

Docket EF-131590

Tesoro Savage CBR
Public Comment
#351

From: Sierra Club <information@sierraclub.org> on behalf of Karen Greenwood Moskiman <greenwoods jazz@comcast.net>
Sent: Thursday, March 13, 2014 1:33 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Teal

Mar 13, 2014

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. Karen Greenwood Moskiman
2010 Radcliffe Ct
Martinez, CA 94553-5338
(925) 229-4369

From: Sierra Club <information@sierraclub.org> on behalf of Tony Misner <tonylmisner@icloud.com>
Sent: Friday, March 14, 2014 11:39 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Categories: Teal

Mar 15, 2014

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. Tony Misner
PO Box 553
Andover, NJ 07821-0553

From: Sierra Club <information@sierraclub.org> on behalf of Carolina Restrepo <carolina101@bellsouth.net>
Sent: Monday, March 17, 2014 2:24 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Categories: Teal

Mar 17, 2014

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,

Miss Carolina Restrepo
7843 Lake Blvd
Spanish Fort, AL 36527-7038

From: Sierra Club <information@sierraclub.org> on behalf of nick mentis <wolfhaven@gmail.comk>
Sent: Wednesday, March 19, 2014 12:57 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Categories: Teal

Mar 19, 2014

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. Nick Mentis
7814 Wilson Ave
Baltimore, MD 21234-5854

From: Michael <michael.t.olson@comcast.net>
Sent: Monday, March 24, 2014 4:48 AM
To: EFSEC (UTC)
Subject: STOP Tesoro and Savage's Proposal

Dear Council,

Please STOP the Tesoro-Savage proposal. The environmental, health and safety of Vancouver will be in EXTREME DANGER. It will have a significant adverse impact on the environment" that warrants a full environmental-impact study. It is ludicrous to consider siting an Oil Terminal in Downtown Vancouver and along the river. PLEASE LEARN from others environmental and safety catastrophes.

