From: Friends of the Columbia Gorge on behalf of Peter Henrickson
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Thursday, May 22, 2014 6:19:49 AM

May 22, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Peter Henrickson
8504 SE Middle Way
Vancouver, WA 98664-2727
(360) 608-8571

From: Friends of the Columbia Gorge on behalf of Kathy Keller-Jones
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Thursday, May 22, 2014 1:50:38 PM

May 22, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Kathy Keller-Jones
2051 Crest Dr
Lake Oswego, OR 97034-2717
(503) 636-0363

From: Friends of the Columbia Gorge on behalf of Brian Beinlich
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Thursday, May 22, 2014 2:50:42 PM

May 22, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

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

From: Friends of the Columbia Gorge on behalf of Deborah Miller
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Thursday, May 22, 2014 9:21:15 PM

May 22, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Deborah Miller
3233 NW Wilson St
Portland, OR 97210-1248

From: Friends of the Columbia Gorge on behalf of Jeffrey Posey
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Thursday, May 22, 2014 11:21:39 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mr. Jeffrey Posey
18100 SE 35th St
Vancouver, WA 98683-8262

From: Friends of the Columbia Gorge on behalf of A Michael Dianich
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 8:22:22 AM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

I further request that EFSEC also provide broad public notice to the communities and residents of the Columbia River Gorge National Scenic Area on both the Washington and Oregon side of the Columbia River, as the Tesoro application, if carried out, will adversely affect the air quality, add increased noise, transportation delay and increased accident risks to these residents.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A

fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mr. A Michael Dianich
42740 E Larch Mt Rd
Corbett, OR 97019-8774
(503) 695-5385

From: Friends of the Columbia Gorge on behalf of Tracy Ceravolo
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 11:22:00 AM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Tracy Ceravolo
1721 NE 209th St
Ridgefield, WA 98642-9597

From: Friends of the Columbia Gorge on behalf of Ted Klump
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 1:22:22 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mr. Ted Klump
8616 Silver Star Ave
Vancouver, WA 98664-2539

From: Friends of the Columbia Gorge on behalf of Pamela Long
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 3:22:29 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Pamela Long
4100 NE 49th St
Vancouver, WA 98661-2613
(360) 695-9457

From: Friends of the Columbia Gorge on behalf of Colleen Conifer
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 4:22:32 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Colleen Conifer
7559 N Edgewater Ave
Portland, OR 97203-5081

From: Friends of the Columbia Gorge on behalf of Mary Tucker
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 6:23:02 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Mary Tucker
27060 Clear Lake Rd
Eugene, OR 97402-9443

From: Friends of the Columbia Gorge on behalf of Gisela Ray
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Friday, May 23, 2014 8:23:01 PM

May 23, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, Tesoro's application The short notice period impedes people's ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd,

State and local laws require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. It's important to have this first!

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Gisela Ray
85 SE 16th Ct
Gresham, OR 97080-5323

From: Friends of the Columbia Gorge on behalf of Judy Anderson
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Saturday, May 24, 2014 12:23:13 AM

May 24, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

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Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Judy Anderson
74015 Cougar mt. Rd.
Cottage grove, OR 97424-9234

From: Friends of the Columbia Gorge on behalf of Arthur Bailey
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Saturday, May 24, 2014 12:24:26 PM

May 24, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Arthur Bailey
3232 NW Greenbriar Ter
Portland, OR 97210-2715

From: Friends of the Columbia Gorge on behalf of Julie Grobelny
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Saturday, May 24, 2014 1:24:30 PM

May 24, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mrs. Julie Grobelny
2506 E 28th St
Vancouver, WA 98661-3927

From: Friends of the Columbia Gorge on behalf of Alison Ippolito
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Saturday, May 24, 2014 2:55:07 PM

May 24, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Alison Ippolito
6434 N Vancouver Ave
Portland, OR 97217-2039

From: Friends of the Columbia Gorge on behalf of Sandra Joos
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Saturday, May 24, 2014 10:55:10 PM

May 25, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

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For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Dr. Sandra Joos
4259 SW Patrick Pl
Portland, OR 97239-7202
(503) 274-8803

From: Friends of the Columbia Gorge on behalf of Diana Cathey
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 9:25:54 AM

May 25, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Diana Cathey
6333 SE Scott Dr
Portland, OR 97215-1952

From: Friends of the Columbia Gorge on behalf of Heidi Alford
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 9:56:43 AM

May 25, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Heidi Alford
4032 SE Crystal Springs Blvd
Portland, OR 97202-7915

From: Friends of the Columbia Gorge on behalf of sharon lee
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 10:26:16 AM

May 25, 2014

EFSEC

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. sharon lee
2277 NE Baron Ct
Bend, OR 97701-6606

From: Friends of the Columbia Gorge on behalf of vicki pryse
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 10:26:45 AM

May 25, 2014

EFSEC

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

vicki pryse
PO Box 232
Underwood, WA 98651-0232

Docket# EF-131590

Tesoro Savage CBR
Public Comment #722

From: Friends of the Columbia Gorge on behalf of Jill Barker
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 11:26:19 AM

May 25, 2014

EFSEC

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EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Jill Barker
PO Box 572
Mosier, OR 97040-0572

From: Friends of the Columbia Gorge on behalf of Corey Hiseler
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 1:56:19 PM

May 25, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Corey Hiseler
5151 Mitchell Point Dr
Hood River, OR 97031-9738

From: Friends of the Columbia Gorge on behalf of Grant Fujii
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Sunday, May 25, 2014 9:26:57 PM

May 25, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

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comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Mr. Grant Fujii
5906 N Depauw St
Portland, OR 97203-5116

From: Friends of the Columbia Gorge on behalf of Ruth Flemming
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Monday, May 26, 2014 9:30:22 PM

May 26, 2014

EFSEC

I request that EFSEC cancel and reschedule the land use consistency hearing for the proposed Tesoro Savage Vancouver Energy Distribution Terminal, which is currently scheduled for May 28, 2014.

EFSEC published its notice about this hearing in the Columbian newspaper on May 14, 2014. That leaves the public only fourteen days to review the project, which includes a holiday weekend. EFSEC has failed to provide me and other members of the public with a sufficient amount of time to review Tesoro's application (which exceeds 2,400 pages) for consistency with the City of Vancouver's land use laws (more than 1,300 pages of which may be relevant). The short notice period impedes my ability to provide meaningful testimony to EFSEC.

In addition, EFSEC's hearing notice fails to specify the mailing address and email address for submitting written testimony. Similarly, the public notice fails to state whether EFSEC will accept written testimony after the hearing. EFSEC's failure to include this information undermines public input on land use consistency. It should be expected that more public participation will occur through written testimony than oral testimony. This is because of a number of factors, including scheduling conflicts that may hinder attendance at public hearings, some individuals' preferences for filing testimony in writing as opposed to speaking in front of a large crowd, the short amount of time allotted for each individual to speak at a public hearing, and the limited number of individuals who can testify in a single evening. When EFSEC reschedules the hearing, it should clarify the procedures for submitting written testimony.

I am also concerned that the early scheduling of this land use consistency hearing would be inconsistent with state and local laws that require EFSEC to make the environmental impact statement (EIS) available for this project prior to holding a hearing. The EIS will include information that informs the public and decision-makers about the project's potential environmental impacts. This information is necessary, vital, and legally required to be part of EFSEC's land use hearing.

Similarly, EFSEC should provide the City of Vancouver a sufficient amount of time to review the project, including a comment period for the public to address the city, before the city reaches any conclusions about whether the proposal would be consistent with the city's laws. A fourteen-day notice period is woefully inadequate for the city to complete this process.

For these reasons, I respectfully request that EFSEC cancel the May 28 hearing and reschedule it to a later date with appropriate advance notice, taking into consideration the strong need for the public to have sufficient time to review the proposal and provide meaningful

comments, and for the city to complete its review in accordance with its procedures. Thank you for your attention to this matter.

Sincerely,

Ms. Ruth Flemming
10320 NE 20th Cir
Vancouver, WA 98664-4367

From: Friends of the Columbia Gorge on behalf of Jane Hall
To: EFSEC (UTC)
Subject: EFSEC"s Land Use Consistency Hearing for Tesoro Savage Vancouver Oil Terminal (Application No. 2013-01)
Date: Tuesday, May 27, 2014 12:00:51 AM

May 27, 2014

EFSEC

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Sincerely,

Ms. Jane Hall
1653 SE Nehalem St
Unit 5
Portland, OR 97202-6707
(503) 206-7231

From: Evergreen Islands
To: Evergreen Islands
Subject: Council approves resolutions opposing Tesoro-Savage project
Date: Wednesday, June 04, 2014 8:36:27 PM
Attachments: image005.png

The Columbian

Council approves resolutions opposing Tesoro-Savage project

Majority of speakers testified against the project before city councilors

By Eric Florip and Stephanie Rice
Published: June 2, 2014, 10:21 PM



Vancouver resident Cathryn Chudy asks for a show of hands of those who oppose the Tesoro-Savage oil facility as she testifies in front of the Vancouver City Council during a meeting Monday at the Hilton Vancouver Washington. (Steven Lane/The Columbian)

Close to 700 people attended a Vancouver City Council meeting Monday, and a majority of speakers urged councilors to fight an oil-handling facility at the Port of Vancouver.

The meeting ended at 1:25 a.m. today, with the council voting unanimously to formally intervene in the state Energy Facility Site Evaluation Council process and voting 5-2 to adopt a council policy to fight not only the Tesoro-Savage project, but all proposals that would result in an increase of Bakken crude oil being hauled through Clark County.

Vancouver Mayor Tim Leavitt and Councilor Bill Turlay voted no on the second resolution. Each of them said they didn't have enough information about the project. When councilors asked whether delaying the vote a week or two would give them enough time, Leavitt said he wanted to wait for the environmental impact statement to be completed and Turlay said he didn't know.

"I don't know how long I'll need, to be perfectly honest with you," Turlay said. "Push it through. You've got the majority. What are you asking me for?"

Councilors Jack Burkman, Larry Smith, Bart Hansen, Anne McEnerny-Ogle and Alishia Topper voted in favor of the second resolution.

The meeting was in the Heritage Ballroom at the Hilton Vancouver Washington, next door to City Hall, in anticipation of the large crowd. City Attorney Ted Gathe said the meeting didn't set the record for the longest council meeting (that belongs to a meeting that ran until 3:30 a.m.) but likely set a record in terms of attendance.

Tesoro Corp. and Savage Companies want to build what would be the largest oil-by-rail terminal in the Northwest, capable of handling up to 380,000 barrels of crude per day.

Public hearings began at 7 p.m. on the two city council resolutions.

Leavitt said 140 people signed up to testify, and each speaker was allotted three minutes. Testimony ended at approximately 12:30 a.m., and in all 101 people spoke.

The council has been unanimous in wanting to intervene in the EFSEC process, a legal maneuver that would give the city standing to appeal if the project wins approval.

And while five of the seven council members had publicly expressed support for the resolution pledging to fight all Bakken crude oil proposals, Leavitt said prior to the meeting he thought it would be beneficial to postpone voting on the resolution.

Several speakers criticized a Tesoro-Savage flier mailed to Vancouver residents recently that called council opposition to the project an “empty political gesture.”

Former Vancouver Mayor Royce Pollard said he’s never seen such a large crowd at a council meeting, and said the city’s resolution will send a powerful message.

“Tell them not only ‘No,’ but ‘Hell, no,’” Pollard said.

Speakers who favored the resolutions cited unsafe tank cars, increased rail traffic causing delays at crossings, environmental threats and the terminal ruining the city’s plans for waterfront development.

Those who opposed the resolution urged the council to let the EFSEC process run its course.

Jared Larrabee, general manager of the proposed project, noted the final decision will be made at the state level. The terminal is now in the hands of EFSEC, which will ultimately make a recommendation to Gov. Jay Inslee.

Speaking before Monday’s hearing, Larrabee characterized the city’s recent actions on the terminal as contradictory.

Last week, a city attorney argued that EFSEC should wait until after a detailed environmental analysis of the project is complete before deciding whether it complies with local land-use and zoning rules. Yet the city council is moving to formally oppose the terminal, Larrabee said — without that same analysis.

“Trying to take a political position before having all of that information is, in our view, not the correct approach,” Larrabee said.

A draft environmental impact statement for the terminal is expected to be complete this summer.

Tesoro-Savage fully supports the city’s resolution to formally intervene in the review process, Larrabee said. That would give Vancouver a larger role in the review, and give it standing to appeal should the proposal win approval.

“That’s really what we’re asking and what we’re looking for, is a chance to go through the process,” Larrabee said.

In a letter submitted to the council before Monday's meeting, Port of Vancouver Commissioner Brian Wolfe said he felt "overwhelming disappointment" when he first read the proposed resolution opposing the oil terminal.

The resolution begins by stressing the value of the city's partnership with the port, and the city's commitment to maintain it. But the proposal itself erodes that partnership, Wolfe said.

"If you vote on this resolution, it can only hurt our relationship," he wrote. "'Partners don't do this to each other. Partners work together first to build a better community, and secondly to find common resolution to troublesome problems. That's not what this resolution does."

The resolution urges Port of Vancouver commissioners to terminate the lease the port signed with Tesoro-Savage last year — something Wolfe has said isn't likely to happen, regardless of what the city says. Breaking the lease would amount to a breach of contract that could lead to litigation and damage the port's reputation, he said.

In his letter, Wolfe called on city leaders to allow the review by EFSEC run its course.

"I have to ask: What are you afraid of in this EFSEC process?" Wolfe wrote.

He continued: "Let EFSEC and our Governor complete the process. If they come to the same conclusions — based on fact — that this project can't be done safely, then the project will not be permitted," Wolfe wrote.

Source: http://www.columbian.com/news/2014/jun/02/hundreds-speak-up-on-vancouver-oil-terminal/

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From: Evergreen Islands
To: Evergreen Islands
Subject: States balk at keeping oil train info from public
Date: Saturday, June 07, 2014 7:32:44 AM

Skagit Valley Herald .com
Friday, June 06, 2014

States balk at keeping oil train info from public

By MATTHEW BROWN
Associated Press

BILLINGS, Mont. — U.S. railroads forced to turn over details of their volatile crude oil shipments are asking states to sign agreements not to disclose the information. But some states are refusing, saying Thursday that the information shouldn't be kept from the public.

Federal officials last month ordered railroads to make the disclosures after a string of fiery tank-car accidents in North Dakota, Alabama, Virginia and Quebec, where 47 people died when a runaway oil train exploded in the town of Lac-Megantic.

The disclosures due midnight Saturday include route details, volumes of oil carried and emergency-response information for trains hauling 1 million gallons or more of crude. That's the equivalent of 35 tank cars. BNSF, Union Pacific and CSX are seeking agreements that the information won't be publicly shared. They said the information is security sensitive and releasing it could put them at a competitive disadvantage.

State emergency officials said communities need to know about the trains and the proposed agreements would violate open-records laws.

"Our state statutes prohibit us from signing," said Lori Getter with Wisconsin Emergency Management. "It will help the responders to make sure they are fully prepared and trained to respond to a potential incident. But it's also good to let the community know."

In addition to Wisconsin, Montana, Illinois, North Dakota, Idaho and Washington state also have declined so far to sign the agreements, according to state emergency officials. Other states have said they intend to meet the railroads' requests.

In Colorado, South Dakota, Iowa and Oregon, the confidentiality proposals are under review by attorneys and no decision has been made, officials said. Officials in Virginia said they intend to make the information public.

U.S. crude oil shipments topped 110,000 carloads in the first quarter of 2014. That's an estimated 3.2 billion gallons of crude and the highest volume ever moved by rail, the Association of American Railroads said Thursday. It's spurred by booming production in the Northern Plains.

The May 7 federal order covered oil shipments by rail from the Bakken region of North Dakota, Montana and parts of Canada. The Bakken produces a light, sweet crude that is highly volatile and contains more flammable gases than heavier oils such as from the tar sands region of Canada.

Federal officials have said sharing information on Bakken shipments is crucial for local firefighters and other emergency responders to be prepared for accidents.

Railroads that fail to comply face penalties of $175,000 per day and a prohibition against moving Bakken oil.

But officials indicated Thursday that there will be flexibility in how the rules are enforced.

“Although we will aggressively monitor compliance, we will also consider extenuating circumstances as railroads work with states to ensure information about the shipment of crude oil is appropriately provided,” said Federal Railroad Administration Associate Administrator Kevin Thompson.

CSX spokesman Gary Sease said the company is providing the information now and asking that the confidentiality agreements be returned with 30 days.

“If the states do not provide those signed confidentiality agreements, we will not be able to provide subsequent updated information,” Sease said. The agreements are necessary “for security reasons and for competitive reasons,” he said.

Union Pacific also was providing the information to at least some states, but officials from several states said BNSF so far has not.

A BNSF spokeswoman said the railroad company will turn over information to states and will trust them to treat the data as confidential and provide it only to those with a “need to know” and with the understanding that those who receive it will continue to treat it as confidential.

“It is important to remember that the intent of the Emergency Order is to ensure first responders have access to necessary information so they can prepare their response plans,” BNSF’s Roxanne Butler said in a statement.

Source: http://www.goskagit.com/news/state/states-balk-at-keeping-oil-train-info-from-public/article_da72e1c0-9445-56ed-9f8c-c9fa5b91c5f0.html

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From: Evergreen Islands
To: Evergreen Islands
Subject: Bakken Shale Oil Carries High Combustion Risk
Date: Tuesday, June 10, 2014 6:52:58 AM

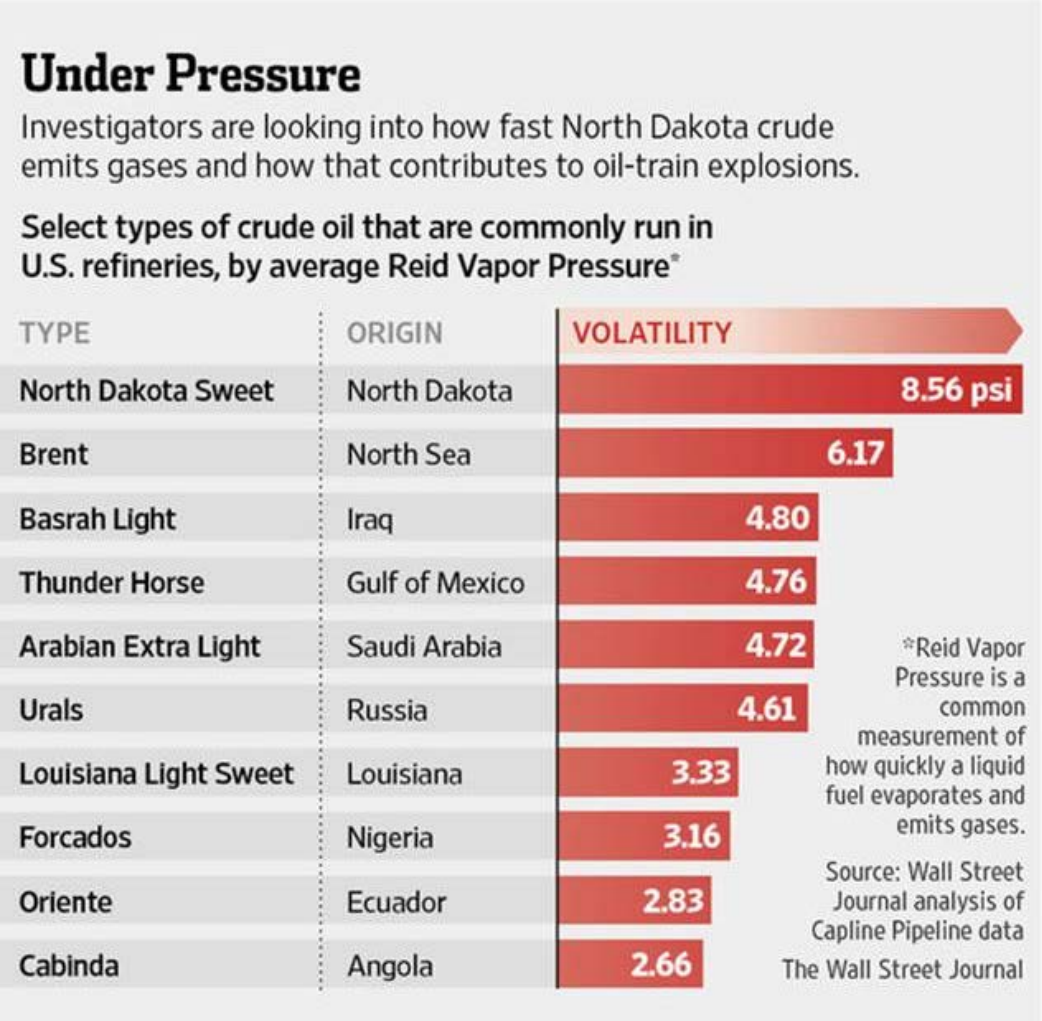
THE WALL STREET JOURNAL.

