

Tesoro Savage CBR  
Scoping Comment  
#30051

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Billie Ambrose <bj@mypowerbox.net>  
**Sent:** Tuesday, December 17, 2013 2:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Billie Ambrose  
1134 SE Mount Hood Hwy  
Gresham, OR 97080-6251  
(503) 492-0370

**UTC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Billie Ambrose <bj@mypowerbox.net>  
**Sent:** Tuesday, December 17, 2013 2:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

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Sincerely,

Mrs. Billie Ambrose  
1134 SE Mount Hood Hwy  
Gresham, OR 97080-6251  
(503) 492-0370

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of William Sipple  
<sipplewg@wavecable.com>  
**Sent:** Tuesday, December 17, 2013 2:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

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

Sincerely,

Mr. William Sipple  
748 Raptor Ln NW  
Seabeck, WA 98380-9616  
(360) 830-4299

Tesoro Savage CBR  
Scoping Comment  
#30054

**(UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Beth Call <trollshouse@bmi.net>  
**Sent:** Tuesday, December 17, 2013 2:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

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Sincerely,

Ms. Beth Call  
102 Otis St  
Walla Walla, WA 99362-2035  
(509) 529-0216

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Leona Wobbe  
<stormsmom@charter.net>  
**Sent:** Tuesday, December 17, 2013 2:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

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

Sincerely,

Ms. Leona Wobbe  
3068 Milhoan Dr  
Medford, OR 97504-9794  
(541) 773-6175

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Martha Koester <fomalhaut2003@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 2:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

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

Sincerely,

Ms. Martha Koester  
10015 2nd Ave S  
Seattle, WA 98168-1376  
(206) 762-6417

**ITC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Cheri Albright  
<rcamanumbertwo@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 2:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

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Sincerely,

Ms. Cheri Albright  
32225 10th Ave S  
Federal Way, WA 98003-5924

**UTC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Glen Zorn <gwz@net-zen.net>  
**Sent:** Tuesday, December 17, 2013 2:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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Sincerely,

Mr. Glen Zorn  
1463 E Republican St # 358  
Seattle, WA 98112-4517

**From:** Sierra Club <information@sierraclub.org> on behalf of Bette Koetz  
<spiritvalley@earthlink.net>  
**Sent:** Tuesday, December 17, 2013 3:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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Sincerely,

Ms. Bette Koetz  
82168 Hanna Rd  
Dexter, OR 97431-9749  
(541) 937-3841

**From:** Sierra Club <information@sierraclub.org> on behalf of Paul Whiting  
<pauleewhiting@hotmail.com>  
**Sent:** Tuesday, December 17, 2013 3:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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Sincerely,

Mr. Paul Whiting  
920 NW Kearney St Apt 404  
Portland, OR 97209-3433

**JTC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Kathryn Sonenshine <kdelrio@mind.net>  
**Sent:** Tuesday, December 17, 2013 3:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

Mr. Stephen Posner  
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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 TERRIBLE IDEA FOR WASHINGTON AND OREGON STATES, AND FOR THE WASHINGTON /OREGON BORDER AND POTENTIAL FOR DAMAGE TO THE COLUMBIA RIVER!!!**

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.

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Sincerely,

Ms. Kathryn Sonenshine  
776 Forest St  
Ashland, OR 97520-3117

**From:** Sierra Club <information@sierraclub.org> on behalf of Harold Kleinman <hkleinman@t-online.de>  
**Sent:** Tuesday, December 17, 2013 3:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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Sincerely,

Mr. Harold Kleinman  
1005 Timberline Ter  
Ashland, OR 97520-3436

**From:** Sierra Club <information@sierraclub.org> on behalf of Janalee Roy  
<cwnovel@gmail.com>  
**Sent:** Tuesday, December 17, 2013 3:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

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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. Janalee Roy  
4828 Slayden Rd NE  
Tacoma, WA 98422-1859  
(253) 952-6183

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Gary Simonsen <simonsencountry@wildblue.net>  
**Sent:** Tuesday, December 17, 2013 4:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Gary Simonsen  
PO Box 339  
Medical Lake, WA 99022-0339  
(509) 299-6657

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Amy Posmantur <amy.posmantur@eu.dodea.edu>  
**Sent:** Tuesday, December 17, 2013 4:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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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. Amy Posmantur  
110c 20th Ave  
Seattle, WA 98122-5809  
(044) 446-0215

(UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of Ted Fleming <t.fleming360@gmail.com>  
**Sent:** Tuesday, December 17, 2013 4:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

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

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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. Ted Fleming  
3408 P St  
Vancouver, WA 98663-2462

**(UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Clayton Conway <bb089@scn.org>  
**Sent:** Tuesday, December 17, 2013 4:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

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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.

We have limited resources, which means that doing this bad idea will keep us from doing good ideas for a bright future of new green energy jobs.

Please do the right thing. Your own children depend on you.