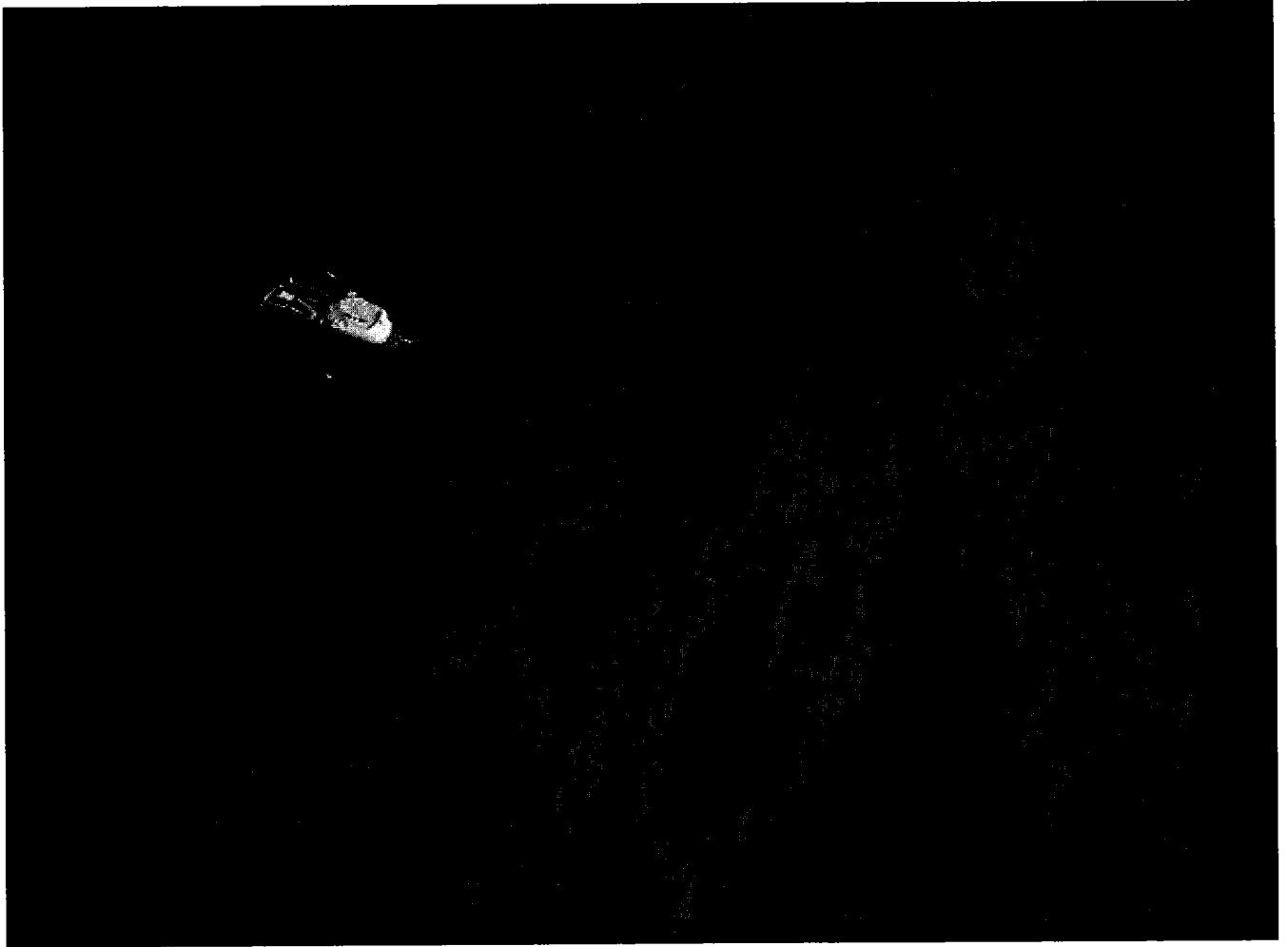
Sincerely,
Michael T. Olson

Oil spill cleanup impedes major Texas ship channel

By MICHAEL GRACZYK, Associated Press

Published: March 23, 2014, 4:59 PM

[Share on facebook](#)[Share on twitter](#)[Share on email](#)[Share on print](#)[More Sharing Services](#)³



A vessel surrounded by a sheen on the water near the Port of Galveston on Sunday, March 23, 2014, in Galveston, Texas. Dozens of ships are involved in clean-up efforts to remove oil that spilled into Galveston Bay after a ship and barge collided near the Texas City dike on Saturday afternoon. (AP Photo/ Houston Chronicle, Smiley N. Pool) (Smiley N. Pool/AP)

From: Sierra Club <information@sierraclub.org> on behalf of Victoria Pawlak <popcornhead22@hotmail.com>
Sent: Thursday, March 27, 2014 9:06 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Categories: Teal

Mar 27, 2014

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

Dear Mr. Posner,

We must protect our planet and all its inhabitants. Every being is an integral part of our environment and the health of the nature is most important. We must not cut costs, programs, or add or cut legislation when it comes to the welfare of living beings. We must go forth with integrity, moral actions, humane responsibility, compassion, and empathy. We are all connected. What affects one, affects all.

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. Victoria Pawlak
174 Manhattan Ave
Teaneck, NJ 07666-6110

From: Sierra Club <information@sierraclub.org> on behalf of Meghan Smith <msmeghanrocks@gmail.com>
Sent: Saturday, March 29, 2014 4:48 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Categories: Teal

Mar 29, 2014

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. Meghan Smith
12195 Charles Pl NE
Bainbridge Island, WA 98110-1392

From: mclark@ecova.com
Sent: Tuesday, April 01, 2014 9:55 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal

Dear Stephen Posner

I am a resident of Vancouver, Washington and am writing in opposition to the Tesoro Savage Vancouver Energy Distribution Terminal.

As a resident, I believe the safety and environmental reviews are extremely important and will help show that the project is too risky. As such, I would request that the scope of the SEPA environmental analysis focus on long-term potential impacts and risks to the surrounding environment and economy.

The scope of the EIS must include to impacts from potential accidents that could and will very likely result from:

- Risks caused by earthquakes. The proposed site location is in the highest risk category per the WA DNR report at http://www.dnr.wa.gov/Publications/ger_gm42_eq_haz_urban_vancouver_24k.pdf
- Spills that will adversely impact the regional economy, environment, wildlife, and fishing industries and recreation.
- Negative impact of the facility on local transportation and livability
- Risk to water quality and fish and wildlife resources. See example of potential impacts on fish at <http://columbiariverkeeper.org/blog/oil-salmon-dont-mix/>
- Safety record is not proven per Port of Portland research: "Since 2008, there have been approximately 10 derailments. There have also been several recent events, particularly involving the transport of light Bakken crude oil in rail cars, which represent considerable cause for concern triggering a close examination of the transportation network. However, we note with interest the recent affirmative steps by the major North American railroads to begin addressing some of these issues, including lowering train speed, a call for safer train cars, increases in track inspections and increases in emergency response training."
<http://www.vbjusa.com/news/top-stories/9922-port-of-portland-says-no-to-crude-oil-for-now>

I am concerned that that the SEPA EIS will be too narrowly focused and just look at the short-term \monetary gains instead of long-term consequences and increased risks of spills do due to loading of oil at a new facility.