Feb. 23, 2014

Bakken Shale Oil Carries High Combustion Risk

Analysis of Crude From North Dakota Raises Further Questions About Rail Transportation

By Russell Gold



Crude oil from North Dakota's Bakken Shale formation contains several times the combustible gases as oil from elsewhere, a Wall Street Journal analysis found, raising new questions about the safety of shipping such crude by rail across the U.S.

Federal investigators are trying to determine whether such vapors are responsible for recent extraordinary explosions of oil-filled railcars, including one that killed several dozen people in Canada last summer.

The rapid growth of North Dakota crude-oil production—most of it carried by rail—has been at the heart of the U.S. energy boom. The volatility of the crude, however, raises

concerns that more dangerous cargo is moving through the U.S. than previously believed.

Neither regulators nor the industry fully has come to terms with what needs to be done to improve safety. There have been some steps, for example, slowing trains and promising to redirect around high-risk areas. But debate still rages over whether railcars need to be strengthened, something the energy industry has resisted.

"Given the recent derailments and subsequent reaction of the Bakken crude in those incidents, not enough is known about this crude," said Sarah Feinberg, chief of staff at the U.S. Transportation Department. "That is why it is imperative that the petroleum industry and other stakeholders work with DOT to share data so we can quickly and accurately assess the risks."

Potential fixes could create their own problems: Clamping down on rail transport could thwart the growth of oil output and slowing oil trains could affect the rail industry's ability to move freight around the country.

The Journal analyzed data that had been collected by the Capline Pipeline in Louisiana, which tested crude from 86 locations world-wide for what is known as vapor pressure. Light, sweet oil from the Bakken Shale had a far higher vapor pressure—making it much more likely to throw off combustible gases—than crude from dozens of other locations.

Neither federal law nor industry guidelines require that crude be tested for vapor pressure. Marathon Petroleum Corp., which operates Capline, declined to elaborate on its operations except to say that crude quality is tested to make sure customers receive what they pay for.

According to the data, oil from North Dakota and the Eagle Ford Shale in Texas had vapor-pressure readings of over 8 pounds per square inch, although Bakken readings reached as high as 9.7 PSI. U.S. refiner Tesoro Corp., a major transporter of Bakken crude to the West Coast, said it regularly has received oil from North Dakota with even more volatile pressure readings—up to 12 PSI.

By comparison, Louisiana Light Sweet from the Gulf of Mexico, had vapor pressure of 3.33 PSI, according to the Capline data.

Federal regulators, who have sought information about vapor pressure and other measures of the flammability and stability of Bakken crude, have said the energy industry hasn't provided the data despite pledges to do so.

The industry's chief lobbying group said it was committed to working with the government but that historically it hadn't collected the information. The energy industry has resisted the idea that Bakken Shale oil's high gas level is contributing to oil train explosions, but the American Petroleum Institute is revisiting the question, said President Jack Gerard. "Are we testing everything we should be testing?"

David Miller, head of the institute's standards program, said a panel of experts would develop guidelines for testing crude to ensure it is loaded into railcars with appropriate safety features. New tests could include measures of viscosity, corrosion and vapor pressure, he said.

The rapid growth in transporting oil by rail was rocked by several accidents last year. Last summer a train loaded with 72 cars of crude exploded, leveling downtown Lac-Mégantic, Quebec, and killing 47 people. Later in the year, derailed trains exploded in Alabama and North Dakota, sending giant fireballs into the sky. Derailments, typically caused by track problems or equipment failure, triggered the accidents. While crude oil is considered hazardous, it isn't usually explosive.

Most oil moving by rail comes from the Bakken Shale, where crude production has soared to nearly a million barrels daily at the end of last year from about 300,000 barrels a day in 2010.

The rapid growth in Bakken production has far outpaced the installation of pipelines, which traditionally had been relied on to move oil from wells to refineries. Most shale oil from Texas moves through pipelines, but about 70% of Bakken crude travels by train.

Bakken crude actually is a mixture of oil, ethane, propane and other gaseous liquids, which are commingled far more than in conventional crude. Unlike conventional oil, which sometimes looks like black syrup, Bakken crude tends to be very light.

"You can put it in your gas tank and run it," said Jason Nick, a product manager at testing-instruments company Ametek Inc. "It smells like gasoline."

Equipment to remove gases from crude before shipping it can be hard to find in the Bakken. Some Bakken wells are flowing so quickly that companies might not be able to separate the gas from the oil, said Lynn Helms, director of North Dakota's Department of Mineral Resources. "At a really high flow rate, it is just much more difficult to get complete gas separation," he said.

There also is a financial benefit to leaving gaseous liquids in the oil, because it gives companies more petroleum to sell, according to Harry Giles, the retired head of quality for the U.S. Energy Department's Strategic Petroleum Reserve and a former head of the Crude Oil Quality Association.

The federal government doesn't spell out who should test crude or how often. Federal regulations simply say that oil must be placed in appropriate railcars.

There are three "packaging groups" for oil, based on the temperatures at which it boils and ignites. But these tests don't look at how many volatile gases are in the oil, and that is the industry's challenge, according to Don Ross, senior investigator with the Transportation Safety Board of Canada. "There is no accepted industry method for testing for gassy crude," he said.

Without clear guidance, some oil producers simply test their crude once and generate a "material safety data sheet" that includes some broad parameters and characteristics.

After last summer's deadly Canadian incident, investigators said several data sheets that were supposed to describe oil quality were either incomplete or incorrect.

Much of the oil industry remains resistant to upgrading the 50,000 railcars that are used to carry crude oil, saying it would be too time consuming and expensive. The problem, they argue, isn't the cargo but a lack of railroad safety.

Some observers of the energy industry are starting to call for oil companies to ensure the crude being poured into railcars isn't too volatile.

"We need some standards," said Bill Lywood, an oil-industry consultant in Edmonton, Alberta, who measures crude characteristics for producers in Western Canada. "The industry should not be filling railcars with unstabilized crude."

—Laura Stevens and Tom McGinty contributed to this article.

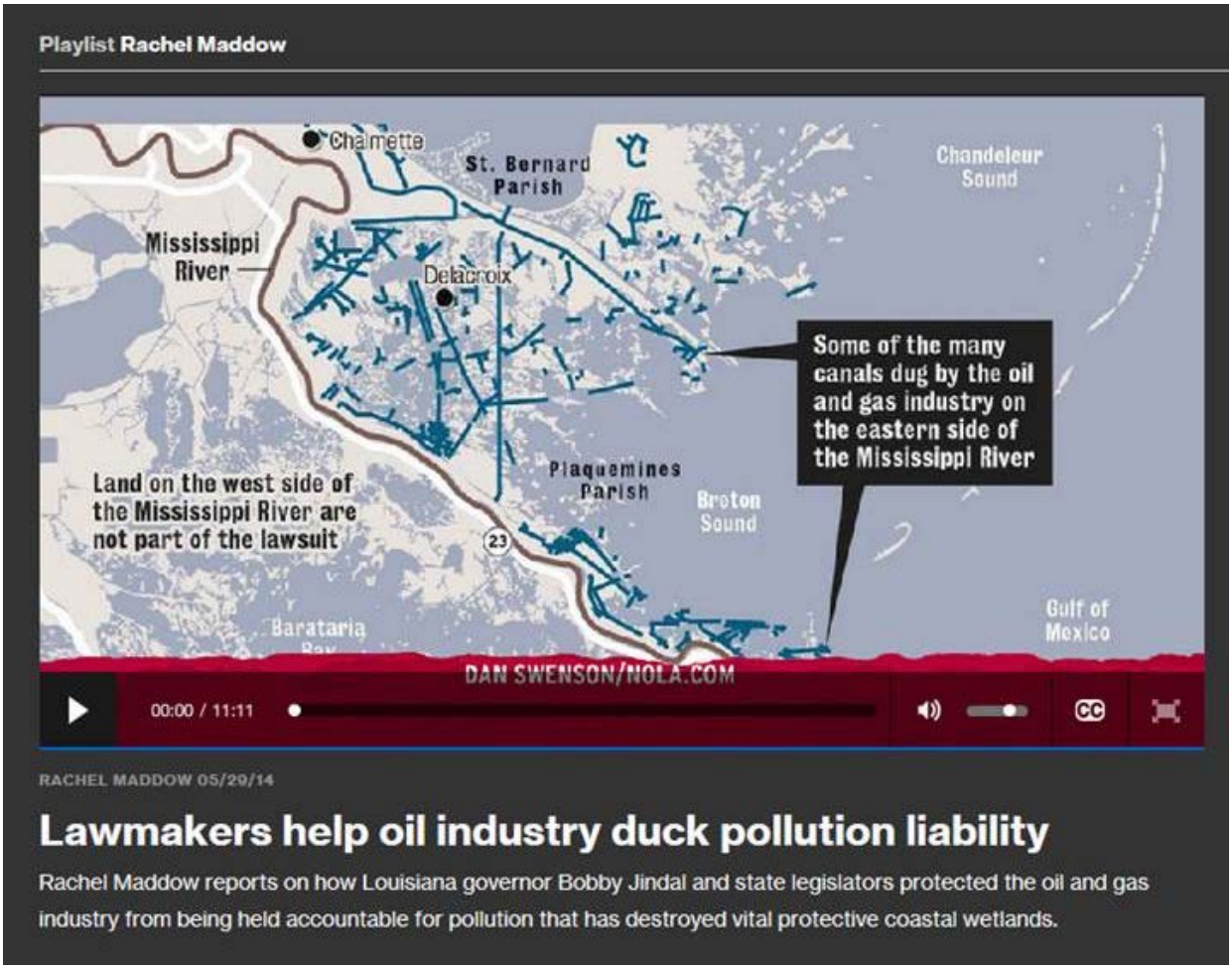
Write to Russel Gold at russel.gold@wsj.com

URL:

http://online.wsj.com/news/articles/SB10001424052702304834704579401353579548592

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From: Evergreen Islands
To: Evergreen Islands
Subject: [SUSPECTED SPAM] Lawmakers help oil industry duck pollution liability (Lt. Gen. Russel Honore and the Green Army)
Date: Friday, June 13, 2014 11:47:55 AM



Lawmakers help oil industry duck pollution liability

Docket# EF-131590

Tesoro Savage CBR
Public Comment #731

From: ghoole@comcast.net
To: EFSEC (UTC)
Subject: Tesoro Savage Vancouver Energy Distribution Terminal
Date: Monday, June 16, 2014 4:39:06 PM

Dear Stephen Posner

I am a resident of Washington and am writing in support of the Tesoro Savage Vancouver Energy Distribution Terminal. The proposed project will receive and ship North American crude oil to US refineries to offset or replace foreign imports and declining production in Alaska and California. This crude oil will be refined in US refineries to help meet the everyday needs of residents and businesses along the US West Coast – including those of the state of Washington. In short, it helps with America's energy security and will bring economic benefits and valuable jobs to our local communities.

As a resident, I believe the safety and environmental reviews are extremely important and will help ensure that this is done safely and responsibly. As such, I would request that the scope of the SEPA environmental analysis be purposefully focused on potential impacts from the proposed facility. The scope of the EIS must be limited to those potential impacts directly related to the facility design and operation. I ask that EFSEC consider the following site-specific impacts in preparation of the SEPA Environmental Impact Statement:

- Risks caused by earthquakes
- Spill prevention and spill response requirements that protect the environment
- Ability to comply with state and federal air quality emission standards
- Protection of Columbia River water quality and fish and wildlife resources
- Impact of the facility on local transportation infrastructure and public services
- Facility design that meets all relevant safety standards

I am concerned that conducting a SEPA EIS that looks beyond site-based facility impacts is an overreach that could dilute the core focus on this facility and have a dampening effect on transportation of other commodities, such as agricultural products, which are vital to the economies of Vancouver, Clark County and the state of Washington.

This balanced approach is consistent with SEPA statutes and regulations and will protect the environment while also ensuring the state's ability to grow its economy. Thank you for considering my comments.

Sincerely,
Greg Hoole

From: Evergreen Islands
To: Evergreen Islands
Subject: Washington residents rail against oil shipments
Date: Thursday, June 19, 2014 8:04:48 AM

Skagit Valley Herald .com

Tuesday, June 17, 2014

Washington residents rail against oil shipments

Associated Press

SPOKANE, Wash. (AP) — Numerous speakers told a state Senate committee Tuesday that they oppose the rapid increase in railcars carrying crude oil from the Bakken fields of North Dakota and Montana through the state.

The Senate Energy, Environment and Telecommunications Committee met in Spokane, a major railroad hub for the northern United States, to take testimony on a bill that seeks to improve the safety of those oil shipments.

But nearly all the members of the public who spoke attacked the measure as too friendly to the oil and railroad industries.

Numerous people referred to last year's explosion of a rail car in Quebec, Canada, that killed 47 people, and worried that could happen in Washington.

"I personally don't believe we should send these 'bomb cars' through our community of almost half a million people," said Mike Petersen of The Lands Council, a Spokane environmental group.

An explosion like the Quebec blast would be catastrophic in downtown Spokane, where elevated railroad tracks run near or adjacent to office towers, hotels and hospitals, speakers said.

But officials of the BNSF Railway noted there hasn't been a rail accident involving hazardous materials in the Spokane region in decades, and said rail traffic is getting safer.

Patrick Brady of BNSF said the railroad has had one flammable release this year in 900,000 shipments of hazardous material.

"It's pretty rare for them to occur," he said.

The oil boom in North Dakota and Montana has created a sharp increase in rail shipments to West Coast refineries and ports. There were no crude oil shipments by rail through the state in 2011, but that increased to 17 million barrels in 2013 and is projected to reach 55 million barrels this year.

That has raised concerns in communities across the state about a derailment and explosion in a populated area.

A bill to regulate crude oil shipments failed in the Legislature last year, but Senate Bill 6582 will be introduced in the next session. The measure calls for the state Department of Ecology to study the safety of the shipments. It also seeks to train

emergency responders, and create caches of emergency gear in rail communities. It would be funded by an extension to rail of a 5-cents-per-barrel tax that currently applies only to oil shipments by sea.

"We want to prevent something catastrophic, and to be prepared if something happens," said state Sen. Mike Baumgartner, R-Spokane, a sponsor of the bill.

Baumgartner noted the state's ability to regulate the shipments is limited because interstate commerce is a federal issue.

Critics of the bill included Katie Evans, of the local chapter of the Sierra Club, who said it spends too much money on accident response and not enough on accident prevention.

"We want a moratorium on any increase in crude oil shipments," she said.

Bonnie Mager of Cheney worried that if an oil tanker exploded near her home, "we'd be incinerated."

Other speakers complained that BNSF should be forced to use only the most up-to-date rail cars for the shipments, and should be required to alert local leaders when shipments are coming through their towns.

Kari Cutting of the North Dakota Petroleum Council told lawmakers that rail tankers are safe to contain the Bakken crude, which is not more volatile than other crude oil. But she acknowledged there was no way to ensure that an accident did not punch a hole in a tanker car.

"You can't reach zero percent probability," she said.

She said about 40 percent of the oil shipped by rail is transported in older cars that are not as safe as newer models.

Johan Hellman of BNSF said about 5 percent of the railroad's cargo was crude oil.

Source: http://www.goskagit.com/news/state/washington-residents-rail-against-oil-shipments/article_e29781f4-e4a9-5a43-99d9-d14f3400b228.html

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Docket# EF-131590

Tesoro Savage CBR
Public Comment #733

From: Don Steinke
To: EFSEC (UTC)
Subject: Vancouver City Council Resolution
Date: Thursday, June 19, 2014 8:25:47 PM

To EFSEC

Please tell Governor Inslee the details of the resolution that the Vancouver City Council passed on June 2. Vancouver is unconditionally opposed to all construction projects which would increase oil train traffic through Clark County and in particular, the Tesoro Savage project in Vancouver.

On June 2, 2014, The Vancouver City Council, by a vote of 5-2, passed a policy resolution which:

- Asks The Port of Vancouver to cancel the Tesoro Savage lease.
- Asks State agencies to deny permits for (all) crude by rail oil terminal projects.
- Asks local governments to deny permits for (all) facilities designed to handle Bakken crude until the transport can be done safely.

Here's the resolution
http://www.cityofvancouver.us/sites/default/files/fileattachments/city_council/page/14754/05b_sr058-14_-_oil_terminal_policy_resolution.pdf

This describes the resolution and says it passed
http://www.columbian.com/news/2014/jun/02/hundreds-speak-up-on-vancouver-oil-terminal/?fb_comment_id=fbc_663456040391109_663466093723437_663466093723437#f1f3749500c1995

New information

1. In case you haven't kept track, five oil trains have exploded within the last year.
2. The Rail Industry says that the existing fleet is not safe for hauling Bakken Crude, and is asking the Feds to develop standards for safer cars. http://www.columbian.com/news/2014/apr/22/tank-car-fleet-is-inadequate-for-crude-oil-rail-in/
3. The Oil Industry has asked the Federal Government to halt the development of new standards for the tank cars, instead blaming the railroads for allowing derailments.
   http://www.railwayage.com/index.php/regulatory/refiners-lobby-says-dot-111-is-fine%E2%80%9D-for-shipping-bakken-crude.html?channel=40
   http://www.railwayage.com/index.php/regulatory/hazmat-regulator-challenges-dot-111-defender-to-justify-bakken-testing.html?channel=40

Write or call if you have any questions.
Don Steinke<crVancouverUSA@gmail.com>
360 892 1589

From: Sierra Club on behalf of Joyce Benson
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Date: Saturday, June 21, 2014 10:19:33 AM

Jun 21, 2014

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

After carefully considering the safety, environmental, and climate risks associated with the proposed oil terminal, I respectfully ask you

to recommend the rejection of Tesoro-Savage's application.

Sincerely,

Ms. Joyce Benson
Sylvania Ave
Glenside, PA 19038-3613

From: Annamaria Rizzo (Italy)
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project
Date: Saturday, June 21, 2014 2:14:16 PM

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

•The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
•The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

Annamaria Rizzo (Italy)

25125

From: Marla de Vries
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project
Date: Sunday, June 22, 2014 1:47:04 PM

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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•The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

Marla de Vries

00000

From: Laleh Talebpour
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project
Date: Sunday, June 22, 2014 5:16:03 PM

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

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•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

Laleh Talebpour

94904

From: Sierra Club on behalf of Anne Wenerd
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Date: Tuesday, June 24, 2014 5:37:13 PM

Jun 24, 2014

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

Dear Mr. Posner,

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

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

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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.

Why would you authorize oil to be shipped out of the country at the cost of higher prices here in the US and all the pollution that this product creates because a few greedy corporate execs need to make more money?????
Protect your citizens.....

