



STATE OF WASHINGTON
ENERGY FACILITY SITE EVALUATION COUNCIL
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Scope of Draft Environmental Impact Statement
Vancouver Energy Distribution Terminal
Vancouver, Washington
April 2, 2014

Tesoro Savage Petroleum LLC has proposed to develop and operate a new 360,000 barrel-per-day crude oil uploading and marine loading facility at the Port of Vancouver. The environmental review of the proposed facility will closely study the direct impacts at the site.

Analysis will also include review and evaluation of a broad range of indirect and cumulative impacts likely to occur within the state of Washington. Outside the state, analysis will include less detailed discussion on probable impacts, including those related to rail and vessel traffic.

The State Environmental Policy Act (SEPA) Scoping Report dated February 2014 was prepared by EFSEC's independent consultant Cardno Entrix, with direct oversight by EFSEC staff. The scoping report summarizes and analyzes 31,074 comments. EFSEC, the SEPA lead agency considered the comments received during the 75 day public comment period, which included public meetings in Vancouver and Spokane.

The proposed scope of analysis lists the range of elements to be included in the draft environmental impact statement (DEIS) and the geographical extent to which direct, indirect and cumulative impacts will be evaluated.

The DEIS will inform the public and decision makers about the impacts of the proposed project. It will identify the potential environmental impacts and discuss possible mitigation measures where appropriate. The following areas are associated with elements of the environment identified in WAC 197-11-444 and will be addressed in the DEIS.

(1) Natural environment

(a) Earth

- (i) Geology
- (ii) Soils
- (iii) Topography
- (iv) Unique physical features
- (v) Erosion/enlargement of land area (accretion)

(b) Air

- (i) Air quality
- (ii) Odor
- (iii) Climate

(c) Water

- (i) Surface water movement/quantity/quality
- (ii) Runoff/absorption
- (iii) Floods
- (iv) Groundwater movement/quantity/quality
- (v) Public water supplies

(d) Plants and animals

- (i) Habitat for and numbers or diversity of species of plants, fish, or other wildlife
- (ii) Unique species
- (iii) Fish or wildlife migration routes

(e) Energy and natural resources

- (i) Amount required/rate of use/efficiency
- (ii) Source/availability
- (iii) Nonrenewable resources
- (iv) Conservation and renewable resources
- (v) Scenic resources

(2) Built environment

(a) Environmental health

- (i) Noise
- (ii) Risk of explosion
- (iii) Releases or potential releases to the environment affecting public health
- (iv) Safety, hazards and risks

(b) Land and shoreline use

- (i) Relationship to existing land use plans and to estimated population
- (ii) Housing
- (iii) Light and glare
- (iv) Aesthetics
- (v) Recreation
- (vi) Historic and cultural preservation
- (vii) Agricultural crops

(c) Transportation

- (i) Transportation systems
- (ii) Vehicular traffic
- (iii) Waterborne, rail, and air traffic
- (iv) Parking
- (v) Movement/circulation of people or goods
- (vi) Traffic hazards

(d) Public services and utilities

- (i) Fire
- (ii) Police
- (iii) Schools
- (iv) Parks or other recreational facilities
- (v) Maintenance
- (vi) Communications
- (vii) Water/storm water
- (viii) Sewer/solid waste
- (ix) Other governmental services or utilities

Cumulative and Indirect Impacts

Cumulative impacts will be addressed in the DEIS. This may include direct and indirect effects of the Project along with other past, present or reasonably foreseeable related actions that affect the same resources. Cumulative impacts analysis shall include vessel and rail traffic impacts, from similar projects proposed.

Alternatives Analysis

Alternatives, including the no action alternative to the Project will be analyzed. The reasonable alternatives analysis shall include other actions that could feasibly attain or approximate the Projects objective. Analysis of each reasonable alternative will be done in a manner to allow a comparative evaluation of alternatives to the Project.

Other Recommendations

- Detailed analysis of rail transportation impacts near the project site, specifically including Vancouver and nearby communities
- Detailed analysis of greenhouse gases (GHG) and other air emissions from project site operations
- Detailed analysis of project site emergency response capabilities, including hazmat response to incidents involving crude oil transported by rail car
- Analysis of project impacts on socioeconomic resources including employment, tax revenue and economic conditions
- Analysis of rail transportation impacts on communities in Washington
- Analysis of emergency response capabilities including hazmat response to incidents involving crude oil, transported along the rail route within Washington
- Analysis of GHG/other air emissions from rail and vessel traffic within Washington
- Analysis of emergency response capabilities along cargo ship traffic lines on the Columbia River, from the project site to the confluence with the Pacific Ocean
- Analysis of cargo ship impacts from the project site to the confluence with the Pacific Ocean
- Qualitative analysis of rail transportation data along the rail route beyond the state boundary
- Qualitative analysis of cargo ship transportation data beyond the state boundary
- Qualitative analysis of project data related to crude oil extraction and refining

Specific information, studies and data analysis will be reviewed and evaluated after approval of the general scope of analysis, outlined in this document. Details on the technical approach for developing studies and analyzing data will be developed for each area to be addressed in the DEIS. Assessment and analysis of data will be done in accordance with guidelines established by appropriate government agencies.