Please do not put the economy and environment of Vancouver, Clark County and the state of Washington at risk by allowing such an unproved company site their facility at the Port of Vancouver. If the project is not safe enough for Portland, it's not safe enough for Vancouver.

Regards,
Matt Clark
Vancouver, WA

Sincerely,
Matt Clark

From: Sierra Club <information@sierraclub.org> on behalf of Patrick King
<ptkrdd@hotmail.com>
Sent: Sunday, April 06, 2014 11:53 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Categories: Teal

Apr 6, 2014

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. Patrick King
1145 NW 82nd St
Oklahoma City, OK 73114-1812
(405) 837-6946

From: Sierra Club <information@sierraclub.org> on behalf of Kathleen Smaluk-Nix <ksmaluknix@bellsouth.net>
Sent: Tuesday, April 15, 2014 9:48 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Categories: Teal

Apr 15, 2014

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. Kathleen Smaluk-Nix
4151 Southern Pkwy
Louisville, KY 40214-1647

Docket EF-131590

RECEIVED

DEC 30 2013

ENERGY FACILITY SITE
EVALUATION COUNCIL

ORIGINAL

DENY the Pipeline-on-Wheels

Dear Governor Inslee and Washington
EFSEC,


Tesoro's proposal to ship 360,000
barrels of oil each day means an
additional 12 trains will slice through our
communities in Eastern Washington,
Idaho, and Montana. Shipping crude oil
by rail threatens our health and
environment. Please carefully consider:

- risk of spills in WA and beyond
- impacts to health of those who live
along the rail corridors
- impacts on climate change

I respectfully ask you to deny Tesoro's
application.

Sincerely,

Coral Williams

USA 33

Stephen Posner
Energy Facility Siting
Evaluation Council
PO Box 43172
1300 S Evergreen Pk Dr SW
Olympia, WA 98504-3172

Greg Wahl
John R. ...

DEC 30 2013

Docket EF-131590

Dec. 18, 2013

ENERGY FACILITY SITE
EVALUATION COUNCIL

Tesoro Savage CBR
Public Comment
#362

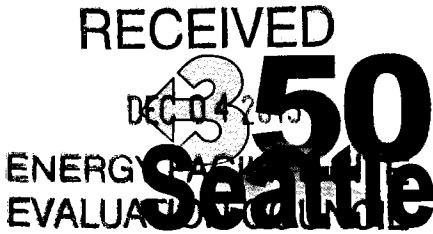
To Whom It May Concern,

This note is being written on behalf of Anita Thomas who is blind. She submitted a letter via mail postmarked today and wishes to make one correction to the letter written regarding the Tesoro / Savage project.

She erroneously listed 1973 as the year of a terrorist attack at the oil terminal in Trieste, Italy. The date was August 1972.

Thank you for noting this correction.

Maud Ward
on behalf of Anita Thomas,
Vancouver, WA



**Petition to Governor Jay Inslee:
Reject the Vancouver Bakken Oil Terminal**
WA must Lead in Clean Energy Innovation, not be a Dealer in Dirty Energy

Short version (longer version online at <https://www.change.org/petitions/governor-jay-inslee-reject-the-vancouver-bakken-oil-terminal>): In July, days after the Quebec derailment and oil train fire, the Port of Vancouver Commissioners voted to approve a controversial 380,000 barrel per day oil terminal to serve trains of fracked North Dakota shale oil that would travel through downtown Vancouver; millions of gallons of oil would be stored on the banks of the already-struggling Columbia River. There is no political or economic logic to building massive and dangerous new fossil fuel export infrastructure precisely when the world needs to shift to clean energy or face catastrophic climate change. Governor Inslee won the election in large part because of his reputation on climate issues, and in this matter he has sole discretion.

In April, Inslee said "Washington is in a wonderful, unique position to work with business and industry leaders to develop clean energy policies and investments that will create thousands of jobs and preserve Washington's outstanding quality of life."