Sincerely,

Mrs. Anne Wenerd
204 Murray Dr
Wood Dale, IL 60191-2241
(630) 766-2846

From: Evergreen Islands
To: Evergreen Islands
Subject: Oil From U.S. Fracking Is More Volatile Than Expected
Date: Tuesday, June 24, 2014 9:59:44 PM
Attachments: image007.png
image008.png
image009.png

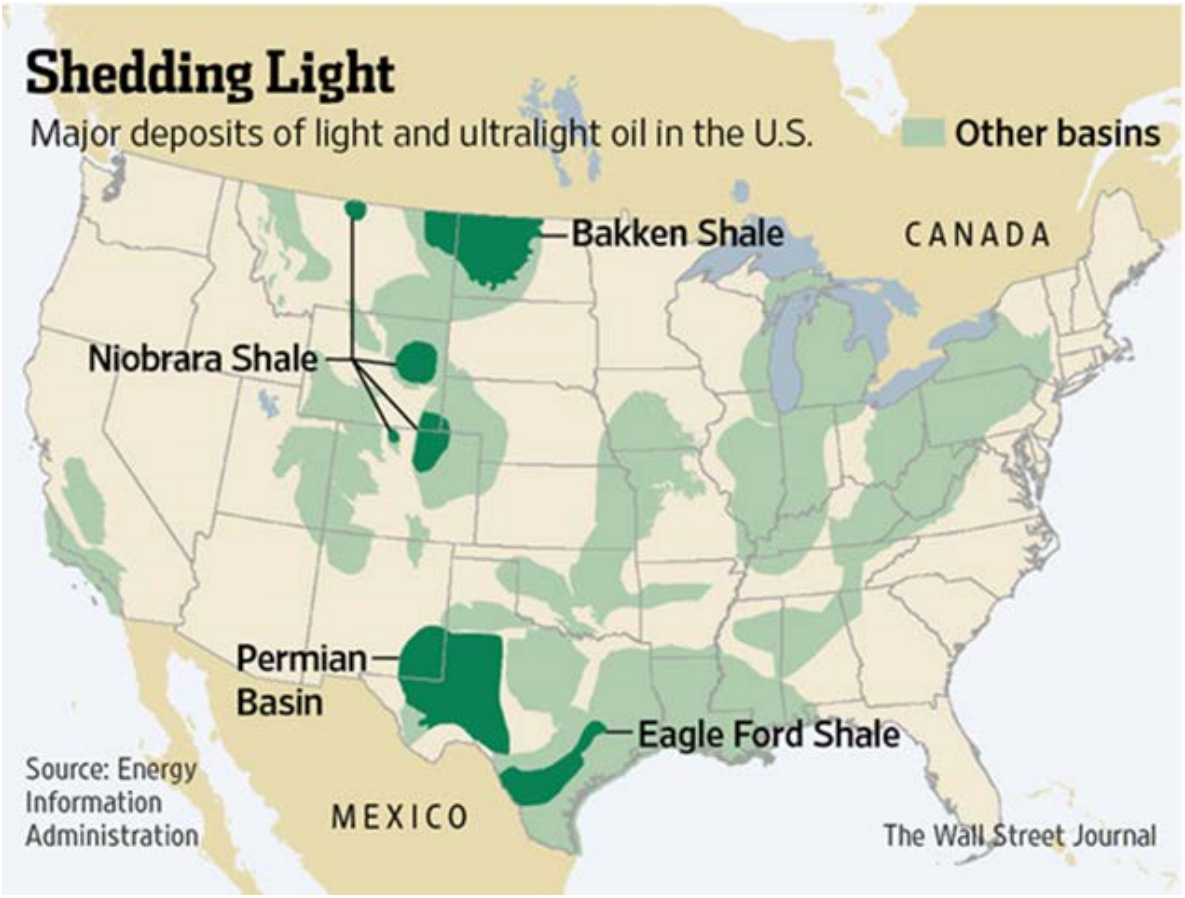
THE WALL STREET JOURNAL.
June 24, 2014 7:42 p.m. ET

Business

Oil From U.S. Fracking Is More Volatile Than Expected

High Gas Content Extends Beyond North Dakota's Bakken Shale to Colorado and Texas

By Alison Sider and Nicole Friedman

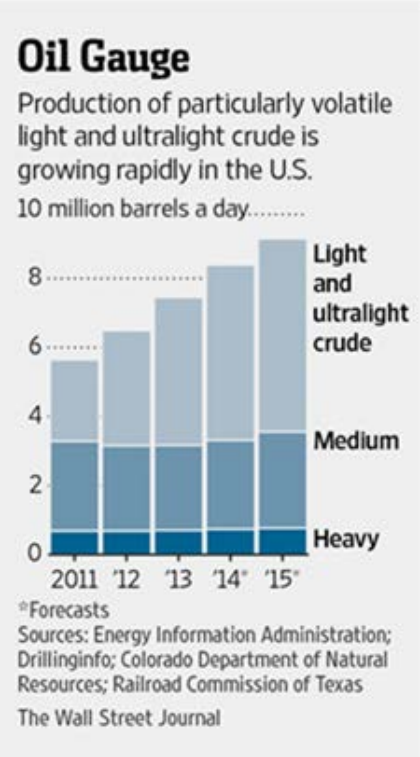


Millions of barrels of crude oil flowing from shale formations around the country—not just North Dakota—are full of volatile gases that make it tricky to transport and to process into fuel.

Oil from North Dakota's Bakken Shale field has already been identified as combustible by investigators looking into explosions that followed train derailments in the past year.

But high gas levels also are affecting oil pumped from the Niobrara Shale in Colorado and the Eagle Ford Shale and Permian Basin in Texas, energy executives and experts say.

Even the refineries reaping big profits from the new oil, which is known as ultralight, are starting to complain about how hard it is to handle with existing equipment. Some of what is being pumped isn't even crude, but condensate: gas trapped underground that becomes a liquid on the surface.



The federal government says 96% of the growth in production since 2011 is of light and ultralight oil and that is where growth will continue.

The huge volume of this gassy new oil has created a glut, pushing prices to $10 or more below the level of traditional crude. Energy companies think they could get higher prices by sending the new oil abroad, which explains some of the push to lift a U.S. ban on exporting crude. Federal officials recently gave two companies permission to export condensate under certain circumstances.

This new crude can act like a popped bottle of Champagne, says Sandy Fielden, an analyst with consulting firm RBN Energy. "If it's very light, it froths over the top" of refinery units, he says. Many refiners "can't manage that in their existing equipment."

Valero Energy Corp says two refineries in Texas and Oklahoma received batches of unexpectedly gassy oil and had to slow fuel production to deal with it. The company is investing more than half a billion dollars to add special equipment at several plants so it can process more light oil.

- **Related**
  U.S. Set to Export First Oil Since '70s
  Pennsylvania Weighs Gas-Production Tax

Many refiners already are investing in upgrades to process more of this new oil, but the volume could still overwhelm them. Others will have to make the costly shift, says Matt Rogers, a director at consulting firm McKinsey & Co.

Until a few years ago, the oil available to U.S. refiners was dirty and heavy. Refiners spent billions of dollars on equipment to turn that gunk from Venezuela and Canada into gasoline and diesel.

That has changed as oil companies began using some of the same techniques, including hydraulic fracturing, that produced the natural-gas boom. U.S. oil production rose by 3 million new barrels a day between 2009 and 2013, bringing the country's total output to 8.4 million barrels a day—the highest level since 1988.

There are geologic reasons that the new oil is particularly gassy and volatile. Over millions of years, organic material turns into a brew of hydrocarbons: crude oil, natural gas and other gas-infused liquids. The longer that fossil-fuel mixture cooks underground—in intense heat and under tremendous pressure—the more molecules escape from their source rocks and migrate to

reservoirs where there is room to move around, says Scott Tinker, the state geologist for Texas.

In those reservoirs, the oil and gas separate into less-dense gas on top and heavier crude oil below, much like a shaken vinaigrette settles into distinct layers.

But shale rock is so dense that much less oil and gas escapes from it. The energy industry must frack shale to create tiny fissures so that oil and gas can flow out. Those minuscule pathways let only the smallest molecules rise, which is why large volumes of gas and the lightest liquids are coming out of the ground.

In most cases, ultralight oil doesn't look like black gold. In fact, it can be as clear as water and some oil from the Eagle Ford Shale in Texas brims with so much dissolved gas that it bubbles, giving the appearance of boiling at room temperature.

That gas makes ultralight shale oil highly combustible in a way conventional crude is not. In the past year, derailments of trains carrying light crude have resulted in spectacular blowups, including an explosion that killed 47 people in Quebec last July.

Refining executives complain that some ultralight liquid is getting mixed in with higher-price traditional crudes. Greg Garland, the chief executive of Phillips 66, told analysts recently that there was no question that "people are blending condensate" into West Texas Intermediate, the U.S. benchmark, to try to pass it off as regular crude and get more money for it.

That's not to say that light crude isn't worthwhile—as long refiners are prepared for it. Gulf Coast refiners used to import light crude but today they have replaced most of it with oil from U.S. shale. Some experts warn that without new equipment, refineries will soon run out of capacity for ultralight oil pumped in the U.S.

Consultants at Bentek Energy forecast that without a change to U.S. export policy that allows oil to be exported, an oversupply of ultralight oil will drag the price of West Texas Intermediate to $80 a barrel by 2019 from $106 today—a level that would cause some companies to stop drilling.

Lifting the U.S. export ban, which has been in place since the 1970s, requires congressional action. Companies can export refined fuel. The Commerce Department, in what is known as a private ruling, recently said Pioneer Natural Resources Co. and Enterprise Products Partners LP could export condensate after it has been minimally processed.

Tom O'Malley, chairman of refiner PBF Energy Inc., says the industry can engineer its way around the growing glut of volatile, ultralight oil without export changes. His company revamped a Delaware refinery built to process heavy crude into that one that receives more than 100,000 barrels a day of Bakken oil by train.

Gulf Coast refiners could follow suit, he says. "If we could do it, they can do it."

Write to Alison Sider at alison.sider@wsj.com and Nicole Friedman at nicole.friedman@wsj.com

Source: http://online.wsj.com/articles/oil-from-u-s-fracking-is-more-volatile-than-expected-1403653344?mod=WSJ_hpp_sections_business

From: Sierra Club on behalf of Donna Carr, M.D.
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Date: Sunday, June 29, 2014 3:52:00 PM

Jun 29, 2014

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

Dear Mr. Posner,

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

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

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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.

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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,

Dr. Donna Carr, M.D.
1201 Sidonia St
Encinitas, CA 92024-2240
(760) 436-7836

From: Sierra Club on behalf of Raechel Wright
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01
Date: Friday, July 11, 2014 12:16:17 PM

Jul 11, 2014

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

Dear Mr. Posner,

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

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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. Raechel Wright
110 E Dunvegan Rd
Shelton, WA 98584-7161

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Saturday, July 05, 2014 5:37 PM
To: Evergreen Islands
Subject: Anacortes Oil Transportation Forum, Wednesday, July 8, 6:30 pm

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

Anacortes American

Wednesday, July 2

Oil transportation forum

Risky Business: How oil transport threatens Washington's health, communities and waters is a free public educational forum 6:30 to 8:30 p.m. Tuesday at the Senior Activity Center, 1701 22nd St.

Doors open at 6 p.m.; snacks and refreshments. Please RSVP (click here).

For more information, contact Rein Attemann at Washington Environmental Council at rein@wecprotects.org or (206) 631-2625.

Oil by rail commemorative event

Hosted by Protect Skagit in remembrance of 47 people who died in an oil train explosion in Lac-Megantic, Quebec, on July 6, 2013.

Meet at 5:15 p.m. Monday at the Skagit Transit Center, 105 Kincaid St., Mount Vernon. Participants will walk to the Skagit County courthouse to hear remembrances and information about transporting Bakken crude oil.

Consultant selected for oil transportation study

Work continues on a study to analyze the impacts of marine and rail oil transportation in Washington with a contract signed between the Department of Ecology and Environmental Research Consulting of New York.

Ecology was tasked with conducting the study in the 2014 Legislative session through a budget proviso and is working with the Department of Transportation, Utilities and Transportation Commission, Washington Military Department's Emergency Management Division, the Federal Railroad Administration, and tribal governments.

ERC was awarded a $250,000 contract to work with Ecology's technical team and statewide stakeholders to produce a complete report that looks at the current and anticipated transportation and safety pictures for marine and rail.

The report will identify any gaps in the oil spill prevention, preparedness and response system, according to Ecology. It will also make recommendations for public health, safety and environmental concerns; contain a statement of safety benefits verses the cost of implementation; offer recommendations for funding programs; and provide a risk communication strategy.

Gov. Jay Inslee issued a directive requesting initial findings and recommendations from the study by Oct. 1. The final report is due March 1.

“It’s our job to provide the best information possible to inform the governor and the Legislature,” said Scott Ferguson, Ecology project manager. “To do that we’ll need everyone’s input and will be seeking community and citizen input each step of the way.”

More information about oil transportation is at http://www.ecy.wa.gov/.

Source: http://www.goanacortes.com/news/article_aa98405e-0155-11e4-bf28-001a4bcf887a.html?mode=story

From: Sierra Club <information@sierraclub.org> on behalf of Raechel Wright <sierra@sierraclub.org>
Sent: Friday, July 11, 2014 12:16 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

Jul 11, 2014

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

Dear Mr. Posner,

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

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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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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,

Ms. Raechel Wright
110 E Dunvegan Rd
Shelton, WA 98584-7161

From: Sierra Club <information@sierraclub.org> on behalf of Gail Yborra <sierra@sierraclub.org>
Sent: Friday, July 11, 2014 3:21 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

Jul 11, 2014

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

Dear Mr. Posner,

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

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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. Gail Yborra
803 W 8th St
Wilmington, DE 19801-1304
(302) 656-4540

From: Lauren Gedlinske <lgedlinske@hotmail.com>
Sent: Sunday, July 13, 2014 8:07 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

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•The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

Lauren Gedlinske

55124

From: Sierra Club <information@sierraclub.org> on behalf of Tony Misner <sierra@sierraclub.org>
Sent: Monday, July 14, 2014 12:21 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

Jul 14, 2014

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

Dear Mr. Posner,

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

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Based on the far reaching impacts of this project, I urge you to recommend the rejection of Tesoro-Savage's proposal.

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

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

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

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

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

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

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

Sincerely,

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

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Wednesday, July 16, 2014 9:53 AM
To: Evergreen Islands
Subject: OIL TRAINS: Residents urged to get involved at oil

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

Anacortes American

Wednesday, July 16, 2014

Residents urged to get involved at oil forum

Speakers say people concerned about dangers of oil transport by rail need to speak out on safety

BY JOAN PRINGLE
American staff writer



Submitted / Thomas Meyer

'Risky business: How oil transport threatens Washington's health'
Close to 200 people attended a forum on crude oil transport by rail at the Senior Activity Center on July8.

Urged to take action, dozens of Anacortes residents and others concerned about their communities' safety filled out comment cards addressed to the U.S. Army Corps of Engineers toward the end of a public forum last week on crude oil transport by rail.

“Risky business: How oil transport threatens Washington’s health” was presented by several nonprofits including Transition Fidalgo & Friends, Evergreen Islands, RE Sources for Sustainable Communities and the Washington Environmental Council at the Senior Activity Center on July 8.

Close to 200 people — most from Anacortes, but several from off island — filled the main room to listen to speakers opposed to oil transport from the Bakken Fields of North Dakota to Washington facilities, such as the Tesoro and Shell Puget Sound refineries on March Point.

Tesoro was the first in the region to receive Bakken crude by rail in September 2012. The Shell refinery is in the permitting stage of creating a rail facility to receive up to six unit trains per week. The BP Cherry Point was receiving crude by rail in December last year and Phillips 66 is expected to complete its own facility this year.

Much of the forum involved explaining to people how they could get involved by commenting on any and all proposed projects in the region, participating in grass-roots actions and sharing information with others and the media.

Rebecca Ponzio of the Washington Environmental Council said if attendees take one thing away from the meeting, it should be that they are key to helping keep Puget Sound and its communities safe.

Close to 300 comments on Skagit County’s issue of a mitigated determination of nonsignificance on the Shell project have already created results with the planning department requesting more information from Shell, said Tom Glade of Evergreen Islands.

Forum attendees were encouraged to write to Gov. Jay Inslee requesting the Shell project receive no permits until studies on oil by rail projects he ordered in June are completed.

A similar request was passed by the Washington State Council of Fire Fighters at its June convention. It asked Inslee “to do all in his power to halt the movement of this crude by rail until completion of his study in March 2015 and the determination that this crude by rail can be moved safely through our cities and rural areas.”

In other events here, nearly 90 people attended “Oil Trains in Skagit” hosted by Protect Skagit at the Skagit PUD on June 30. People also gathered outside Skagit Transit Center to walk to the Skagit County courthouse on July 7 in a commemorative event of the Lac-Megantic, Quebec, oil train accident that killed 47 people in 2013.

In Anacortes last week, Eric de Place of Sightline Institute cited several train accidents involving crude oil in the past two years. Unit trains are not safe, especially when the older tank cars designed in the 1960s are used, he said.

“This is not something we want running three times a day in our community,” he said.

Kristen Boyles, Earthjustice attorney, said Bakken crude rail shipments to the Northwest have quickly become a huge issue for small planning departments in cities and counties along the routes.

Matt Krogh of Forest Ethics said in 2008 there were 10,000 rail cars transporting oil. In 2013, that number shot up to 400,000 rail cars.

Anacortes City Council member Ryan Walters spoke of concerns with infrastructure, including the rail

bridges over the Skagit River in Burlington and the Swinomish Channel.

Walters and Councilwoman Liz Lovelett have drafted a resolution urging increased safety standards for rail transport of oil from the U.S. Department of Transportation and disclosure of rail infrastructure inspections from BNSF. The resolution, available at www.ryanwalters.org, will go before council a second time on July 21.

Rich Bergner of Evergreen Islands moderated the forum, which ended with audience questions, including if BNSF was providing good information about rail use and safety.

Krogh said the company is not releasing information on the dangers of crude oil, but it is sharing some information on when it is transported and where it is going.

BNSF, along with other rail companies, pushed back when told by the U.S. DOT through the Federal Railroad Administration it was required to report when and where Bakken crude was being transported to emergency response centers.

In response to a question on how long the oil in the Bakken Shale region will last, de Place said it will last hundreds of years because people will be successful in stopping its production.

One way to do that is to deny trains a destination, de Place said, though he compared the effort to Whac-A-Mole with companies one after another coming up with new proposals.

When asked which is the lesser of two evils — the Keystone XL Pipeline or oil trains — Krogh said "The question for me is not which is worse; the question is how do we stop them both."

The comment cards people were filling out last week opposed a project at the BP Cherry Point refinery. That project stems from the company's failure to conduct an environmental impact statement on a pier built in 2001.

An open house on the BP project is tonight from 7 to 9 p.m. at
Shuksan Middle School, 2717 Alderwood Ave., Bellingham.

Information is available by selecting updates on high profile projects at
www.nws.usace.army.mil/Missions/CivilWorks/Regulatory/NewsandUpdates.aspx.

RSVP to the meeting at www.re-sources.org.

For information on the Shell project, go to
www.skagitcounty.net/Departments/PlanningAndPermit/shellpermit.htm.

Source: http://www.goanacortes.com/all_access/article_c6f15d46-0c5c-11e4-bb92-001a4bcf887a.html

From: Sierra Club <information@sierraclub.org> on behalf of Denise Griffin <sierra@sierraclub.org>
Sent: Monday, July 21, 2014 3:48 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Jul 21, 2014

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. Denise Griffin
1211 Seven Hills Dr
Mobile, AL 36695-8481

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Tuesday, July 22, 2014 9:32 AM
To: Evergreen Islands
Subject: Anacortes City Council Unanimously Adopted A Resolution Urging Increased Safety Standards for Rail Transport of Oil Products

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category, Blue

EVERGREEN ISLANDS

Anacortes City Council Unanimously Adopts Resolution Urging Increased Safety Standards for Rail Transport of Oil Products

Last night, the Anacortes City Council unanimously adopted a resolution urging increased safety standards for rail transport of oil products (see unamended version below).