Sincerely,

Mr. Clayton Conway  
107 Pine St Apt 229  
Seattle, WA 98101-1549

**From:** Sierra Club <information@sierraclub.org> on behalf of Maria Gifford <mariagarciajaguarwoman@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 5:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

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

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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. Maria Gifford  
11 Beech St  
East Millinocket, ME 04430-1111  
(207) 433-0568

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Jerry Kolasinski <jerry.kolasinski@gmail.com>  
**Sent:** Tuesday, December 17, 2013 5:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Jerry Kolasinski  
1825 NE Cesar E Chavez Blvd  
Portland, OR 97212-5378  
(503) 270-9773

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Sharon Burge <burge.sherry@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 5:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Sharon Burge  
5030 Cumberland Ct SE  
Salem, OR 97306-2011  
(503) 363-3648

Tesoro Savage CBR  
Scoping Comment  
#30071

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Tom Sullivan <tomsullivan555@aol.com>  
**Sent:** Tuesday, December 17, 2013 6:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Tom Sullivan  
1326 W Nebraska Ave  
Spokane, WA 99205-6760  
(503) 484-3762

**From:** Sierra Club <information@sierraclub.org> on behalf of Thomas & Linda Jenkins <torolin1@msn.com>  
**Sent:** Tuesday, December 17, 2013 6:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Thomas & Linda Jenkins  
14380 Salt Creek Rd  
Dallas, OR 97338-9307  
(503) 623-8850

Tesoro Savage CBR  
Scoping Comment  
#30073

**(UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Aviyah Kurtz <aviyahkrtz1@gmail.com>  
**Sent:** Tuesday, December 17, 2013 6:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Aviyah Kurtz  
4408 Delridge Way SW  
Seattle, WA 98106-1347  
None

Tesoro Savage CBR  
Scoping Comment  
#30074

**(UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Florence Harty <flharty@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 6:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Florence Harty  
1130 NW Baker Dr  
White Salmon, WA 98672-8901  
(561) 392-8817

(UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of Sharon Small  
<smallendeavors@hotmail.com>  
**Sent:** Tuesday, December 17, 2013 6:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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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. Sharon Small  
20734 North Star Way  
Bend, OR 97701-8401  
(214) 587-1722

**(UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Gloria Skouge  
<mi.glo@frontier.com>  
**Sent:** Tuesday, December 17, 2013 6:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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.

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

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

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

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

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

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

Sincerely,

Mrs. Gloria Skouge  
326 NW 182nd St  
Shoreline, WA 98177-3527

(UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of Brian Mohr  
<somethingmohr@gmail.com>  
**Sent:** Tuesday, December 17, 2013 6:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Brian Mohr  
3016 SE Cesar E Chavez Blvd  
Portland, OR 97202-1615

**From:** Sierra Club <information@sierraclub.org> on behalf of Mike Turay <mike\_turay@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 6:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Mike Turay  
2703 SE 65th Ave  
Portland, OR 97206-1201

(UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of John Christensen <jchere2@hotmail.com>  
**Sent:** Tuesday, December 17, 2013 7:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

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

Sincerely,

Mr. John Christensen  
PO Box 271  
Brinnon, WA 98320-0271

Tesoro Savage CBR  
Scoping Comment  
#30080

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Ruby Whalley <rubywhalley@spiretech.com>  
**Sent:** Tuesday, December 17, 2013 7:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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- 2) The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
- 3) The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
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- 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. Ruby Whalley  
58 Bush St  
Ashland, OR 97520-2606  
(541) 488-1191

(UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of Virgene Cox  
<coxldvm@hotmail.com>  
**Sent:** Tuesday, December 17, 2013 7:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

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

Sincerely,

Mrs. Virgene Cox  
2136 Depping Rd  
Walla Walla, WA 99362-8896

**From:** Sierra Club <information@sierraclub.org> on behalf of Kent Heuer <kentheuer@comcast.net>  
**Sent:** Tuesday, December 17, 2013 7:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Kent Heuer  
2837 Lafayette St  
Bellingham, WA 98225-1512  
(360) 933-4245

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Susan Pitiger <pitiger@comcast.net>  
**Sent:** Tuesday, December 17, 2013 7:14 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Susan Pitiger  
11610 SW 220th St  
Vashon, WA 98070-6446  
(206) 463-5864

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Barbara Meyer <birdpillows@comcast.net>  
**Sent:** Tuesday, December 17, 2013 7:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

Sincerely,

Mrs. Barbara Meyer  
114 SE 103rd Ave  
Vancouver, WA 98664-4045  
(360) 256-2392

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Marybeth Sharp <iamverysharp@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 7:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Marybeth Sharp  
621 Carriage Rd  
Grants Pass, OR 97526-8810  
(310) 545-2467

**UTC)**

---

**From:** Sierra Club <information@sierraclub.org> on behalf of Gloria Allison <ghfall@comcast.net>  
**Sent:** Tuesday, December 17, 2013 7:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

Dear Mr. Posner,

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

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

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

Sincerely,

Ms. Gloria Allison  
17480 Holy Names Dr Unit 508  
Lake Oswego, OR 97034-5156  
(503) 908-0539

