro Savage Crude Oil Terminal Scope & Beyond

Dear Mr. Posner:

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

The Gonzaga Environmental Law Clinic provides legal representation to not-for-profit environmental programs in the Inland Northwest, and strives to protect and restore the quality and integrity of the region's waters through advocacy and public interest litigation.

The Spokane Riverkeeper ("Riverkeeper") is a program of the Center for Justice ("CFJ"). CFJ is a not-for-profit legal organization which provides legal services to individuals and public interest organizations in the Inland Northwest. CFJ works to ensure that all individuals and public interest organizations of limited means have access to justice, including a clean and healthy environment. Riverkeeper conducts surveillance of the Spokane River and its tributaries and reaches out to river users who share its commitment to a river that is swimmable, fishable, and properly regulated. To further these goals, Riverkeeper actively seeks Federal and State agency implementation of the Clean Water Act and, when necessary, directly initiates enforcement actions on behalf of itself and the public. The Riverkeeper may be contacted at:

Bart Mihailovich, Spokane Riverkeeper
Center for Justice
35 West Main, Suite 300
Spokane, Washington 99201
Phone: (509) 835-5211

As environmental advocates in the Inland Northwest, we are very concerned with the Council's decision-making process regarding the scope of the Environmental Impact Statement (EIS). The scope ought to include not just Vancouver, WA, and the surrounding area, but also anywhere in the state that is located along the rail line, as well as the entire state of Washington, in general, for the following reasons:

Mr. Stephen Posner
EFSEC Interim Manager
Energy Facility Site Evaluation Council
December 18, 2013
Page 2

At the Spokane hearing regarding this specific issue, I offered up an appeal to basic logic in my public testimony that I would like to reiterate. Please consider the following conditional:

If A, then B. The philosophical discipline of symbolic logic represents this conditional using an arrow, like this: $A \rightarrow B$. It is to say that if A happens, then so will B. It speaks to the certainty of causation. We can deduce the existence of B if A holds first as its cause—it is one of the four basic tenants of logic.

If one can understand this conditional, it is no doubt that they can understand the current scoping situation:

If A (an additional eight trains per day carrying crude oil physically pass through Spokane and then through the State of Washington) then B (impacts along the entire railway and throughout the entire state will be felt by that physical presence). This simple logic speaks to physical presence, or “physical causation.” It is the most simple form of causation we have known to man in reality—the physical presence of something in a space will inevitably change and impact that space due solely to its presence in that space or area. If one accepts this basic logical deduction, then one will begin to **really think** about the impacts involved by the physical presence of crude oil (as well as coal) trains in the state. I can assure you Mr. Posner, the physical presence of crude oil by rail throughout the state of Washington can only bring negative impacts due to its physical presence—environmental impacts, safety impacts due to inaccessibility to communities and derailments, human health impacts due to increased train traffic, fueled by diesel particulates, etc.

Please do not deny our community and state a fair assessment which appeals to basic logic that we deserve.

Mr. Poser, this is about a bigger picture as well. This is about moving Washington beyond. We can no longer deny clear science and logic and continue to prioritize economic interests and values over all others. What about community, health, the public good, sustainable businesses, **A FUTURE**. Nothing can happen in an environment that is unsuitable for human health—no businesses can flourish, no students can study, no communities can thrive, no infrastructure can be built. Without an environment, a physical space to account for the massive realm of human activity, we are nothing. Just like the basic logical deduction I outlined in previous paragraphs, we will see another, in identical form: **If A then B—namely, if A (the environment becomes unlivable), then B (human activity on this planet will end, and we will cease to exist).**

Proposals like this Tesoro Savage proposal, along with all the other coal and oil proposals throughout the state, is Washington’s chance to adhere to the progressive character with which it is so famous for throughout the nation—we need to make a statement that the short-run economic benefits no longer justify (and probably haven’t for a while now) the extreme environmental and human health consequences that we now know exist as a result because of **clear science and logic**. We are on the brink of a climate revolution, Mr. Posner—and the leader? Why not Washington state?

Mr. Stephen Posner
EFSEC Interim Manager
Energy Facility Site Evaluation Council
December 18, 2013
Page 3

I urge you to include all impacts throughout the state in all your EIS work, and I urge you to deny them all permits. I urge you to take a stand, as the trustee of my environment, as a regulatory leader in the state. I urge you to move us forward and to think outside yourselves. We want to be considered, and once we are, you'll realize that we do not desire this move to dirty fuel industry in our state.

Thank you for your time and consideration.

Sincerely,

UNIVERSITY LEGAL ASSISTANCE

A handwritten signature in black ink, appearing to read "Andrew D. Woods", written over the typed name below.

Andrew D. Woods
Law Clerk

ADW/rke/vly



Washington State Energy Facility Site Evaluation Council

COMMENT FORM

Tesoro Savage Vancouver Energy Distribution Terminal

SEPA Public Scoping Meeting – Spokane, Washington,
December 11, 2013

Name: Bautine Druffel

Address: 930 S Cannon St. #13 Spokane WA 99204-4372
(Please include your Zip!)

RECEIVED

DEC 24 2013

ENERGY FACILITY SITE
EVALUATION COUNCIL

Please write any comments you have with respect to the
Tesoro Savage Vancouver Energy Distribution Terminal
Informational & Scoping Comments

Leave this sheet in the Comment Box today, or mail it to:
EFSEC, PO Box 43172, Olympia, WA 98504-3172.

Comment letters must be postmarked by Wednesday, December 18, 2013.

Thank you for considering our viewpoints in this matter, I am opposed to the terminal because the oil tankers would have to travel through our state by rail over water ways and through farm land. A derailment would cause longterm serious damage to both water and land.

But ^{primarily} I oppose the project because it just perpetuates an industry that we know is adding to greenhouse gases and global climate change. It is a waste of resources to keep on taking this oil out of the ground. Our money should go instead to renewable, clean energy production. No

Use the back of this form if you need more room for your comments.

For more information about EFSEC's review of these project changes, please contact:
Sonia Bumpus, EFSEC Siting Specialist, PO Box 43172, Olympia, WA 98504-3172,
call (360) 664-1363, or e-mail efsec@utc.wa.gov.