However the City Council, in a split vote, also approved a recommendation that Mayor Laurie Gere send a letter to Skagit County supporting the Shell Oil – Puget Sound Refinery's "Crude by Rail East Gate Project", which permits construction of a crude oil rail unloading facility. Councilmembers Erica Pickett and Liz Lovelett opposed the recommendation.

Ryan Walters
360-610-7770
ryanw@cityofanacortes.org

Brad Adams
360-391-9771
brada@cityofanacortes.org

Eric Johnson
360-840-5415
ericj@cityofanacortes.org

Liz Lovelett
360-588-8707
lovelettl@cityofanacortes.org

Matt Miller
360-588-9070
mattm@cityofanacortes.org

John Archibald
360-395-5923
johna@cityofanacortes.org

Erica Pickett
360-293-6264
ericap@cityofanacortes.org

Resolution No. 1889

A Resolution Urging Increased Safety Standards for Rail Transport of Oil, Ethanol, and Other Flammable Liquids to Anacortes and Calling on the United States Department of Transportation to Adopt Rules for Rail Car Safety and Required Disclosure of Railway and Rail Bridge Inspections

Whereas public safety is a principal responsibility of the City of Anacortes;

Whereas both Tesoro and Shell operate refineries at March's Point, adjacent to the City of Anacortes's corporate boundaries and within the city's Urban Growth Area, that together are able to process ten million gallons of oil per day;[1]

Whereas the safety of refinery and railroad employees and the prevention of rail accidents is of substantial concern to the City of Anacortes;

Whereas refineries are transitioning from North Slope crude oil transported from Alaska by tank ship, to oil extracted from the Bakken formation transported from North Dakota by rail;

Whereas the number of crude oil carloads hauled by U.S. railroads surged from 10,840 in 2009 to an estimated 400,000 in 2013;[2]

Whereas more crude oil transported by rail was spilled in 2013 (1.15 million gallons) than in the previous four decades (800,000 gallons from 1975 to 2012);[3]

Whereas the oil extracted from the Bakken formation includes comparatively large amounts of flammable ethane, propane, butane, and natural gasoline;

Whereas crude oil trains have derailed with disturbing frequency in recent months:

1. on July 6, 2013, in Lac-Mégantic, Quebec, killing nearly 50 people and destroying more than 30 buildings within the one-kilometer blast radius, requiring the evacuation of more than 1,000 people;[4]
2. On November 8, 2013, in rural Alabama, causing an explosion that left 11 cars burning;
3. on December 30, 2013, outside Casselton, North Dakota, causing a fire that engulfed 21 cars and spilling 400,000 gallons of oil;[5]
4. on January 20, 2014, in Philadelphia, Pennsylvania, leaving a tanker car and box car leaning off a bridge over the Schuylkill River;[6]
5. on April 30, 2014, in Lynchburg, Virginia, causing an explosion and fire and spilling 20,000 gallons of oil into the James River;[7]

Whereas Tesoro built a rail facility in 2012 that currently receives a 100-car train carrying nearly three million gallons of oil each day;[8]

Whereas Shell Puget Sound Refinery is engaged in permitting a similar rail yard at March's Point that would double the present amount of rail traffic;

Whereas both refineries are critically important to the economies of Anacortes and Skagit County;

Whereas both refineries need to be able to safely transport crude oil by rail to remain competitive and economic viable;

Whereas Tesoro and Shell have been quality partners for the Anacortes community;

Whereas Shell is taking significant measures to ensure safety at its proposed rail facility and has publicly committed to fully complying with the latest federal standards for rail car design at the time its facility is built;[9]

Whereas Burlington Northern Santa Fe Railway ("BNSF") operates the tracks from March Point through the rest of Skagit County, including the bridges over the Swinomish Channel and the Skagit River;

Whereas failure of the Swinomish Channel bridge could cause irreparable harm to Padilla Bay National Estuarine Research Preserve;

Whereas failure of the Skagit River Bridge could spill oil into the Skagit River upstream of the intake for the City of Anacortes's water treatment plant;

Whereas a railway accident that ignites the hazardous materials within the rail cars in Mount Vernon or Burlington could cause an explosion that would cripple those cities, Interstate 5, and other communities throughout the Northwest that depend on Interstate 5 for transportation and commerce;

Whereas, on May 7, 2014, the United States Department of Transportation issued an emergency order requiring railroads to inform state emergency management officials about the movement of large shipments of crude oil through their states and urged shippers not to use older model tanks cars that are easily ruptured in accidents, even at slow speeds;[10]

Whereas Transport Canada has adopted a mandatory three-year phase-out of older tank cars;[11]

Now therefore be it resolved that:

Section 1. The City of Anacortes urges the state and federal governments to ensure the protection of our communities and waterways from oil spills and accidents, and to provide the resources necessary for communities to adequately mitigate and manage these new or heightened risks, including sufficient training and provisioning of local first responders for spills and fires.

Section 2. The City of Anacortes urges the U.S. Department of Transportation to:

a. Adopt new safety standards for rail tank cars that are capable of preventing leakage or explosion in the event of derailment and are no less strict than Canadian standards as soon as possible and no later than the end of 2014.

b. Require all new refinery rail facilities to immediately comply with those new standards, and require retrofitting existing rail cars to an equivalent standard or replacement with cars that meet the new standards within an accelerated timeframe.

c. Require railways and rail operators to share safety and structural inspections of rail infrastructure, especially critical bridge infrastructure, with state and local governments.

Section 3. The City of Anacortes urges the U.S. Congress to support or accelerate these measures through federal legislation and appropriation.

Section 4. The City Clerk-Treasurer is directed to email copies of this resolution to Washington State's Congressional delegation, the director of the United States Department of Transportation, the director of the Pipeline and Hazardous Materials Safety Administration, Governor Inslee, and Washington State's 10th, 39th, 40th, and 42nd district legislative delegations.

APPROVED and PASSED by the City Council this ___ day of July, 2014.

CITY OF ANACORTES:

_____

Laurie Gere, Mayor

From: Karen Cliette <karencliette@gmail.com>
Sent: Wednesday, July 23, 2014 3:59 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue Category

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

•The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
•The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

Karen Cliette

30032

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Wednesday, July 23, 2014 8:11 PM
To: Evergreen Islands
Subject: Council passes resolution urging safe oil transport

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Anacortes American

Wednesday, July 23

Council passes resolution urging safe oil transport

Shell's proposed rail project gets support from council

BY JOAN PRINGLE
American Staff Writer

A resolution calling for rail safety written by City Council members Ryan Walters and Liz Lovelett was approved unanimously at Monday night's council meeting.

The resolution calls on the U.S. Department of Transportation to adopt rules for rail car safety and disclosure of railway and rail bridge inspections as refineries step up their transport of crude oil from the Bakken fields of North Dakota.

The motion was passed after an amendment by member Matt Miller requesting a letter be sent in support of Shell Puget Sound Refinery's proposed rail project.

Lovelett opened the discussion, saying she felt strongly the community had a lot of questions about rail safety. She emphasized the motion did not express opposition to the Shell project.

Tom Rizzo, Shell general manager, said after the discussion that the council expressed what everyone wants — safety.

"I think the council did a good job," he said.

Walters said the resolution, which was first presented to the council May 19, was revised to include suggested changes from Shell and Tesoro as well as Miller.

The final version of the resolution incorporates additional language outlining Shell as a community partner, Lovelett said.

The resolution is directed to U.S. legislators from Washington, U.S. DOT, the Pipeline and Hazardous Materials Safety Administration director, Gov. Jay Inslee and Washington state's 10th, 39th, 40th and 42nd district legislators.

Miller said he supported the revised resolution but still had concerns with its approval coinciding with the Shell project, which is in the permitting phase.

“The timeliness still feels prejudicial to that project,” he said, adding “There are some people in the community that want this to be prejudicial to Shell.”

The timing is analogous to the 1980s when major marine oil spills were occurring, said council member Eric Johnson. Like then, there have been a number of wake-up calls to the federal government to bring new safety standards into force.

This resolution should move ahead, he said.

Council member Erica Pickett used the discussion to point out that the emphasis on tanker safety is important, but so is the condition of rail beds that get worn down by these trains. There’s limited chance to fix them with the number of trains now running, she said.

Before the vote, Tom Glade of Evergreen Islands expressed his support for the resolution, saying it was well-written and asking the council to adopt it.

Anacortes resident Phyllis Dolph said she wished the oil trains were not coming to here at all. They’re not good for climate change and the project itself threatens the March Point heronry and wetlands.

Instead of using the word urge, Dolph said she preferred words such as mandate and require.

“There are no teeth in that word urge,” she said.

Miller’s amendment asked that a letter be sent by Mayor Laurie Gere in support of the Shell project as it was presented to the council by Rizzo on May 5.

The presentation included information on safety features designed into the project to at least prevent a similar accident that occurred last year in Lac-Mégantic, Quebec, Walters said.

He added he was not comfortable with a letter mentioning the project’s current permitting process with Skagit County and the mitigated determination of nonsignificance proposed by the planning department.

Lovelett said the broader point of the resolution was to start community discussion.

She said after the meeting she felt there were many people who wished the council used stronger language or opposed the Shell project. She said she voted against the amendment in order give them a voice.

Picket also voted against the amendment, which met approval by the rest of the council.

The resolution is available on Walters’ blog at www.ryanwalters.org.

Source: http://www.goanacortes.com/content/tncms/live/goanacortes.com/news/article_abe325aa-11e5-11e4-ae60-001a4bcf887a.html

www.evergreenislands.org Unsubscribe Subscribe

From: Amanda Mikalson <nymeriarising@outlook.com>
Sent: Friday, July 25, 2014 4:30 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

•The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
•The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

Amanda Mikalson

99128

From: Ruth Pyren <godnoway@comcast.net>
Sent: Friday, July 25, 2014 4:44 PM
To: Wraspir, Kali (UTC)
Subject: Re: Special Council Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

There is a new, clean, safe, cheap and abundant energy source...
THIS IS NOT COLD FUSION, not when the reactor reaches temperatures close to the photosphere of the sun.

HYDROGEN FUSION SYSTEMS, LLC
What an unbelievable situation.
In the last 25 years, there have been thousands of hoax nuclear fusion stories in the public eye.
Now, a story of **nuclear fusion that has undeniable scientific proof goes totally ignored because of all the hoaxes that have proceeded it**.
The undeniable evidence is at ... www.fusionpeery.com

So disheartening... to hear and read about climate change and a dirty atmosphere when there is actually hope on the horizon. Someday, a lot of people will look back IN SHAME and wonder why they did not thoroughly investigate HYDROGEN FUSION SYSTEMS LLC.

For the past two years Norris Peery has been unsuccessful in obtaining venture capital. There are 555 spectrographs proving that the process of fusing hydrogen to form helium and every element on the Table of Elements, and also all the isotopes of each element is true and repeatable. We can send you a memory stick of the 555 spectrographs if you wish.
Norris estimates that he will need about 16.4 million dollars (for 5 years) to build a large reactor and begin producing electricity. Hydrogen fusion would replace all other energy sources within a few years, and the world could forget about climate change and a dirty atmosphere. There could not be a better investment... and think of all the jobs that would be created. And yes, he did it in his garage. Perhaps you could recommend a source of funding for this life changing invention.
Please, check out the web address... and read every word. www.fusionpeery.com

On Jul 25, 2014, at 2:33 PM, Washington Energy Facility Site Evalutation Council wrote:

> You are receiving this message because you have expressed interest in the Washington Energy Facility Site Evaluation Council (EFSEC) review of the application for site certification, for the Tesoro Savage Vancouver Energy Distribution Terminal.
>
> Attached is the agenda for the EFSEC Special Council Meeting, August 1, 2014 concerning land

use consistency.

Additional information regarding the Tesoro Savage Vancouver Energy Distribution Terminal is available on the EFSEC website at: http://www.efsec.wa.gov/Tesoro-Savage.shtml

If you would like to be removed from this distribution list please click the following link: http://listserv.wa.gov/cgi-bin/wa?SUBED1=TESOROPROJECT&A=1

Thank you for your interest in the EFSEC process.

##########

To unsubscribe from the TESOROPROJECT list, click the following link:
http://listserv.wa.gov/cgi-bin/wa?SUBED1=TESOROPROJECT&A=1
<20140801SpecialMeetingLUAgenda.pdf>

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Saturday, July 26, 2014 9:48 PM
To: Evergreen Islands
Subject: Bakken crude oil huge threat to our communities

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Anacortes American
Wednesday, June 11, 2014

Letters to the Editor

WHERE'S THE LOGIC?

Bakken crude oil huge threat to our communities

Mark Twain once said "T'aint what a feller don't know what hurts 'im. It's what he thinks he knows that jes ain't so."

Well now we know the oil train mantra "crude is just crude" jes ain't so!
The cat is out of the bag.

Bakken crude is more flammable and volatile than gasoline.

Furthermore , it explodes, big-time.

This we know from the official Transportation Board of Canada lab report on the Bakken crude that destroyed the town of Lac-Mégantic, Quebec, and incinerated 47 people.

The blast zone area of that blast was over 10 times the blast zone of America's largest nonnuclear bomb — nicknamed Mother Of All Bombs.

The very nanomaterials that allowed Bakken crude to be economically feasible to recover are a prime suspect in the explosions — in addition to its gasoline-like nature.

So now we are to have 16,000 tons of Bakken crude gasoline each day rumbling through our valley and across three 100-year-old bridges over water enroute to the two March Point refineries.

Where is the "farmer logic " in that?

As a 50-year resident with almost 10 years direct refinery/petrochemical engineering experience and 20-plus years of making and selling nanomaterials, I am indeed saddened that we have been so fraudulently misled, as

if we and our valley don’t matter.

RON CARSTENS
Anacortes

URL: http://www.goanacortes.com/views/letters_to_editor/article_ec7a727a-11e1-11e4-82f1-0019bb2963f4.html

www.evergreenislands.org Unsubscribe Subscribe

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Sunday, July 27, 2014 6:54 PM
To: Evergreen Islands
Subject: Derailment intensifies concerns over oil transport through state

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

The Seattle Times
Winner of Nine Pulitzer Prizes

Local News

July 24, 2014

Derailment intensifies concerns over oil transport through state

A few cars in a 102-car train carrying crude oil went off the track beneath the Magnolia Bridge in Seattle on Thursday, but no oil was spilled.



Mike Siegel / The Seattle Times

A locomotive and a handful of cars carrying crude oil went off the track beneath the Magnolia Bridge in Seattle's Interbay neighborhood early Thursday morning. Nothing leaked from the 102-car train when the cars went off the track about 2 a.m., a BNSF spokesman said.

By Lynda V. Mapes
Seattle Times staff reporter

A train carrying nearly 100 cars of crude oil went off the track under the Magnolia Bridge in Seattle early Thursday. Nobody was hurt, no oil leaked and there was no threat to the public when five of the train's 102 cars went off the track about 2 a.m., said BNSF Railway spokesman Gus Melonas.

But concerns about the impacts of increased oil-vessel and train traffic were stoked by the morning derailment. It came the same day as a hearing in Seattle on increased oil transport to Whatcom County. The hearing, about a dock expansion proposed by BP at its Cherry Point refinery, was preceded by a rally just across the street.

Some of the more than 50 protesters held signs of trains colliding and pictures of explosions; others had signs reading, "Protect our Puget Sound from oil spills" and "No one should die for oil profits."

Chris Wilke, executive director for Puget Soundkeeper Alliance, called Thursday's train derailment a stark reminder of the dangers involved in the transport of oil.

"We don't have proper safety measures in place to deal with this," he said. "BP and other oil companies say we have to accept this risk, and they are not doing anything to mitigate it."

King County Executive Dow Constantine used the derailment to bolster his opposition to the increasing number of oil trains in Washington.

"The incident only shows how little we know about what moves through our communities by rail, and how thin is the margin of safety for the people of King County from hazards of shipping millions of gallons of highly flammable crude oil that can easily be ignited by heat or an electric spark," he wrote in a news release.

On Wednesday, the federal government proposed rules that would phase out tens of thousands of older tank cars carrying crude oil and other highly flammable liquids. Seattle Mayor Ed Murray wrote in his blog that he'd phoned U.S. Department of Transportation Secretary Anthony Foxx to share his concerns about the derailment and "the potential for a larger rail accident in our community." He'll be carefully reviewing the new oil-train safety rules, he wrote.

The train that derailed was going slower than 5 mph and was pulling out of the BNSF rail yard when the wheels of the second of two locomotives left the track, as did a car loaded with sand and the next three cars, which were each filled with an estimated 28,000 gallons of Bakken crude oil, Melonas said. An adjacent rail line remained open, he said.

The train, loaded at Bakken, N.D., was bound for the refinery at Anacortes, Melonas said. The tanker cars that derailed are newer, enhanced-safety models with special safeguards, he said. The train also was traveling on newly upgraded track.

Melonas said an investigation is under way into the cause of the derailment.

Every member of the Seattle City Council on Wednesday signed a letter to Foxx, the U.S. transportation secretary, requesting an emergency order to prohibit the shipment of Bakken crude oil through Seattle in older DOT-111 tank train cars.

"Banning the shipment of highly flammable crude oil in legacy DOT-111 tank cars is necessary to abate the

unsafe conditions posing an imminent hazard to human life, communities and the environment," the letter states.

Melonas said the pushback is against a transportation system with a proven safety record: There have been no hazmat-related fatalities on BNSF tracks in any of its northern tier operations, from North Dakota to the West Coast ports, since 1981, he said.

Oil has been shipped by rail through Washington for decades, he said. What's new is the use of so-called unit trains: trains made up of more than 100 cars, going from a single destination to a single destination. Unit trains loaded with oil have been deployed by BNSF on Washington tracks for the past two years Melonas said.

Every 24 hours, about 2½ unit trains on average loaded with 100 or so cars of oil roll through Washington, he said. About 70 percent of the BNSF cars in use in the Northwest are of the new design, with safety improvements including thicker steel construction and safety mechanisms around tank valves, Melonas said.

The railroad has spent $235 million on track improvements in Washington state alone this year, he said. The railroad is expanding operations to meet demand, including 17 miles of new track between Pasco and Spokane, and hiring about 600 people.

So far, there have been no spills in Washington by unit trains carrying oil, said Lisa Copeland, spokeswoman for the state Department of Ecology. But concern is heightened along with shipping volumes.

U.S. Sen. Patty Murray this week held a hearing on safety issues related to rail transport of crude oil. Those shipments are expected to increase from 55 million barrels of crude this year to more than 200 million annually because of proposals to expand oil refining and shipping in communities across the state, including Seattle, Spokane, Bellingham and Vancouver.

Gov. Jay Inslee last month called for a review of state readiness to respond to an oil-train spill, which is under way and will result in a final report in December, Copeland said. The state has a plan in place to respond to oil spills in water, but not along train tracks, she said.

"We have an excellent response capability on the marine side," Copeland said. "But it wasn't until 2012 that we had our first (unit) oil train. This is all kind of new to us. We are looking at where we are well postured, and where do we need improvements, what gaps can we identify. We need to keep our communities safe if we are going to move oil through our state in this way."

She said Ecology staff were on the scene monitoring the derailment Thursday, and had deployed oil-containment booms, just in case.

Melonas said the BNSF, operating in Washington since 1873, is very sensitive to safety concerns. "From an industry perspective, we learn from these events elsewhere. Safety is our number one priority."

Seattle Times staff reporter Zahra Farah contributed to this report. Lynda V. Mapes: 206-464-2736 or lmapes@seattletimes.com

Source: http://seattletimes.com/html/localnews/2024156027_trainderailmentxml.html

From: Bruce Van Tassell <bkvt@telus.net>
Sent: Monday, July 28, 2014 11:49 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Mailing list

Follow Up Flag: Follow up
Flag Status: Flagged

Tessoro: I say no to your facility. Build the refineries in Canada skip all the transportation and it makes the most sense. Plus less pollution risks. My argument is if a rail car can blowup from the chemicals used to dilute this horrible product it will blowup in a tanker as well. No it is not worth the risk to keep transporting by rail. Invest in clean say energy and get off the fossils before we all become one.