We agree. Governor Inslee, stand by your words. Show the nation that we will not sell out the health and reputation of one of the nation's most beautiful, resilient, and innovative regions for the Faustian bargain of a decade's worth of Port lease payments and a handful of jobs. **Reject the Vancouver Oil Terminal—we can find a better way forward.**

First Name	Last Name	Email address	Zip code
Kathy	Hall	kathyhall9012@gmail.com	98332
Isa	Werny	ironlake1@earthlink.net	98115
Paul	Wirsing	pwirsing@aca.org	98118
Sheila	Brown	sheilafree@comcast.net	98070
Kristina	Turner	kristina@cronevoices.com	98070
Kelly	Fine	kellykinneyfine@gmail.com	98008
Mandy	Malone	mandymalone11@gmail.com	98391
Alison	Eckels	alisoneckels@msn.com	98103
Morgan	Ray	MORGANISM.96@gmail.com	98391
Tom	ECKELS	TECKELS@HATMUN.COM	98103
Jessica	Dixon	DARDJESS@MSN.COM	98103

Petition to Governor Inslee: Reject the Vancouver Oil Terminal

Names/emails collected on this petition will be entered into the 350 Seattle mailing list, from which you can unsubscribe, if you wish, with a single click at the bottom of the first unwelcome message you get...but please don't: we need you!

First Name	Last Name	Email address	Zip code
Jeanie	Murphy	murphyjeanie@hotmail.com	98125
Joan	RAYMOND	RAYMOND_Boucher@comcast.net	98036
Andrew	Eckels	Eckelsa@students.wvu.edu	98226
Cathy	Billey	cbilley@stun.wic.edu	98226
Rachel	Locklin	rlocklin14@yahoo.com	98226
Colleen	Berg	rexberg@msn.com	98226
Laura	McTigue	LSM413a@yahoo.com	07940
Deirdre	Gabbay	deirdre@gabbay.org	98119
Marian	Hayes	scattlesmog@comcast.net	98112
Kathy	Huntsman	jazzmom513@comcast.net	98199
Brett	Haman	bhaman17@gmail.com	98027
E. John	McLeod	ejohnmcleod@gmail.com	98119
Cj	GAINER	redwing-9@hotmail.com	98103
Laurel	Felber	laurel.felber@yahoo.com	98225
FRED	CAMPBELL	CAMPFD@GMAIL.COM	98103
Libby	Hazen	libbaho@yahoo.com	98225
DENIS	MARTYNOWYCH	denismarty@gmail.com	98106
Margaret	Bergmann-Ness	margaret.mbn@gmail.com	98103
Stella	Leigh	StellaH1917@comcast.net	98127
Joy	Hughes	joy@solargardens.org	98245
Jim	Gay	jimgay@ix.netcom.com	98125
Susan	Platt	susplatt@gmail.com	98127
LISA	MARCUS	sucram2219@hotmail.com	98111
Tim	McGuire	timmcguire@gmail.com	98116
Amy	McGuire	amyworm010567@gmail.com	98116
Rebecca	Stinson	riverheart@earthlink.net	98221

Petition to Governor Inslee: Reject the Vancouver Oil Terminal

Names/emails collected on this petition will be entered into the 350 Seattle mailing list, from which you can unsubscribe, if you wish, with a single click at the bottom of the first unwelcome message you get...but please don't: we need you!

First Name	Last Name	Email address	Zip code
Priscilla	Pierce	cillpierce@gmail.com	98115
Sarah	Cooke	cooke52@comcast.net	98125
Mari	DeGloria	blegloria@hotmail.com	98103
LARA	McHATTIE	LARA.McHATTIE@comcast.net	98226
JAMES	McNEIL	j.mcneil12@yahoo.com	98387
David	Trujillo	trujilda@eckerd.edu	98115
MaryEllen	Maccio	memaccio@gmail.com	98071
David	Schumer	daveschumer@aol.com	98071
OST	ALL	oostoye@gmail.com	33917
Jan	Woolhuff	jan@outhavimgun.net	98221
JUDITH	FOUTS	judyfouts@hotmail.com	98221
Michael	Gosney	gosneym@students.wvu.edu	98225
Sarra	Tekola	sarratekola@yahoo.com	98107
Mary	Paterson	marypaterson@gmail.com	98125
Mary	Greene	bluestarhi3@yahoo.com	98115
Steve	Bragalone	stevebragalone@yahoo.com	98087
Margie Boe	BONE	bone.weshermann@gmail.com	98105
MAIA	SYFERS	msyfers@comcast.net	98070
Dennis	Lambert	den19@netzero.net	98070
Deborah	Woolley	scattledwoolley@gmail.com	98107
Andrea	Lindsay	andreamlindsay90@gmail.com	98105
SCOTT	ZIMMERMAN	SWZIMMER@GMAIL.COM	98206
Jack	Smith	jack cric1917@gmail.com	98125
Sarah	FISKNESS	sarahnautie@gmail.com	98105
CARL	SPOTZ	CSPOTZRIN@gmail.com	98203
JON	MORADA	jonmorada@care2.com	98148