**From:** Sierra Club <information@sierraclub.org> on behalf of Susan Rhoads <srhoads475@gmail.com>  
**Sent:** Tuesday, December 17, 2013 7:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 2013

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

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- 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. Susan Rhoads  
777 Erie Ave  
Astoria, OR 97103-5839  
(503) 325-6682

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**From:** Sierra Club <information@sierraclub.org> on behalf of Sheila Cordova <laturkina@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 7:45 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Sheila Cordova  
12102 58th Ave E  
Puyallup, WA 98373-4444  
(253) 840-6966

**From:** Sierra Club <information@sierraclub.org> on behalf of Mike Mathis <mkm2000@comcast.net>  
**Sent:** Tuesday, December 17, 2013 7:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Mike Mathis  
9625 SW 53rd Ave  
Portland, OR 97219-5057

**From:** Sierra Club <information@sierraclub.org> on behalf of Heidi Sobotka <oakslittleangel@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 7:45 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Heidi Sobotka  
27640 SE Orient Dr Apt 1  
Gresham, OR 97080-8254  
(503) 663-0494

**From:** Sierra Club <information@sierraclub.org> on behalf of Holger Mathews <ginja69@gmail.com>  
**Sent:** Tuesday, December 17, 2013 7:44 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Holger Mathews  
16866 Sylvester Rd SW  
Normandy Park, WA 98166-3472

(UTC)

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**From:** Sierra Club <information@sierraclub.org> on behalf of Kelly Ayres <kellydiane1970@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 7:45 AM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Kelly Ayres  
20299 Swalley Rd  
Bend, OR 97701-8906  
(541) 647-0687

**From:** Sierra Club <information@sierraclub.org> on behalf of Julie O'Donnell  
<cardonnell@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 9:45 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Julie O'Donnell  
10046 13th Ave NW  
Seattle, WA 98177-5214

**UTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Shannon Kinzebach <kinze3777@yahoo.com>  
**Sent:** Tuesday, December 17, 2013 9:45 PM  
**To:** EFSEC (UTC)  
**Subject:** Comment on Docket No. EF-131590, Application No. 2013-01

Dec 17, 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. Shannon Kinzebach  
10516 23rd Ave NE  
Seattle, WA 98125-6604

**(UTC)**

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Barbara McLean <bkitty@hevanet.com>  
**Sent:** Tuesday, December 17, 2013 10:10 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.

No, no, and no, we don't need or want an oil terminal -- any oil terminals or coal terminals in the Columbia River gorge or that would require trains carrying oil or coal through the Columbia River gorge. Transporting this fuel through the gorge is dirty as well as potentially dangerous.

It will benefit some folks overseas and not the people who live in this region. Please deny the permit for the Tesoro Savage Energy Distribution Terminal. Make sure this terminal does not happen. You will be doing a favor to all who live in this region.

The idea of transporting 360,000 barrels of oil PER DAY through the Columbia River Gorge National Scenic Areas is a very bad idea. Really a crazy idea that may make some companies/corporations wealthier but will ultimately be harmful to the people and the environment of this region.

I sincerely hope that we who live in the Northwest can count on you to vote no regarding a permit for this terminal. It's a very bad idea.

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,

Mrs. Barbara McLean  
2025 SE Grant St  
Portland, OR 97214-5411

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Melba Dlugonski <melbajade@hotmail.com>  
**Sent:** Tuesday, December 17, 2013 10:10 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. Melba Dlugonski  
6735 SE 78th Ave  
Portland, OR 97206-7116

**UTC)**

---

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Brian Beinlich <brian@beinlich.org>  
**Sent:** Tuesday, December 17, 2013 10:10 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,

Mr. Brian Beinlich  
15060 NW Mason Hill Rd  
North Plains, OR 97133-8195

**JTC)**

---

**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Alicia Bigelow <drbigelow@gmail.com>  
**Sent:** Tuesday, December 17, 2013 10:10 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.

I am extremely opposed to this project. I am concerned about the health and environmental impacts that this project will cause and believe that it needs further investigation.

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.

I am extremely opposed to this project. I am concerned about the health and environmental impacts that this project will cause and believe that it needs further investigation.

Thank you for considering these comments and including them into the official record.

Sincerely,

Dr. Alicia Bigelow  
1716 SE 22nd Ave  
Portland, OR 97214-4848  
(503) 235-5553

UTC)

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**From:** Friends of the Columbia Gorge <Advocacy@GorgeFriends.org> on behalf of Charles Hagen <hagen.chas@gmail.com>  
**Sent:** Tuesday, December 17, 2013 10:10 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,

Mr. Charles Hagen  
1715 SE Salmon St  
Portland, OR 97214-3764

**JTC)**

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**From:** Sierra Club <information@sierraclub.org> on behalf of Kelly Porter <kellycorinneporter@gmail.com>  
**Sent:** Tuesday, December 17, 2013 10:15 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. Kelly Porter  
906 E John St  
Seattle, WA 98102-6400