From: K Russel <needtoknow1@gmail.com>
Sent: Monday, July 28, 2014 1:51 PM
To: Wraspir, Kali (UTC)
Subject: Re: Special Council Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

just saying: I OPPOSE IT

On Fri, Jul 25, 2014 at 2:33 PM, Washington Energy Facility Site Evalutation Council <kwraspir@utc.wa.gov> wrote:

> You are receiving this message because you have expressed interest in the Washington Energy Facility Site Evaluation Council (EFSEC) review of the application for site certification, for the Tesoro Savage Vancouver Energy Distribution Terminal.
>
> Attached is the agenda for the EFSEC Special Council Meeting, August 1, 2014 concerning land use consistency.
>
> Additional information regarding the Tesoro Savage Vancouver Energy Distribution Terminal is available on the EFSEC website at: http://www.efsec.wa.gov/Tesoro-Savage.shtml
>
> If you would like to be removed from this distribution list please click the following link: http://listserv.wa.gov/cgi-bin/wa?SUBED1=TESOROPROJECT&A=1
>
> Thank you for your interest in the EFSEC process.
>
> ##
>
> To unsubscribe from the TESOROPROJECT list, click the following link: http://listserv.wa.gov/cgi-bin/wa?SUBED1=TESOROPROJECT&A=1

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Wednesday, July 30, 2014 6:33 PM
To: Evergreen Islands
Subject: Bomb Trains: The Crude Gamble of Oil by Rail

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

VICE NEWS

July 29, 2014

Bomb Trains: The Crude Gamble of Oil by Rail



It’s estimated that 9 million barrels of crude oil are moving over the rail lines of North America at any given moment. Oil trains charging through Virginia, North Dakota, Alabama, and Canada’s Quebec, New Brunswick, and Alberta provinces have derailed and exploded, resulting in severe environmental damage and, in the case of Quebec, considerable human casualties.

A continental oil boom and lack of pipeline infrastructure have forced unprecedented amounts of oil onto US and Canadian railroads. With 43 times more oil being hauled along US rail lines in 2013 than in 2005, communities across North America are bracing for another catastrophe.

VICE News traveled to the Pacific Northwest to investigate the rapid expansion of oil-by-rail transport and speak with residents on the frontline of the battle over bomb trains.

Find out if you live in a "bomb train" blast zone here.

Follow producer Spencer Chumbley on Twitter: @spencerchumbley

Source: https://news.vice.com/video/bomb-trains

www.evergreenislands.org Unsubscribe Subscribe

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Saturday, August 02, 2014 2:28 PM
To: Evergreen Islands
Subject: Trial by Fire: A Rising Tide of Civil Disobedience

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

NorthwestCitizen
Discussing the Public's business since 1995

Fri, Aug 01, 2014

Trial by Fire: A Rising Tide of Civil Disobedience



Jan Woodruff, in her new used polka dotted dress and signature Raging Granny hat, waits politely to be arrested in Anacortes on Monday, July 28th. Photo Source: Rising Tide Seattle.

By Terry Wechsler

When climate crusader Bill McKibben was here in May, he had a sobering message: we've run out of time to educate the masses about the reality of climate issues and the impacts of fossil fuels.

Joel Connelly wrote for Seattle PI that Bill told a crowd in Seattle on May 19th we don't have the luxury of being polite any more. It's time to get arrested. But wear a suit.

Jan Woodruff, a retired researcher making her home in Anacortes, missed the memo from Bill on dressing for arrest. But when she sat on the tracks outside the Tesoro refinery on Monday, July 28, to protest unsafe Bakken crude trains rolling through our communities, she looked very much like her model, the Raging Grannies.

Because Jan's a slacks kind of gal, she had to buy a granny-type dress for the occasion. Luckily, her favorite thrift shop had just the thing -- a blue and white polka dotted number -- *and* matching pumps. A wide-brimmed hat embellished with the largest silk flower she could find completed the ensemble.

So it was that a 60-year-old housewife chained herself to two other people and got herself arrested to make a point, which she did in style and with much media coverage.

The next day, as soon as I heard about the action, I called Jan, a fellow researcher on crude-by-rail refinery proposals. Jan's formidable academic skills had contributed greatly to comments on the Shell Anacortes crude-by-rail proposal, which is still in the permitting phase.

Jan was still high as a kite from the excitement of the experience, and giggled like a schoolgirl when I said, "So THAT's what you meant when you called and invited me to your 'little action' you were having."

She couldn't tell me more when she called, Jan said, because the action, organized by Rising Tide Seattle, was intended to be spontaneous. Only her neighbors would have noticed the 22 young people who trooped into her house Sunday to spend the night, camping on her floors and sharing two bathrooms, and who filed out the next day to hold signs in support of the three people – including Jan – who would chain themselves together on the tracks as the volunteer arrestees.

Neither BNSF nor the local sheriff were given advance warning, Jan said. Nonetheless, responders were unfailingly polite, negotiating with the trespassers to voluntarily unchain themselves rather than face removal by force.

Being a "granny" apparently did the trick. Once arrested, Jan said she barely felt the station pat-down. "I don't think they ever did take my fingerprints." She was barely in her cell five minutes after processing when she heard a quiet tap on the door and a voice asked if she was hungry. Realizing she was starving, Jan gratefully accepted the leftover jailhouse food, she told me.

She doubts she was incarcerated more than an hour before she and her two cohorts were released on their own recognizance, with instructions to appear in court at 8:30 a.m. on August 5th for arraignment.

In a similar action Thursday the 31st, three protesters peacefully allowed themselves to be arrested after sitting on the tracks in Seattle, but there were several differences from the Anacortes action.

First, according to King 5 News, organizers gave Seattle police advance notice they would be at Alaskan Way near the waterfront, so rail carriers would have received advance notice, presumably because the protest was on a main line.

Second, public officials participated in Seattle. Socialist City Council member Kshama Sawant acted as a spokesperson, linking the action to a crude train derailment under the Magnolia Bridge the week before. Socialist candidate for the legislature Jess Spear volunteered to be one of the three arrestees.

Finally, according to The Stranger, Spear – wearing nice slacks, a blouse, and sweater – and her compatriots were held on $500 bail.

Maybe if she'd worn a dress ….

[*Note: In spite of the light-hearted tone of this article, this is serious business. Rising Tide is organizing very carefully-planned actions, which will continue to roll across the state in the near future. Please consider attending court appearances and politely showing support for those who volunteer to be arrested. There are defense funds being established, and I will update this article when I have a working link. There is a video of the Anacortes action here. To see if you are in the blast radius of an exploding crude train, see Forest Ethics' interactive map here.*]



Bill McKibben. Photo by Lori Van Buren/Albany Times Union.

Source: http://www.nwcitizen.com/entry/trial-by-fire-a-rising-tide-of-civil-disobedience

From: Sierra Club <information@sierraclub.org> on behalf of Lori Gagne <sierra@sierraclub.org>
Sent: Monday, August 04, 2014 5:41 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue Category

Aug 4, 2014

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Mrs. Lori Gagne
PO Box 72A
Spring Creek, PA 16436
(226) 268-8454

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Wednesday, August 06, 2014 1:45 PM
To: EFSEC (UTC)
Cc: cch Bill & Claudia Rice
Subject: Tesoro Savage, rail liability

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Hello Sonia, Kali, Bill Lynch et all

BNSF frequently tells us that BNSF is totally responsible for an accident.

It looks like Warren Buffet wants Congress to pick up the tab like the Price Anderson Act does in the event of a catastrophic accident in nuclear energy.

I hope you are addressing the wide area impacts?
That would mean you are addressing oil train safety and liability.

http://www.politico.com/story/2014/08/dot-rail-insurance-inadequate-for-oil-train-accidents-109744.html#ixzz39dxzy2zd

Don Steinke

From: Sierra Club <information@sierraclub.org> on behalf of Ned Overton <sierra@sierraclub.org>
Sent: Saturday, August 09, 2014 9:01 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Aug 9, 2014

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

Dear Mr. Posner,

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

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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. Ned Overton
16 Renown St
Lake Grove, NY 11755-2014
(631) 585-8032

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Wednesday, August 13, 2014 7:42 AM
To: Evergreen Islands
Subject: Lac-Mégantic: How to get rid of a town's oil stain

Follow Up Flag: Follow up
Flag Status: Flagged

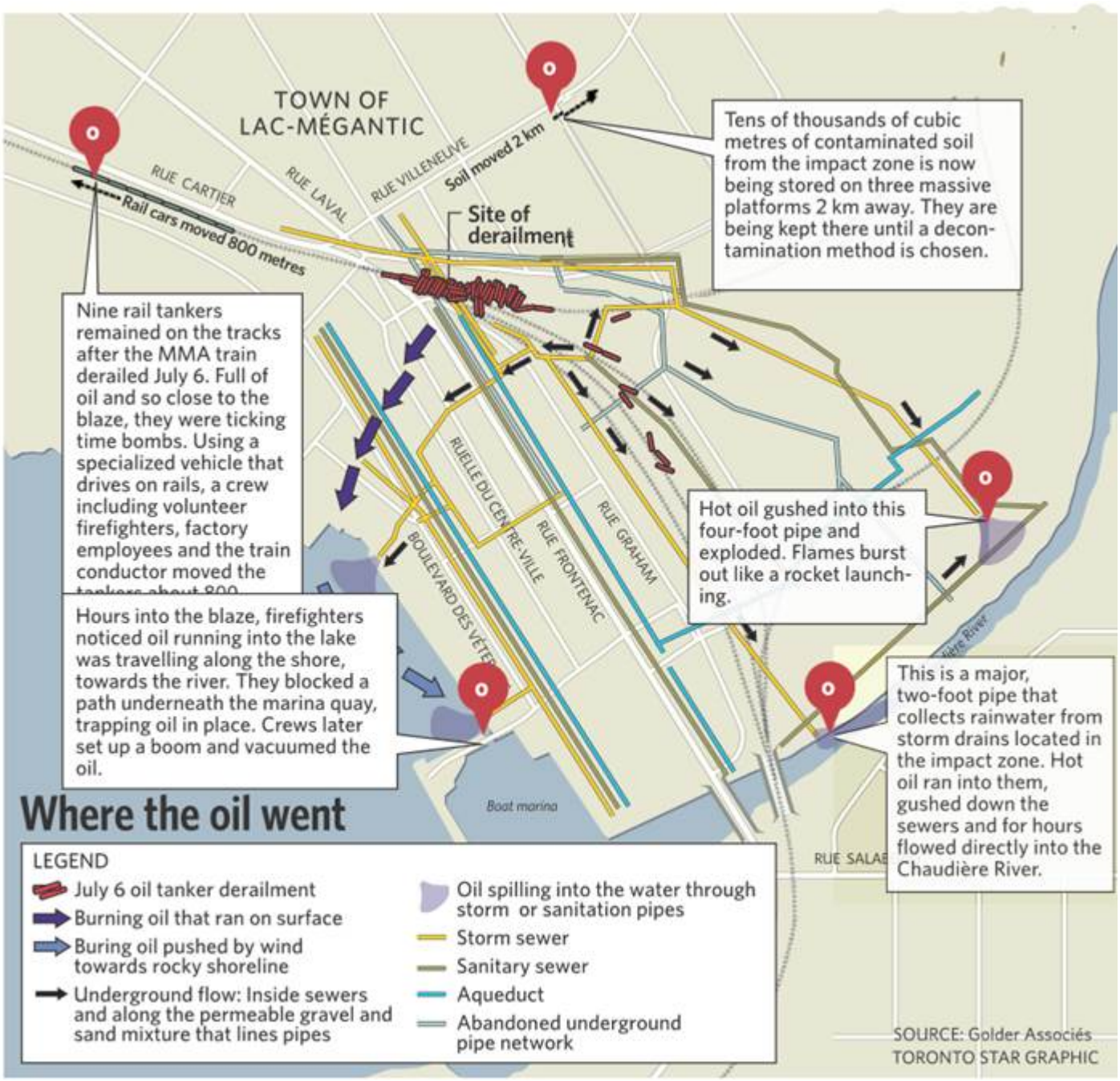
Categories: Blue Category

thestar.com
CANADA

Saturday, December 14, 2013

Lac-Mégantic: How to get rid of a town's oil stain

Six million litres (1.6 million gallons) of light crude spilled over, under and through Lac-Mégantic. Quick thinking and heroic efforts by a team of environmental experts and others kept things from getting a whole lot worse. Now they're trying to make downtown habitable again.



By: *Wendy Gillis News reporter*
Note: This story has been nominated for a National Newspaper Award .

LAC-MÉGANTIC, QUE.—Sherbrooke fire chief Gaétan Drouin stood on the bridge spanning the Chaudière River, the winding tributary that divides Lac-Mégantic . The town burned violently before him. Noxious smoke, thick and pungent, filled the air. Even stronger was the faintly sweet smell of light crude.

His flashlight beam cut through the darkness, down to the water cascading from the town's namesake lake into the river it feeds.



Green-yellow oil, slick and bright, had overtaken the river, and was gushing downstream.

When a 72-car train of explosive crude barrelled into the town early on Saturday, July 6, it killed 47 people, levelled buildings, ripped away livelihoods, and annihilated the heart of the downtown.

It also unleashed nearly six million litres (1.6 million gallons) of oil.

Clean-up, by the numbers	
5.9 (1.5)	Millions of litres (gallons) of oil spilled
$200M	Estimated cost to clean river and downtown
558,000 (730,000)	Cubic metres (yards) of soil the Quebec government determined needs decontamination

The deluge glugged out of punctured tanker cars and ran down city streets ablaze, a river of burning oil. It seeped into the ground, gushed down manholes into the sewers and stormwater pipes, causing powerful explosions underground. It spilled into crystal waters of the lake, clung to boats in the marina, and rushed down the winding Chaudière, a 185-kilometre (116-mile) river that empties into the St. Lawrence.

3,369 (2)	Metres (miles) of boom set up on the river, lake and marina at height of clean-up
275 (171)	Kilometres (miles) walked conducting the Shoreline Clean-up Assessment Technique process
500	Number of workers on site at height of clean-up

As firefighters battled the blaze, a growing army of environmental emergency experts descended on the town to stop the spread of the volatile Bakken crude, a substance slightly thicker than vegetable oil. With every minute, it extended its reach deeper, further, threatening to sicken communities, poison the air, and ruin ecosystems.

They have been on the ground ever since, fighting a toxic villain that, even now, is on the move.

The spill in an urban setting has destroyed buildings untouched by flame, prompted a mass exodus of contaminated soil, and forced crews to rebuild even as they decontaminate, with the aim of jumpstarting the faltering economy.

Those leading the clean-up sum it up simply: There has never been anything like it.

Click here for an interactive graphic

Stop the bleeding

By the time Jean Campagna arrived in Lac-Mégantic from his home outside Sherbrooke, the fire had been raging for eight hours. Like so many others, he had been summoned by a dead-of-night call. The day before, he had clocked out at 4:30 p.m., ready for his vacation.

The technician with the Quebec environment ministry's emergency team approached the blaze at the mouth of the river, near the bridge, when he arrived at 9:45 a.m. His eyes were drawn to a torrent of crude gushing into the river from a two-foot storm pipe.



“The first thing we had to do was absolutely stop that as quickly as possible,” he said. “I knew that there were drinking water intakes downstream, and I knew that it was running strong through the pipe. It was practically pure oil.”

Scanning the scene, he saw allies in municipal workers and environmental emergency employees, and began coordinating — a role he has played ever since, as a clean-up project technician. He held a five-minute meeting near the bridge, planning a joint assault.

Everywhere, there was work to do.



When oil escaped from the tankers beginning at 1:14 a.m., some of it immediately burned. The rest travelled in two main directions: on the surface of the ground, towards the lake; and underground, infiltrating soil and pipe networks.

On the surface, burning oil moved downhill from the derailment, shooting with flames as it flowed towards the lake. Streetlamps melted and shoreline rocks fractured as the fiery crude entered the water. The oil was still burning as a strong wind sent it back to land, where it hit the rocky shore of downtown's Parc des Vétérans.

Oil seeping into the ground gravitated towards the highly permeable material known as backfill, usually a mixture of sand and gravel. Backfill blankets parts of the town and lines the underground infrastructure, including pipes. In some areas, it travelled three metres deep, until it hit a thick, mostly impenetrable layer of natural clay. Like water on a table, it spread out horizontally.



Hot crude infiltrated Lac-Mégantic's sewer pipes by seeping into the foundations of the destroyed buildings that led to the basement floor drains, which are connected to the sewage network. It found entry through connecting joints, or simply melted the pipes, on some streets made of plastic known as PVC. From there, it travelled to the water treatment plant, inundating it with oil.

Finally, hundreds of thousands of litres (tens of thousands of gallons) ran down the streets into storm drains, where fumes caused explosions. On the residential street Rue des Vétérans, the underground blasts sent manholes flying up to 10 metres high. At a storm pipe that empties into the river more than a kilometre (half a mile) away from the impact zone, burning oil went shooting out, like a rocket blasting off.

Emergency actions by quick-thinking first responders stopped the contamination from becoming much worse.

Firefighters, municipal workers and police watching the oil flowing down manholes and storm drains desperately shoveled soil into its path. Firefighters heaped gravel into the gap underneath the marina quay, trapping the oil before it could run to the mouth of the river. Others frantically shoveled earth down a manhole, trying to stop the oil from travelling to the sewage treatment plant.

In one important move, a crew of volunteer firefighters, workers from the nearby factory, and Tom Harding, the train's engineer, removed nine tanker cars that remained on the tracks, on the north end of the blaze, close to the town's church and blocks of residential streets. So close to the fire, the cars were ticking time bombs.

Sylvain Grégoire, an employee from the nearby particleboard plant, rushed to the factory at 3:25 a.m. to get the company's rail car mover, called a Trackmobile. At the factory, it moves small rail cars filled with wood. He hoped it would pull tankers far larger and heavier. An hour later, he was steering down the sloping track, towards the blaze.

“I thought of my kids,” he said. “I wondered, what if it explodes?”

At 8 a.m., all nine cars, together containing 961,000 litres (254,000 gallons) of crude, had been moved to safety, several hundred metres away from the blaze.

By the time Campagna and his ministry colleagues arrived, Eastern Canada Response Corporation (ECRC), a company specializing in marine oil-spill response, was setting up booms — long, thin and buoyant tools that catch oil on the surface of the river and lake.



The strong current meant crews could not simply string booms across the river, because the oil would just flow underneath. They configured some in alternating rungs, deflecting the oil from one to the next until it reached a collection point. From there, the oily water was vacuumed up with surface skimmers, and collected in tanker trucks.

Back at the bridge, Campagna and others tried to stop the flow of oil gushing from the storm pipe into the river.

They decided to place an inflatable plug directly into the pipe, trapping the oil and stopping the hemorrhage. But the oil was gushing so strongly it was difficult to put in place.

A vacuum truck was sent to a manhole further up the pipe, closer to the impact zone, where it began pumping to intercept the oil flowing downpipe. The level of oil significantly lowered, a worker descended into a manhole to place the plug. Because of the toxic vapours inside the sewers, he was strapped into a harness, so

the crew could pull him up quickly if he was hurt.

Another truck was brought in to suck up the oil collecting at the plug. There would be a constant procession of 15 tanker trucks — filling up, leaving, coming back — for the next three days.

Campagna and dozens of others worked into the night, plugging other pipes, sucking up thousands of litres (hundreds of gallons) of oily water from the lake and river, and setting up what would ultimately total more than three kilometres (two miles) of boom.