Petition to Governor Inslee: Reject the ~~Vancouver~~ Vancouver Oil Terminal

Names/emails collected on this petition will be entered into the 350 Seattle mailing list, from which you can unsubscribe, if you wish, with a single click at the bottom of the first unwelcome message you get...but please don't: we need you!

First Name	Last Name	Email address	Zip code
Amy	Tower	amyktower@gmail.com	98103
Rob	RUTHERFORD	rutherbioesattten.ed	98005-
Ross	RUTHERFORD	john2222@zoobuh.com	98005
Stephen A.	Griggs	AndrewGriggs66604@gmail	98382
Vandana	Whitney	vandana.whitney@frontier.com	98011
BERT	BUKEM	b_bukem@hotmail.com	98122
EVEN	WERT	wbellen@gmail.com	83835
Phil	Langer	Philliplanger@aol.com	07127
Doug	Starfield	Afcep@yahoo.com	98004
Peter	Caliandro	A079436@yahoo.com	98108
Nathan	Zukowski	Zukow4@odl.com	98223
Barb	Drake	worldpeace7@comcast.net	98133
ALEX	Lewis	alex.fullcircle@gmail.com	98107
John	Brito	johnbrito@ballardview.com	98107
Jaime	Roberts-Jones	jaimerj@comcast.net	98020
Fabricia	Newkirk	Patricia.newkirk@gmail.com	98021

Petition to Governor Inslee: Reject the Vancouver Oil Terminal

Names/emails collected on this petition will be entered into the 350 Seattle mailing list, from which you can unsubscribe, if you wish, with a single click at the bottom of the first unwelcome message you get...but please don't: we need you!



**Petition to Governor Jay Inslee:
 Reject the Vancouver Bakken Oil Terminal
 WA must Lead in Clean Energy Innovation, not be a Dealer in Dirty Energy**

Short version (longer version online at <https://www.change.org/petitions/governor-jay-inslee-reject-the-vancouver-bakken-oil-terminal>): In July, days after the Quebec derailment and oil train fire, the Port of Vancouver Commissioners voted to approve a controversial 380,000 barrel per day oil terminal to serve trains of fracked North Dakota shale oil that would travel through downtown Vancouver; millions of gallons of oil would be stored on the banks of the already-struggling Columbia River. There is no political or economic logic to building massive and dangerous new fossil fuel export infrastructure precisely when the world needs to shift to clean energy or face catastrophic climate change. Governor Inslee won the election in large part because of his reputation on climate issues, and in this matter he has sole discretion.

In April, Inslee said "Washington is in a wonderful, unique position to work with business and industry leaders to develop clean energy policies and investments that will create thousands of jobs and preserve Washington's outstanding quality of life."

We agree. Governor Inslee, stand by your words. Show the nation that we will not sell out the health and reputation of one of the nation's most beautiful, resilient, and innovative regions for the Faustian bargain of a decade's worth of Port lease payments and a handful of jobs. **Reject the Vancouver Oil Terminal—we can find a better way forward.**

First Name	Last Name	Email address	Zip code
Haze	Rollis	hrollis@yahoo.com	98221
Emily	Henkel	e-henkel@live.com	98447
Katie	Gisebert	gisebert@plu.edu	98447
Kimberly	Wogahn	wogahnks@plu.edu	98994
Kate	Pritchard	pritchkm@plu.edu	98444
Kathy	Rodenberg	rodenberg98119@yahoo.com	98119
Leonard	Rodenberg	rodenberg98119@yahoo.com	98119
Eric	Swenson	ericdoit@aol.com	98125
Jan	Ellis	janellis16@hotmail.com	98332
Sharon	DeWees	sharandeweess@hotmail.com	98332
DANE	GILBERT	dane.gilbert@hotmail	98058

Petition to Governor Inslee: Reject the Vancouver Oil Terminal

Names/emails collected on this petition will be entered into the 350 Seattle mailing list, from which you can unsubscribe, if you wish, with a single click at the bottom of the first unwelcome message you get...but please don't: we need you!