Overnight Saturday, fire crews considered simply letting the inferno burn out on its own, a tactic sometimes used to reduce air contamination. The higher the temperature of the fire, the less smoke it produces, meaning that when you blast a fire with water and foam to cool it off, air pollution is increased.

But the amount of oil they knew was left in the tankers could mean the fire would burn 10 more days. All the while, oil would continue to gush into the ground.

“The faster we were able to put out the fire, the faster we would be able to work on the migration of the oil in the soil,” said Drouin, the Sherbrooke fire chief.

Fire crews chose to attack the blaze, trucking in specialized foam. Just before noon on Sunday, 36 hours after the derailment, the blaze was extinguished. Firefighters were still cooling the charred, steaming ground well past sundown.

Rehabbing the river

The helicopter rotors thudded as the survey team flew along the winding Chaudière River on July 7, the day after the derailment. A blue metallic sheen, spanning the width of the river for 80 kilometres (50 miles) downstream of Lac-Mégantic, confirmed serious contamination.

In total, 100,000 litres (26,500 gallons) of oil spilled into the Chaudière.

For the first few days after the derailment, Sonia Laforest, a shoreline restoration scientist with Environment Canada, documented the oil’s travel from the helicopter window, part of a team brought in to evaluate the contamination of the lake and river, and provide scientific and technical advice to ECRC, the marine oil spill company, and other first responders.



The fly-overs determined the contamination had been mostly confined to 120 kilometres (75 miles) of shoreline. But crews would have to walk the riverbanks to understand what areas were hardest hit.

The crude that spilled in Lac-Mégantic had more light fractions than heavy, which from a clean-up perspective has significant advantages. While heavier crude may have sunk slightly in the water, this crude has floated on the surface, making it easier to trap with booms. It also meant there would be no black, tarry residue on wildlife and plants because it is not sticky enough to form large clumps — think molasses versus vegetable oil.

The danger is that lighter oil is more prone to penetrating sediment, which can set off a chain reaction, contaminating vegetation and wildlife.

A week after the disaster, the parties tasked with cleaning the river launched a clean-up process called SCAT, Shoreline Clean-up Assessment Technique. The exercise is simple but tedious: workers travel on foot, methodically documenting signs of oil on the shoreline's banks, beaches and vegetation. The process is like environmental triage.

Four teams were formed, made up of officials from Environment Canada, Quebec's environment ministry, clean-up company ECRC and the municipal government. They began at the mouth of the river, near the town, looking for oily sheen on the water, green residue on banks, slimy vegetation — anything indicating contamination.

Days usually began at 5 a.m. Even then, the July sun quickly made sweat run down their necks. They wore rubber gloves, boots, pants, life jackets, hats, and lugged backpacks filled with a day's worth of water, lunch and bug repellant. Some days, temperatures reached the mid-30s. Others, intense rain beat down.

Laforest, who has spent her career trudging along contaminated shorelines, including in South Korea after a devastating spill, found the heat, rain and the problems accessing the shoreline overwhelming at times.

“It was the most difficult I’ve ever walked.”

The SCAT evaluation continued through August and September, crews walking a total of 275 kilometres. The results showed that approximately 40 kilometres of both rocky and sandy banks needed immediate cleaning.

More at thestar.com:

Ottawa announces how $60M will be spent to rebuild

Remake of town brings hope, heartache

Train carried mislabeled crude, safety board says

Armed with these results, Quebec’s environment ministry sent out a crew of 200 workers in September and October. On rocky shores, they used rakes or low-pressure hoses to roust oil residue from the shoreline. It then floated on the surface of the water, downstream to absorbent booms.

On sandy embankments, there was a risk of erosion, which can be traumatic to the shoreline ecosystem. Rather than the harsh rakes or low-pressure hose treatment, crews ran water down the bank using a perforated pipe, simulating rainfall, which then sent oil in the sediment back into the river, again to be caught by booms.

More shoreline clean-up may continue in the spring. Experts await test results of water organisms to reveal if contaminants have infiltrated the food chain.

Intakes for the three towns that source drinking water from the Chaudière were reopened in September after being closed since July 7.

In August, clean-up crews also had to tackle the marina, where oil had clung to 101 boats. One by one, the boats and the marina’s quays were removed to be pressure-washed inside a massive basin built nearby, which collected the contaminated run-off so it could be treated. Rocks that line the marina bank were washed the same way, booms catching oil re-entering the lake.

Attacking the air

In the initial days, the focus was on investigation and victim recovery. Access to the “red zone,” the impact area, was mostly restricted to Transportation Safety Board officials, police, firefighters and forensic experts searching for human remains.

For them, the danger had shifted from fire to the toxins in the air.

From the early hours of the disaster, a team of air contamination experts had arrived from Quebec’s environment ministry, driving a Trace Atmospheric Gas Analyzer. The blue bus the size of a motorhome is a lab on wheels, called upon in environmental emergencies. Air intakes placed outside the bus allow technicians to detect toxic components of ambient air.

The Center for Toxicology and Environmental Health, an American firm, was also on hand, one toxicologist flying in from Little Rock, Ark.

Among the major dangers that experts watched for was carbon monoxide, which can be produced when organic materials burn. They also looked for volatile organic compounds (VOCs) — chemicals that get into the air when they evaporate from the oil. Common VOCs produced by petroleum products are benzene, toluene, ethylbenzene and xylene. All are damaging, and benzene is carcinogenic.

Those investigating or searching in the area wore masks that filter out dangerous chemicals, while air contamination experts ensured toxins did not surpass a level the respirators could purify.



Air experts were also monitoring vapours that could explode, a risk that was highest when workers began removing oil left over in the derailed tankers beginning July 14. Crews knew dangerous, potentially explosive vapours could be built up inside, and conducted a series of tests before tanks were opened.

Once in the clear, the carcasses were cut with a water drill, to avoid dangerous hot spots. A temporary road was built through the impact zone to allow machinery to come and go. After the tankers were emptied and clean, Transportation Safety Board officials removed sections of the tankers they needed for analysis in the board's Ottawa lab.

Throughout the process, firefighters were on hand to keep the tankers and the oil cool with Class B foam, used on flammable liquids to smother vapours that could ignite.

By the end of July, 740,000 litres (196,000 gallons) of oil was collected from the tankers.

Trench warfare

By August, the "red zone" more closely resembled a construction site than a disaster area.

All the tank cars had been destroyed, the carcasses cut down and recycled. Gone, too, was debris that had littered the impact zone — railroad ties, warped tracks, concrete foundations of ruined buildings. All had been

removed by heavy machinery, then recycled or burned.

Now dotting the landscape were dozens of oil recuperation trenches, dug by excavators carving deep troughs into the soil. The trenches collected the oil already in the soil, and stopped its possible spread to other areas; they were placed strategically to divert the crude from entering sewer or storm pipes.

Tanker trucks were in constant motion, sucking up the oily water the trenches spat up, then bringing it to a mobile water filtration facility set up near the sewage treatment plant.

Throughout the summer, crews had also been concerned about rainwater passing through the contaminated pipes, sending oil through once more. They installed plugs throughout the network beneath the disaster zone, then stationed tanker trucks at manholes to vacuum up water collected inside.

They had to keep an eye on the weather. If rain was forecast, they had to make sure extra vacuums and tanker trucks were at the ready to suck up the water gathering inside the pipes.

“We were afraid of storms, because we weren’t sure we would be in control,” said Campagna. “The water goes in, it has to be able to go somewhere.”

To prepare for the rain and snow beginning to fall through winter into spring, crews created a collection system that directs water flowing through the downtown soil into one of five wells situated around the site. Water gathered inside is then pumped into a massive recuperation basin, located in the heart of the impact zone, capable of holding as much as four Olympic swimming pools’ worth of liquid.

From there, the water is drawn into a small white portable that contains a filtration system. The treated water is tested daily, then released into the river.

Throughout the five months since the disaster, environmental consultants have been extracting samples all over the downtown. Their results give analysts two vital pieces of information: where the oil had spread, and the level of contamination.



In Quebec, soil contamination by oil is categorized by potential use. Mildly contaminated soil can still be used for residences and recreational facilities, while moderately contaminated soil can be used for commercial and industrial use.

Much of the 69,000 cubic metres of soil contaminated in the impact zone alone, however, is beyond use in its current state. Preliminary tests revealed higher than accepted levels of benzene, as well as metals including copper, arsenic and lead.

Two other low-lying downtown areas were also deeply contaminated. Oil had seeped into the soil underneath a restaurant near the marina, and an ice cream store close to the river. Both buildings had to be demolished.

As testing went on, oil-rich earth was heaped in piles that just kept growing.

Building a toxic mountain

As a harsh November wind whipped gusts of snow back and forth, Campagna stood next to vast mountain of Lac-Mégantic's sickest earth. The compact pile stood two storeys tall, spanned a platform larger than a football field, and held 25,000 cubic metres of toxic soil.

It is the first of three mounds that will soon form a contaminated mountain range on the outskirts of town.

The decision to store dirty soil off site was clinched after government leaders decided the town's economic heart needed to be jolted, as soon as possible.

That meant two things: rebuilding the railroad track, and constructing four commercial condo buildings that would host some of the destroyed impact zone businesses , allowing them to reopen as early as February. Both sites now lie in or around the impact zone.

Their construction prompted a “big, big adaptation” of oil clean-up procedure, said Paul Benoit, a deputy director with Quebec’s environment ministry. He arrived to manage the clean-up shortly after the Quebec government appointed Pomerleau, a construction firm, to take over responsibility for cleanup from the insolvent rail company Montreal, Maine & Atlantic.

“Usually, what we do is we decontaminate, we treat the soil, and then reconstruct,” he said. “That’s the logical sequence.”

To ensure the track and the future commercial buildings were not built on polluted land, crews had to thoroughly test the ground underneath.

Beginning in August, the tests revealed the presence of more oil than anticipated. As it turned out, Lac-Mégantic had a series of abandoned underground pipes, long since forgotten by the city. Oil had congregated inside.

It was only the first surprise. Later in the month, crews found an intact car underground that they believe had been there for at least 25 years.

Not long after, the town’s old railway roundhouse, which is a service building for locomotives, was found two metres underground. Decades ago, Benoit said, it was thought to be easier to simply bury unwanted structures than to dismantle or dispose of them.

Crews decided construction in the disaster zone would be easier if the vast amounts of soil were kept on containment pads. They were equally concerned about contamination spreading if the oil-soaked earth stayed put.

At the end of August, they began building three containment platforms on a vast swath of unused land next to Tafisa, Lac-Mégantic’s particleboard factory two kilometres from downtown.

The forested ground was razed, then made into a layer cake of protective measures: an impermeable membrane, underneath an impenetrable cloth reinforcement, underneath an asphalt platform.

Soon, a cavalcade of dump trucks was ferrying soil from the downtown to the platforms, beeping as they unloaded before going back for more.

For now, the platforms are simply for storage. But the soil may also be treated here, depending on the decontamination method chosen. Among the options to remove the oil is injecting bacteria or chemicals into the piles, promoting oxidization that cleanses soil. This could be done on site.

This week, the Quebec government closed its call for tenders for the decontamination of 558,000 cubic metres of soil, which includes the contents of the pads as well as soil that has not yet been removed.

Whatever treatment is chosen for the piles, the aim is to have the cleaned soil return to fill the downtown’s holes by next winter.

The Star's Wendy Gillis reports on the monumental cleanup and decontamination following the disastrous MMA train derailment.

Those working to restore the core hope that timeline sticks. Throughout the clean-up, they have been under intense public scrutiny.

Each day since the disaster, locals and visitors have observed their actions closely, eager for signs of progress. Criticism lately is that crews are just moving around piles of soil.

“They watch us work, they ask questions. And us, on the other side of the fence, we would look at them,” Campagna said. “For some of us, it’s encouraging. For others, it’s irritating.”

He looked downhill, towards the downtown, then reached gloved fingers into the base of the contaminated mound, raised a fistful of the soil to his nose and nodded. He could still smell the oil.

Into the unknown

At night, lampposts light the surviving stretch of quaint storefronts on Rue Frontenac, inside the disaster zone. The buildings appear unscathed, frozen in time at the moment before the disaster destroyed some 40 buildings steps away.

A children’s store advertises new and used clothing. A sign on a green, three-storey apartment building announces furnished rooms for rent. On Rue des Vétérans, a residential waterfront street two blocks south, pretty bungalows bear no obvious signs that a river of burning oil had run down one street over. Inside one home, a dining room lamp shines bright, suggesting someone’s inside.

No one is, of course. When work here ends for the day, it becomes a ghost town. The contamination and ongoing construction has blocked public access until at least June 2014. A security firm guards the tall fence that surrounds the restricted area.

The damage to some buildings here goes unseen, but could prove just as devastating as explosions and flames. If enough oil seeps into the foundation of a building, it becomes too dangerous to inhabit. Over time, it will release toxic vapours, such as benzene, or methane, an explosive gas.

The province and city are still deciding what to do with these buildings. Playing a role will be whether insurance companies will pay to decontaminate the foundations of buildings — something that can be done with major renovation or prolonged cleaning. Some buildings, however, may be beyond repair.

Denis Bolduc, the owner of a shoe and clothing store on Frontenac, isn’t sure he wants to move back into his three-storey building. If it can be saved, it could be three years before he re-enters. By then, he will be well established in his new location in the commercial condos, which opens in February.

He is concerned, too, about an unease that lingers above the once-beloved downtown. He feels that some people want a fresh start — they don’t even want him bringing stock from the Frontenac store to the new location.

“There is a psychological problem in the region,” he said.

In late November, as the final sections of railway were put into place in the distance, residents peered through the fence.

Soon, they will see the train re-enter town, travel down the same stretch, pass through the area its predecessor destroyed. It will be hard to watch. It will also be the first sign this sick land will heal.

Source:
http://www.thestar.com/news/canada/2013/12/14/lacmgantic_how_to_get_rid_of_a_towns_oil_stain.html

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From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Sunday, August 17, 2014 10:05 AM
To: Evergreen Islands
Subject: Trains boot Washington fruit crops to carry more coal, oil

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Blue Category

Crosscut.com
News of the Great Nearby
August 08, 2014

ENVIRONMENT

EASTERN WASHINGTON, ENERGY AND UTILITIES, COAL PORTS, BUSINESS, TRANSPORTATION

Trains boot Washington fruit crops to carry more coal, oil

A major shipper of state crops gives up on its service to Midwest, East Coast, blaming delays caused by oil and coal trains.

By Floyd McKay



INTERMODAL SHIPPING ALLOWS THE MOVEMENT OF

One of the major shippers for Washington fruits and field crops has given up on express shipments to the Midwest and East Coast, blaming delays on the BNSF Railways' increased shipment of coal and oil.

Growers of Washington apples and other major crops have already been turning to long-haul trucking, as BNSF oil and coal train traffic began to take up an increasing share of overall traffic. An April scheduling decision by BNSF doubled the three-day delivery time from Quincy in Central Washington to Chicago to six days, company officials said. At six days, rail shipments are not competitive with long-haul trucks, which can deliver in three days.

Cold Train Express, operating out of the Port of Quincy, was providing service six days a week to 24 states by the end of 2013, a Cold Train statement said Thursday. The service was shipping nearly 1,000 containers a month when scheduling problems began in November. BNSF's on-time percentage dropped from 90 per cent to 5 percent, Cold Train said.

"Because of BNSF's scheduling issues from November of 2013 until present, Cold Train lost most of its fresh produce business, including apples, onions, pears, potatoes, carrots and cherries, which was more than 70 percent of the company's business," the company said.

For fruit growers, the change underlines the increasing challenges of getting their products to market in top shape, quickly and at reasonable prices.

Central Washington growers had been attempting to salvage rail shipments of their products since the April BNSF scheduling decision. Kirk B. Mayer, manager of the Washington Growers Clearing House, said in July that the BNSF's increased delivery time would "make it next to impossible for a perishable crop, such as tree fruit, to use rail service."

CONTAINERS FROM TRUCK TO RAIL, OR VICE VERSA. PORT OF QUINCY



NO SIGN THAT APPLES WILL BE LEFT TO ROT ON TREES YET BUT WASHINGTON FRUIT CROPS ARE FACING SHIPPING CHALLENGES. PHOTO: FLICKR USER PLOUSIA



COLD TRAIN HAS STOPPED ITS SERVICE CARRYING AGRICULTURAL GOODS FROM THE PORT OF QUINCY TO THE MIDWEST AND EAST COAST. PORT OF QUINCY

It's not just fruit and vegetable growers who are experiencing frustrations. The Seattle Times reported recently that Eastern Washington grain growers are already worrying about both the cost and availability of rail shipping to get their products to market. The nonprofit Sightline organization, which follows environmental and economic issues, has warned for years about problems for the Northwest economy from railroads' increasing coal and oil traffic, including congestion at railroad crossings and difficulties for other shippers trying to get their goods to market.

Apple growers and others have increasingly turned to trucks.

Long-haul trucks have been in short supply in recent years, however, due to driver retirements and other causes. The trucker shortage has driven shippers to intermodal: A single container can be used on either a truck or a rail car, allowing, for instance, a truck to deliver a container of fruit a short distance to a rail shipper who can lift it onto a rail car. And a train can then take the fruit to a major market like Chicago. But intermodal terminals such as the Port of Quincy, which is about halfway between Moses Lake and Wenatchee, are now finding they cannot compete on time-sensitive goods that depend on long-distance rail transport.

Cold Train intermodal trains shipped some 4,000 containers of tree fruit in 2013, the equivalent of 5,000 truckloads,

according to the Wenatchee Valley Traffic Association, a representative of fruit growers. Removal of the intermodal option of Cold Train would appear to put 5,000 more loaded trucks on the road annually.

Ironically, at least some of the timetable issues are due to BNSF's efforts to improve its service, including investment of $235 million in track improvements in Washington that, while they may be beneficial later, worsen the immediate challenges. Railway Age, an industry observer, notes that the impacts have already been noted in rescheduling of Amtrak service on some rail routes, complaints from grain shippers and now intermodal services. BNSF didn't return a call for comment Thursday.

Cold Train began service at the Port of Quincy in 2010. Rail Logistics opened the intermodal terminal in partnership with the Port and BNSF. In March 2014, the operation was sold to Federated Railways Inc., a Michigan firm. At the time, the Port said the new owner would expand its 400-rail car fleet to 1,000 over the next five years.

In May, the Port applied for a $16.2 million grant to expand tracks for Cold Train future growth. A Cold Train spokesmen said the company has no plans to restore the service and that it should be considered terminated at this time.

Floyd J. McKay, professor of journalism emeritus at Western Washington University, was a print and broadcast journalist in Oregon for three decades. Recipient of a DuPont-Columbia Broadcast Award for documentaries, and a Nieman Fellowship at Harvard, he is also a historian and holds a Ph.D. from the University of Washington. He resides in Bellingham and can be reached at floydmckay@comcast.net.

Source: http://crosscut.com/2014/08/08/environment/121385/oil-coal-trains-blamed-shutdown-big-agricultural-s/?utm_source=AllTodaysNewsRSS&utm_medium=feed&utm_campaign=Feed%3A+sightline%2FfHib+(All+Today%27s+News+-+Sightline+Daily)

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From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Thursday, August 14, 2014 11:12 AM
To: Evergreen Islands
Subject: FYI: Modified MDNS Clarification, PL13-0468

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

From: Planning_and_Development_Services@skagitcounty.net
[mailto:Planning_and_Development_Services@skagitcounty.net]
Sent: Thursday, August 14, 2014 10:06 AM
To: tom.glade@frontier.com
Subject: Modified MDNS Clarification, PL13-0468

Yesterday, August 13, 2014, Planning & Development Services sent the Modified Mitigated Determination of Nonsignificance (MDNS) to you. In today's Skagit Valley Herald, there is an article relating some of that information. Please note that this MDNS is not an approval of the local land use permits. It is a determination by Skagit County that this proposal does not have a probable significant adverse impact to the environment provided that the applicable development regulations outlined in Skagit County Code and other adopted plans and standards and the conditions listed in the MDNS are satisfied.

Following the comment period (ends August 28, 2014) and the appeal period (ends September 11, 2014) there will be a public hearing before the Skagit County Hearing Examiner. The date for that public hearing has not been set.

You are currently subscribed to planningandpermitnews as: tom.glade@frontier.com.
To unsubscribe send a blank email to leave-1622755-721520.694d0d34f48af2e15754a7ca9dcf81ff@lists.skagitcounty.net

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Wednesday, August 20, 2014 9:02 PM
To: Eric Florip; Aaron.Corvin@columbian.com; Oregonian Rob Davis; EFSEC (UTC); Councilmember Jack Burkman; Paul Greenlee
Subject: Fwd: Big Rail Lobbying Against "Bomb Train" Regulations It Publicly Touts

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

I don't have the time to read this, but it looks important.
Don Steinke

---------- Forwarded message ----------
From: <tgilmore66@comcast.net>
Date: Wed, Aug 20, 2014 at 8:53 PM
Subject: Big Rail Lobbying Against "Bomb Train" Regulations It Publicly Touts
To: "Oulman, Lynne" <lynne.oulman@gmail.com>

White House Meeting Logs: Big Rail Lobbying Against "Bomb Train" Regulations It Publicly Touts

Tuesday, 24 June 2014 09:46 *By Justin Mikulka and Steve Horn, DeSmogBlog | News Analysis*

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The Obama White House Office of Information and Regulatory Affairs (OIRA) has held the majority of its meetings on the proposed federal oil-by-rail safety regulations with oil and gas industry lobbyists and representatives.

But OIRA meeting logs reviewed by DeSmogBlog reveal that on June 10, the American Association of Railroads (AAR)and many of its dues-paying members also had a chance to convene with OIRA.

Big Rail has talked a big game to the public about its desire for increased safety measures for its trains carrying oil obtained via hydraulic fracturing ("fracking") in the Bakken Shale. What happens behind closed doors, the meeting logs show, tells another story.

At the June 12-13 Railway Age Oil-by-Rail Conference, just two days after rail industry representatives met with OIRA, American Association of Railroads President Edward Hamberg, former assistant secretary for governmental affairs at the U.S. Department of Transportation (DOT), made the case for safety.

"Railroads believe that federal tank car standards should be raised to ensure crude oil and other flammable liquids are moving in the safest car possible based on the product they are moving," said Hamberg.

"The industry also wants the existing crude oil fleet upgraded through retrofits or older cars to be phased out as quickly as possible."

Yet despite public declarations along these lines, proactive safety measures were off the table for all four of Big Rail's presentations to OIRA.

Though private discussions, the documents made public from the meeting show one consistent message from the rail industry: safety costs big bucks. And these are bucks industry is going to fight against having to spend.

Massive War Room

Those present at the June 10 OIRA meeting included representatives from AAR, the American Short Line & Regional Railroad Association, Union Pacific, Burlington Northern Santa Fe (BNSF), CSX Corporation, Norfolk Southern and theDOT.

Akin to the gargantuan war room in the film "Dr. Strangelove," 26 people took part in the session.

Invitees included Meredith Kelsch, senior attorney for DOT; Orest Dachniwsky, associate general counsel for BNSF; Robert Schmidt, senior manager of operations and casualty analysis for Union Pacific; and Richard Theroux, who has worked at the Office of Management and Budget — parent of OIRA — for nearly three decades.

“19th Century Technology”

The heading on the first slide of CSX’s presentation for OIRA stated, “ECPbrakes are expensive and do not offer material safety advantages.”

ECP is industry shorthand for Electronically Controlled Pneumatic brakes, currently considered the best available brakes in the business.

At a National Transportation Safety Board (NTSB) hearing in April, Richard Connor, safety specialist for DOT’s Federal Railroad Administration (FRA), gave a presentation comparing the conventional air brake system used on most freight trains to the ECP brakes passed over by CSX.

“I’m not sure with the audience if you all understand how the current air brake systems on our freight trains out there operate today, but it’s basically 19th century technology,” said Connor.

Connor also described the performance of the brakes in an emergency situation as “painfully slow” in comparing ECP’s response time to that of the conventional braking system.

“One of the biggest advantages of ECP is that signal to apply your brakes...is going at the speed of light...it’s a much quicker signal,” he said.

Connor also discussed how ECP would “offer material safety advantages” over current technology in an oil train accident, even if expensive.

“For the purpose of why we would want ECP on, say, a unit train like these oil trains, [it’s] to reduce the impact of a derailment or reduce the damages caused by a derailment of these types of trains,” explained Connor.

“[The purpose] is you get a much quicker application, you reduce that kinetic energy involved with that train.”

Speed-Racing

BNSF serves as the Queen Bee in the oil-by-rail world.

Owned by major Obama donor and one of richest men on the planet, Warren Buffett, BNSF has already held two meetings with OIRA in recent weeks.

When asked about the first two meetings, BNSF spokeswoman Roxanne Butler told EnergyWire, "[BNSF] believe[s] the next generation tank cars should exceed the 2011, stronger new standard known as the CPC-1232 tank car."

But BNSF avoided the topic of tank cars in its third meeting with OIRA and stuck to another topic instead: train speed. Namely, BNSF told OIRA that reducing train speed costs them money.

And one of the final slides in a presentation given by AAR on train speed is titled "Far Reaching Economic Impacts."

That slide details what AAR says will be the negative impacts to the greater economy if oil trains are required to slow down on the tracks.

But what of the costs of oil trains traveling at normal speed or above that derail and spill their cargo, increasingly resulting in major explosions?

At the April NTSB conference, Gregory Saxton, chief engineer for rail tank manufacturer Greenbriar, responded to a question about how much of an issue speed was in a derailment involving tank cars.

"Kinetic energy is related to the square of velocity. So if you double the speed, you have four times as much energy to deal with," argued Saxton. "Speed is a big deal."

Unattended "Bomb Trains"

In its meeting with OIRA, Big Rail also argued that regulations designed to ensure that oil trains are always attended by a crew are too costly.

As an industry presentation delivered to OIRA says, doing this will "significantly drive up costs."

The train accident that killed 47 people in Lac-Mégantic, Quebec, which exploded into a massive fireball, was unattended. The cost of cleaning up the aftermath of that disaster may total up to $2.7 billion and taxpayers will foot that bill.

According to the same presentation, between salary and fuel costs for idling trains, it would cost $105.64 per hour to pay a crew to attend oil-by-rail trains along their journey.

Using those predicted rates, that means it would take 25 million hours of financial compensation for crews to equal the projected clean-up costs in Lac-Mégantic.

Behind Closed Doors

The rail industry offers up claims about how much it cares about safety when speaking to the public. But behind closed doors, the June 10 OIRA meeting makes clear that public relations pitch goes by the wayside in favor of hard-nosed lobbying muscle to avoid accountability.

“With all of the oil-by-rail derailments in the past year, accompanied by deaths, fireballs, spills, toxic smoke and multiple large-scale evacuations, you'd think it's high time for the concerns of ordinary people to be top priority,” Iris Marie Bloom, founder of Protecting Our Waters and oil train critic, told DeSmogBlog.

“These meetings reveal the opposite is happening: rail and oil industries are lobbying overtime and getting repeated access to their friends in high places while regular people, whose lives are at risk, have no access at all.”

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From: Sean Vigneau-Britt <seanvigneaubritt@gmail.com>
Sent: Friday, August 22, 2014 10:28 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

•The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
•The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

Sean Vigneau-Britt

11213

From: Lynch, Bill (UTC)
Sent: Tuesday, August 26, 2014 8:12 AM
To: Wraspir, Kali (UTC)
Subject: FW: Crude Oil transportation in Washington State

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

Hi Kali.
This is for our Tesoro record.
Thanks,
Bill

From: Phillips, Keith (GOV)
Sent: Monday, August 25, 2014 3:57 PM
To: Lynch, Bill (UTC)
Cc: Davis, Chris (GOV); Baldi, Josh (ECY); Duff, Robert (GOV)
Subject: RE: Crude Oil transportation in Washington State

For your records.

From: Duff, Robert (GOV)
Sent: Monday, August 25, 2014 3:50 PM
To: Baldi, Josh (ECY)
Cc: Phillips, Keith (GOV); Davis, Chris (GOV)
Subject: FW: Crude Oil transportation in Washington State

FYI

Robert Duff
Senior Policy Advisor – Natural Resources and Environment
Governor's Legislative Affairs and Policy Office
State of Washington
360-902-0532
robert.duff@gov.wa.gov

From: Louann Chapman [mailto:loumura@gmail.com]
Sent: Monday, August 25, 2014 3:48 PM
To: Duff, Robert (GOV)
Subject: Crude Oil transportation in Washington State

I plead to Governor Inslee that the state intervene as lead agency and conduct an EIS that INCLUDES analyzing the risks and impacts associated with the cumulative rail and vessel traffic associated with the CBR proposals.

I plead to Governor Inslee that he issue a moratorium on state permits for all crude-by-rail proposals pending the results of the 2014 Marine and Rail Oil Transportation Study.

While our counties issue DNS's, our state remains silent and looks a blind eye to them. The proposals mention NO LIMIT placed on the number of trains daily that will run on poor infrastructure using unsafe cars.

In addition, the CRB proposals will invariably force other commodities off the rails and this is disastrous for our state's economy, Shell has NOT done a rail or vessel traffic analysis

I've lived in Bellingham half of my life and was born here. I am a mile from the rails and considered in the Blast zone. It used to be a quiet city, but all I hear is the blast of train horns most of the afternoons and all night, continuous. The noise pollution is just the least of our worries but it is a big one all the same.

Thank you for sharing this with the Governor. I have strongly supported Governor Inslee's environmental commitments and thank him for the moral courage he has had to show.

From: K Russel <needtoknow1@gmail.com>
Sent: Saturday, July 05, 2014 1:45 PM
To: Wraspir, Kali (UTC)
Subject: Re: Washington Energy Facility Site Evaluation Council Special Meeting July 10, 2014

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

it sounds like an utterly ghastly idea

On Thu, Jul 3, 2014 at 2:51 PM, EFSEC <kwraspir@utc.wa.gov> wrote:

> You are receiving this message because you have expressed interest in the Washington Energy Facility Site Evaluation Council (EFSEC) review of the application for site certification, for the Tesoro Savage Vancouver Energy Distribution Terminal.
>
> Attached is the agenda for the EFSEC Special Meeting, July 10, 2014.
>
> If you would like to be removed from this distribution list please send an email with "unsubscribe Tesoro" to efsec@utc.wa.gov .
>
> Additional information regarding the Tesoro Savage Vancouver Energy Distribution Terminal is available on the EFSEC website at:
>
> http://www.efsec.wa.gov/Tesoro-Savage.shtml
>
> Thank you for your interest in the EFSEC process.
>
> ##
>
> To unsubscribe from the TESOROPROJECT list, click the following link:
> http://listserv.wa.gov/cgi-bin/wa?SUBED1=TESOROPROJECT&A=1

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Wednesday, August 27, 2014 2:50 PM
To: Evergreen Islands
Subject: Sedro-Woolley resists added trains

Follow Up Flag: Follow up
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Skagit Valley Herald .com

Tuesday, August 26

Sedro-Woolley resists added trains

City may see more BNSF rail traffic

By KIMBERLY CAUVEL
@Kimberly_SVH

Sedro-Woolley officials are not pleased with BNSF Railway's announcement that more trains may be routed their way as northbound rail transport increases, with or without the proposed Gateway Pacific Terminal at Cherry Point north of Bellingham.

The fact that the trains may be coal trains isn't the issue, they say. Trains move slowly through the city, which means more traffic delays and emergency response holdups.

"If you're talking seven mile-long trains a day, and they're running slowly, you can do the math and see that's going to take a toll on everybody that's trying to get from point A to point B," City Supervisor and Attorney Eron Berg said.

Mayor Mike Anderson said he is worried about public safety because slow-moving, mile-long trains can block emergency responders from getting across town.

"If you're having a heart attack, 10 minutes can be life and death," he said. "(In Sedro-Woolley) there's no overpasses, there's no way to get to the hospital, or vice versa, for an ambulance to get to you."

The Bellingham Herald reported last week that BNSF spokeswoman Courtney Wallace said the railroad's Sumas route, which runs along Highway 9 from Sedro-Woolley to Sumas, is a viable line for east-west transport that could take some traffic off the main line.

"As a temporary measure, we are currently routing empty coal trains from British Columbia to the Sumas Line. We average a little more than two daily," Wallace said in an email. For Skagit County, any trains headed north pass through Mount Vernon and Burlington, which has become a subject of regional concern over proposals for additional shipments of coal and oil.

When trains are routed along the Sumas route, they pass through Sedro-Woolley in addition to Mount Vernon and Burlington.

They wind east along Highway 20, then follow Highway 9.

Anderson said Sedro-Woolley residents have expressed concern about more train traffic.

"People are getting nervous about it," he said. "Bellingham, I guess, put the pressure on them, and now they're going to come on us. … Of course, nobody wants it in their backyard."

The proposed Gateway Pacific Terminal would have the capacity to ship 48 million tons of coal a year. Up to nine trains a day could deliver Powder River Basin coal from Wyoming and Montana, then head back empty.

“When you start running that many trains of that length, it has an impact on every city it runs through. Sedro-Woolley will be no different,” Berg said.

Already, Berg and Anderson said they’ve been seeing empty coal trains move through the city.

Anderson, who lives on Highway 20 near the tracks, said he has noticed them coming through for at least a month.

The Gateway Pacific Terminal is going through the environmental review process.

Before the review began, Sedro-Woolley officials submitted a formal statement about the scope of the study.

The Jan. 4, 2013 letter from the city details rail traffic concerns and asks that the Environmental Impact Statement under the State Environmental Policy Act consider regional impacts from the 18 trains that can arrive and depart from the proposed terminal daily.

Sedro-Woolley has five at-grade rail crossings, and traffic into and out of the city is impacted by at-grade crossings on Highway 20 in Burlington and Cook Road off of Interstate 5, according to the comment letter.

“We would be very interested in having the railroad participate in addressing the safety and transportation concerns in our community,” Berg said.

Reporter Kimberly Cauvel: 360-416-2199, kcauvel@skagitpublishing.com
Twitter: @Kimberly_SVH
Facebook: facebook.com/bykimberlycauvel

Source:
http://pioneer.olivesoftware.com/Olive/ODE/SkagitValley/LandingPage/LandingPage.aspx?href=UE1WLzIwMTQvMDgvMjY.&pageno=MQ..&entity=QXIwMDEwMg..&view=ZW50aXR5

www.evergreenislands.org Unsubscribe Subscribe

From: christine stimmer <cstimmer@gmail.com>
Sent: Wednesday, September 03, 2014 7:48 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

•The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
•The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

christine stimmer

10002

CITY OF Vancouver WASHINGTON

September 12, 2014

VIA U.S. Mail and EMAIL to: EFSEC@utc.wa.gov

Bill Lynch, Chair
Energy Facility Site Evaluation Council
P.O. Box 43172
Olympia, WA 98504-3172

RE: Tesoro Savage Vancouver Energy Distribution Terminal (Application No. 2013-01)

Dear Mr. Lynch,

As you are aware, it is the City of Vancouver's position that the land use consistency determination should have been deferred until after the completion of the draft environmental impact study and subsequent public hearings. To the extent that the failure to defer this determination can be considered to be a procedural error, the City must note its objection as required by RCW 80.50.140. The basis for our objection is the grounds set forth in the City's Request to Defer, Comments on Land Use Consistency and the exhibits filed in support thereof. Thank you for your consideration of this matter.

Sincerely,

E. Bronson Potter
City Attorney

cc: Eric Holmes, City Manager
Susan Drummond, Co-Council
Stephen Posner, EFSEC Manager
Matthew Kernutt, Assistant Attorney General
Jay Derr, Counsel for Tesoro Savage
Nathan Barker, Counsel for Friends of the Columbia Gorge
Linda Larson, Counsel for Columbia Waterfront LLC
Kristen Boyles, Counsel for Earthjustice Northwest Office

From: Sierra Club <information@sierraclub.org> on behalf of Sandra Couch <sierra@sierraclub.org>
Sent: Saturday, September 13, 2014 12:55 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Sep 13, 2014

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Miss Sandra Couch
2903 Bartlett Ct
Unit 201
Naperville, IL 60564-4694
(630) 922-3177

From: Sierra Club <information@sierraclub.org> on behalf of Leslie Sharlock <sierra@sierraclub.org>
Sent: Sunday, September 14, 2014 5:57 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Sep 14, 2014

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. Leslie Sharlock
128 W Liberty Rd
Slippery Rock, PA 16057-5306
(724) 355-3821

From: Sandra Spargo <writingconnection@gmail.com>
Sent: Tuesday, September 16, 2014 10:43 PM
To: Sandra Spargo
Subject: Salish Sea/Sept. 20 Intl. Rally at Peace Arch, Canadian-U.S. border

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

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Evergreen Islands

(Double-click on the logo for more information.)



INTERNATIONAL TREATY TO PROTECT THE SACREDNESS OF THE SALISH SEA

A coalition of Coast Salish Nations have drafted the International Treaty to Protect the Sacredness of the Salish Sea. The International Treaty will enable Coast Salish Nations and their allies, the Nawt-sa-maat Alliance, to speak with one voice regarding tankers, ports, and pipelines. Through the leadership of the Tsleil-Waututh Nation and the Sacred Trust, presentations have been made to over 30 Chiefs and a treaty signing ceremony is being planned for September 21st and 22nd, 2014. An International Rally at Peace Arch will be taking place at the border on September 20th. Participants in the Peace Arch Rally are encouraged to attend the Treaty Signing at Tsleil-Waututh Nation in Vancouver, B.C. the following day.

WHERE IS THE SALISH SEA?

Many people of the Pacific Northwest are unaware that they live on or near the coast of the Salish Sea. The reason? It was only just officially recognized in 2009 as the Salish Sea by the U.S. and Canada when marine biologist Bert Webber proposed the term in order to combine the waters in the region under one name. The Salish Sea is a network of coastal waterways located between the northwestern tip of Washington State and the southwestern tip of British Columbia, and includes Puget Sound, the Strait of Juan de Fuca, the Georgia Strait, along with all of their connecting water channels. The intent was to raise consciousness about taking care of the unified ecosystem and habitats of the inland waters, and to acknowledge Coast Salish Indigenous people and their culture. Major port cities on the Salish Sea include Seattle, Olympia, Tacoma, Bellingham, and Victoria and Vancouver, B.C



WHY IS ACTION NEEDED NOW?

The proposed pipeline expansion poses significant risk to the Salish Sea and adjoining communities.

- Current oil tanker traffic will increase from 5 to 34 tankers a month (approx. 212 million barrels).
- 52 products would be approved to be transported. All behave differently if spilled.
- Most of the product in tankers would be bitumen components, which are carcinogenic: the composition of diluted bitumen is unknown and proprietary.
- The Hecate Strait – a main body of water for the proposed tanker route - is considered the fourth most dangerous body of water in the world because of quickly changing winds and sea states.
- There are significant negative impacts to the environment, health and economy in the event of a major spill.
- Recovery from a spill would be measured in decades.
- A major spill would have profoundly negative economic impacts for residents and businesses in cities and towns that border the Salish Sea.
- Potential environmental impacts could devastate already vulnerable marine environments

WHAT WILL HAPPEN ON THE 4 DAYS OF ACTION?

There will be a variety of actions in communities surrounding the Salish Sea. These will include:

- Signing of the International Treaty to Protect The Sacredness of the Salish Sea by Coast Salish Nations and their Allies at Tsleil-Waututh Nations and other locations throughout the Salish Sea
- The “Climate Knows No Borders” International Rally at the Peace Arch border crossing between Vancouver, B.C. and Washington on September 20th and organized by 350 Seattle, Wilderness Committee, and the Georgia Strait Alliance
- Oil Spill Drills to highlight the potential impacts of a spill (a major drill is planned by Orcas Island for Sept. 20)
- Pilgrimage to Tsleil-Waututh to witness the Treaty Signing
- The 4 Days of Action coincides with the Peoples Climate March on September 20th and 21st in NYC and being organized by 350.org, as well as United Nations International Day of Peace.

From: Sierra Club <information@sierraclub.org> on behalf of Julia Kaloustian <sierra@sierraclub.org>
Sent: Sunday, September 21, 2014 2:21 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Sep 21, 2014

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Miss Julia Kaloustian
1263 Peralta Dr
San Jose, CA 95120-5301

From: Nathan Baker <Nathan@gorgefriends.org>
Sent: Sunday, September 21, 2014 4:52 PM
To: EFSEC (UTC)
Cc: Lauren Goldberg; Marla Nelson; Devorah Ancel; Jared Margolis; Essko, Ann (ATG); Kernutt, Matt (ATG); Jay Derr; Bronson Potter; Linda Larson
Subject: Tesoro Savage Vancouver Energy Distribution Terminal (Application No. 2013-01)
Attachments: 2014.09.21 Letter to EFSEC.pdf

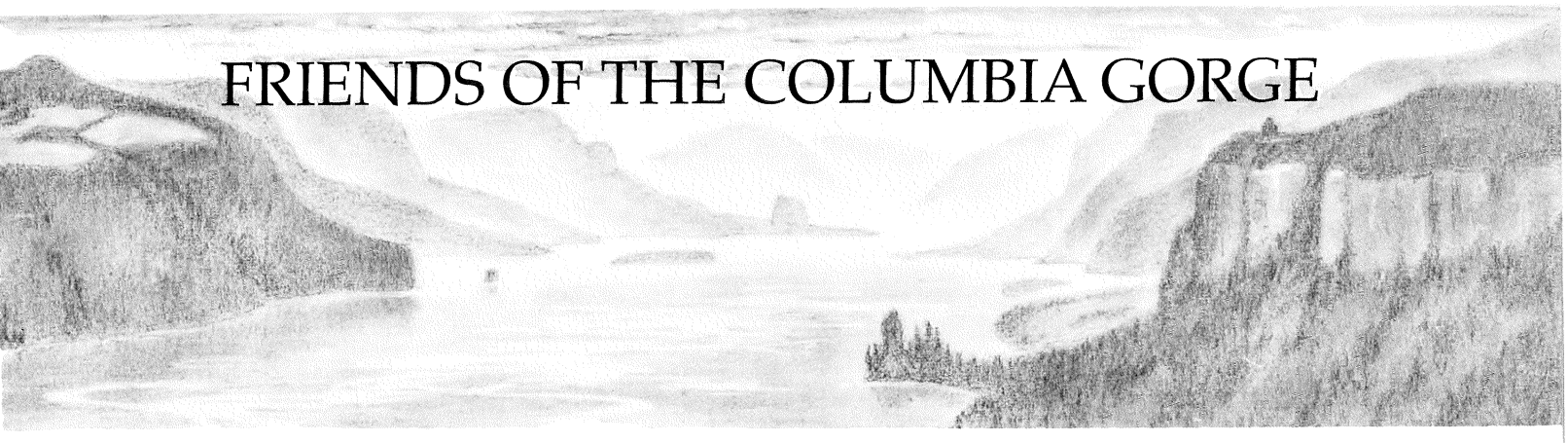
Follow Up Flag: Follow up
Flag Status: Completed

To Whom It May Concern:

Please find attached a letter from Friends of the Columbia Gorge, Columbia Riverkeeper, the Northwest Environmental Defense Center, the Sierra Club, and the Center for Biological Diversity. The hard copy original of the letter will be sent via first-class mail.

Thank you.

Nathan Baker, Staff Attorney
Friends of the Columbia Gorge
nathan@gorgefriends.org
522 SW 5th Ave., Suite 720
Portland, OR 97204-2100
(503) 241-3762 x101



VIA E-MAIL AND FIRST-CLASS MAIL

September 21, 2014

Washington State Energy Facility Site Evaluation Council
P.O. Box 43172
Olympia, WA 98504-3172
efsec@utc.wa.gov

Re: Tesoro Savage Vancouver Energy Distribution Terminal (Application No. 2013-01)

Dear Chair Lynch and Members of the Council:

As raised in our prior comments, it is the position of Friends of the Columbia Gorge ("Friends"), Columbia Riverkeeper ("Riverkeeper"), the Northwest Environmental Defense Center, the Sierra Club, and the Center for Biological Diversity that the Council should have deferred its land use consistency hearing and determination in the above-referenced matter until after the Applicant completes the Application and after the environmental impact statement is completed and made available. Pursuant to RCW 80.50.140, we reiterate our objection to the Council's failure to defer the hearing and determination. The basis for our objection is set forth in our May 28, 2014 letter, as well as Friends' May 15, 2014 letter and Riverkeeper's May 16, 2014 letter.

Thank you for your consideration of this matter.

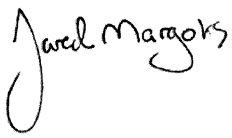
Sincerely,

Nathan Baker, Staff Attorney
Friends of the Columbia Gorge

Lauren Goldberg, Staff Attorney
Columbia Riverkeeper

Marla Nelson, Legal Fellow
Northwest Environmental Defense Center

Devorah Ancel, Staff Attorney
Sierra Club



Jared M. Margolis, Staff Attorney
Center for Biological Diversity

cc: Ann Essko, Washington Attorney General's Office, Attorney for EFSEC
Matthew Kernutt, Washington Attorney General's Office, Counsel for the Environment
Jay Derr, Van Ness Feldman, LLP, Attorney for Applicant
E. Bronson Potter, City Attorney, City of Vancouver
Linda Larson, Marten Law, Counsel for Columbia Waterfront LLC

From: Sierra Club <information@sierraclub.org> on behalf of Liz Phillips <sierra@sierraclub.org>
Sent: Tuesday, September 23, 2014 3:46 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Sep 23, 2014

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Mrs. Liz Phillips
11 Westridge Ter
Crossville, TN 38558-2818

From: RICHARDKOMMRUSCH <richardkommrusch@comcast.net>
Sent: Thursday, September 25, 2014 3:57 PM
To: Wraspir, Kali (UTC)
Subject: Re: Submitted Application Revisions for Tesoro Savage Petroleum Terminal, LLC

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

I know that the shipping of more coal/oil/gas will not reduce CO2 and I am against it.
No revisions can fix this problem.
Do not let the terminal be built.
Rich k

From: "Washington Energy Facility Site Evalutation Council" <kwraspir@UTC.WA.GOV>
To: TESOROPROJECT@listserv.wa.gov
Sent: Thursday, September 25, 2014 4:03:42 PM
Subject: Submitted Application Revisions for Tesoro Savage Petroleum Terminal, LLC

STATE OF WASHINGTON
ENERGY FACILITY SITE EVALUATION COUNCIL
PO Box 43172
Olympia, Washington 98504-3172

September 25, 2014

You are receiving this message because you have expressed interest in the Washington Energy Facility Site Evaluation Council (EFSEC) review of the application for site certification, for the Vancouver Energy (Project).

The Applicant, Tesoro Savage Petroleum Terminal, LLC, has submitted revisions to the original application submitted in August 2013. The revised sections are listed below.

Application Page
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Tesoro%20Savage%20Application%20Page.shtml

Section 1.5
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part3.pdf

Section 2.12
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part4.pdf

Section 3.2
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part5.pdf

Section 5.1
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part6.pdf

Attachment 1 – Best Available Control Technology (BACT) Analysis
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part7.pdf

Attachment 2 – Emission Calculations Spreadsheet
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part8.pdf

Attachment 3 – January 24, 2014 Response to EFSEC and EPA Comments
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part9.pdf

If you would like to be removed from this distribution list please click the following link:
http://listserv.wa.gov/cgi-bin/wa?SUBED1=TESOROPROJECT&A=1

Thank you for your interest in the EFSEC process.

##

To unsubscribe from the TESOROPROJECT list, click the following link:
http://listserv.wa.gov/cgi-bin/wa?SUBED1=TESOROPROJECT&A=1

From: Jacquie Lukens <jlldcl@gmail.com>
Sent: Thursday, September 25, 2014 4:03 PM
To: Wraspir, Kali (UTC)
Subject: Re: Submitted Application Revisions for Tesoro Savage Petroleum Terminal, LLC

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

What are you politicians and big companies trying to do to our greater NW territory now. This is absolutely a horrible idea. Please stop this immediately. Tell them no. We do not need this here. Jacqueline Lukens

On Thu, Sep 25, 2014 at 3:03 PM, Washington Energy Facility Site Evalutation Council <kwraspir@utc.wa.gov> wrote:

> STATE OF WASHINGTON
> ENERGY FACILITY SITE EVALUATION COUNCIL
> PO Box 43172
> Olympia, Washington 98504-3172
>
> September 25, 2014
>
> You are receiving this message because you have expressed interest in the Washington Energy Facility Site Evaluation Council (EFSEC) review of the application for site certification, for the Vancouver Energy (Project).
>
> The Applicant, Tesoro Savage Petroleum Terminal, LLC, has submitted revisions to the original application submitted in August 2013. The revised sections are listed below.
>
> Application Page
> http://www.efsec.wa.gov/Tesoro%20Savage/Application/Tesoro%20Savage%20Application%20Page.shtml
>
> Section 1.5
> http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part3.pdf
>
> Section 2.12
> http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part4.pdf
>
> Section 3.2
> http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part5.pdf
>
> Section 5.1
> http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part6.pdf

Attachment 1 – Best Available Control Technology (BACT) Analysis
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part7.pdf

Attachment 2 – Emission Calculations Spreadsheet
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part8.pdf

Attachment 3 – January 24, 2014 Response to EFSEC and EPA Comments
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part9.pdf

If you would like to be removed from this distribution list please click the following link:
http://listserv.wa.gov/cgi-bin/wa?SUBED1=TESOROPROJECT&A=1

Thank you for your interest in the EFSEC process.

##

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From: Becky Mundt <eesa27@gmail.com>
Sent: Thursday, September 25, 2014 11:26 PM
To: Wraspir, Kali (UTC)
Subject: Re: Submitted Application Revisions for Tesoro Savage Petroleum Terminal, LLC

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

Perhaps, rather than entertaining a barrage of changes to a plan which is built on problems and the exploitation of fossil fuels we simply can no longer afford to exploit; you should be reviewing the documents which address what is going on with our oceans and coastal waterways and precisely WHY we SHOULD NOT be doing deep water harbor dredging for the export of coal to China.

Here is an article outlining the latest information on the deplorable state of our oceans which outlines precisely what is happening to our planet and the direct threat to all life on it by just such projects as the dredging for a deep sea port in a coastal water area that is a natural habitat for creatures of the sea who depend upon it.

http://www.organicconsumers.org/articles/article_30969.cfm

Thank you in advance for considering what the real repercussions of these plans are within the larger picture.

There is no rationale which can overcome the direct threat to all of life on earth which this sort of exploitation of our coastal waters now incurs.

Sincerely,

Becky Mundt
Eugene, OR 97402

On Thu, Sep 25, 2014 at 3:03 PM, Washington Energy Facility Site Evalutation Council <kwraspir@utc.wa.gov> wrote:

> STATE OF WASHINGTON
> ENERGY FACILITY SITE EVALUATION COUNCIL
> PO Box 43172
> Olympia, Washington 98504-3172
>
> September 25, 2014
>
> You are receiving this message because you have expressed interest in the Washington Energy Facility Site Evaluation Council (EFSEC) review of the application for site certification, for the Vancouver Energy (Project).
>
> The Applicant, Tesoro Savage Petroleum Terminal, LLC, has submitted revisions to the original application submitted in August 2013. The revised sections are listed below.

Application Page
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Tesoro%20Savage%20Application%20Page.shtml

Section 1.5
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part3.pdf

Section 2.12
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part4.pdf

Section 3.2
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part5.pdf

Section 5.1
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part6.pdf

Attachment 1 – Best Available Control Technology (BACT) Analysis
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part7.pdf

Attachment 2 – Emission Calculations Spreadsheet
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part8.pdf

Attachment 3 – January 24, 2014 Response to EFSEC and EPA Comments
http://www.efsec.wa.gov/Tesoro%20Savage/Application/Amended%20App%20Aug%202014/20140918ReconvertedAir%20permit%20appl%20revisions%20080814_Part9.pdf

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Thank you for your interest in the EFSEC process.

##

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From: Rebecca Railey <rainshine42@hotmail.com>
Sent: Friday, September 26, 2014 9:40 AM
To: Wraspir, Kali (UTC)
Subject: RE: Submitted Application Revisions for Tesoro Savage Petroleum Terminal, LLC

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

We DO NOT want this project in our backyard. I do not want to breath the extra pollution this project will bring to my neighborhood. Shame on you for approving this project. You do not have to live next to this terminal. We do.

> Date: Thu, 25 Sep 2014 15:03:42 -0700
> From: kwraspir@UTC.WA.GOV
> Subject: Submitted Application Revisions for Tesoro Savage Petroleum Terminal, LLC
> To: TESOROPROJECT@LISTSERV.WA.GOV
>
> STATE OF WASHINGTON
> ENERGY FACILITY SITE EVALUATION COUNCIL
> PO Box 43172
> Olympia, Washington 98504-3172
>
> September 25, 2014
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>
> Thank you for your interest in the EFSEC process.
>
> ##
>
> To unsubscribe from the TESOROPROJECT list, click the following link:
> http://listserv.wa.gov/cgi-bin/wa?SUBED1=TESOROPROJECT&A=1

From: Erin E. Herlihy <eherlihy@martenlaw.com>
Sent: Friday, September 26, 2014 2:57 PM
To: EFSEC (UTC)
Cc: 'barry@gramor.com'; Essko, Ann (ATG); Kernutt, Matt (ATG); jpd@vnf.com; bronson.potter@cityofvancouver.us; nathan@gorgefriends.org; 'kboyles@earthjustice.org'; Linda R. Larson
Subject: Tesoro Savage Vancouver Energy Distribution Terminal
Attachments: 00428201.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

I am sending you the attached document on behalf of Linda Larson.

Thank you,
Erin

MARTEN LAW

Erin Herlihy | Legal Assistant | Marten Law
1191 Second Avenue | Suite 2200 | Seattle, Washington 98101
206.292.2642 (Direct) | 206.292.2600 (Main) | 206.292.2601 (Fax)
eherlihy@martenlaw.com | www.martenlaw.com

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MARTEN LAW

1191 Second Ave, Suite 2200
Seattle, WA 98101

T 206.292.2600
www.martenlaw.com

September 26, 2014

Linda R. Larson
206.292.2612
llarson@martenlaw.com

Via U.S. Mail and E-Mail

Bill Lynch, Chair
Washington State Energy Facility Site Evaluation Council
P.O. Box 43172
Olympia, Washington 98504-3172

RE: *Tesoro Savage Vancouver Energy Distribution Terminal (Application No. 2013-01)*

Dear Chairman Lynch:

As raised in previous correspondence and testimony, it is the position of Columbia Waterfront LLC that the land use consistency determination on the application for Tesoro Savage Vancouver Energy Distribution Terminal should have been deferred until after the completion of the draft environmental impact study and subsequent public process. To the extent that the Council's failure to defer this determination is considered to be procedural error, Columbia Waterfront LLC reiterates its objection pursuant to RCW 80.50.140. The bases for our objection are set forth in our May 20, 2014 letter and the testimony of Matt Grady at the hearing held on May 28, 2014.

Thank you for your consideration of this matter.

Sincerely,

Linda R. Larson

Linda R. Larson

cc: Barry Cain, Columbia Waterfront LLC
Ann Essko, Washington Attorney General's Office
Matthew Kernutt, Washington Attorney General's Office
Jay Derr, Van Ness Feldman, LLP, Counsel for Tesoro Savage
E. Bronson Potter, City Attorney, City of Vancouver
Nathan Baker, Counsel for Friends of the Columbia Gorge
Kristen Boyles, Earthjustice

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Friday, September 26, 2014 4:07 PM
To: Evergreen Islands
Subject: U.S. Transportation Secretary Meets With La Crosse Residents To Discuss Rail Safety

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

WISCONSIN PUBLIC RADIO
Wisconsin and the World. npr

Wednesday, September 24, 2014, 9:50pm



U.S. Transportation Secretary Anthony Foxx, left, and Rep. Ron Kind hearing residents' concerns at the Wednesday meeting.
Photo: Maureen McCollum/WPR News

U.S. Transportation Secretary Meets With La Crosse Residents To Discuss Rail Safety

Foxx And Rep. Ron Kind, Also Address Infrastructural Issues

By Maureen McCollum
Listen Download

U.S. Secretary of Transportation Anthony Foxx met with La Crosse area residents on Wednesday to hear about rail and other transportation issues in the

Tuesday, September 23, 2014, 4:50pm



Members of Citizens Acting for Rail Safety presented Sen. Tammy Baldwin with images of railroad bridges they're concerned may lack structural integrity.
Photo: Maureen McCollum/WPR News.

Baldwin Meets With La Crosse Residents To Discuss Rail Safety

Meeting Comes One Day Before U.S. DOT Secretary's Visit

By Maureen McCollum
Listen Download

As more Bakken oil makes its way through Wisconsin from North Dakota to oil refineries, Sen. Tammy Baldwin, D-Wisc., met with La Crosse

region.

A room filled with train conductors, federal rail officials, local lawmakers and community activists voiced their concerns to Foxx about rail traffic in the region, which has been increasing thanks to oil shipments from North Dakota and elsewhere that run through Wisconsin. Some people talked about safety and response issues, while rail workers talked about being stretched thin.

Foxx said he'll take the stories back to Washington, D.C., where proposed rail safety rules are in the works.

"It's a good news story, in a way, that we have this energy comeback happening in our country. But it's also one that comes with a concomitant responsibility to ensure that we're increasing safety as well. We're aware that we need to step up our game as a country and we're putting the tools in place to do that," said Foxx.

Foxx was joined by U.S. Rep. Ron Kind, D-La Crosse. The two also met with residents in West Salem to discuss roads and bridges.

Last month, Obama signed a $10.8 billion stop-gap funding measure, which keeps the Highway Trust Fund and transportation projects financed through spring. Obama and Foxx are also pushing for a four year, $302 billion transportation bill (http://www.dot.gov/grow-america). Kind said the bill is stalled because Congress can't agree on how to fund it.

"We've got rail bridges, we've got highways, we've got roads, we've got airports that need to be rebuilt in the 21st century and it's not getting done. That falls on Congress," said Kind.

Kind and Foxx say it would take public pressure to get Congress to pass the bill.

Source: http://www.wpr.org/us-transportation-secretary-meets-la-crosse-residents-discuss-rail-safety

residents on Tuesday to discuss their growing concerns for rail safety in the region.

One group of residents, Citizens Acting for Rail Safety, say they're concerned about rail's effect on neighborhoods, possible spills in the area's rivers and marshes, and bridge safety. They showed Baldwin photos of railroad bridges in the area that were held up by stacked wood and appear to be crumbling. At least one of the bridges is scheduled to be replaced next year.

Baldwin said she'll learn more about the condition of bridges as soon as she gets back to Washington.

"I'm alarmed by the images that I was shown today," she said. "Never seen those before. I think they deserve a very quick response from the federal government in terms of what measures are being taken to ensure adequate and timely inspection."

The meeting comes just after Baldwin submitted comments to the U.S. Department of Transportation about proposed rail safety rules. In her comments, she suggested phasing out outdated cars sooner than what a proposed government rule would require and for rail companies to provide more transparency to local communities about what's being shipped.

CARS member Guy Wolf said Baldwin's proposal to stabilize oil and make it safer to transport was important to the group.

"Her highest priority of taking volatile gases off the trains was our priority in terms of safety. There's no doubt about that in our mind," said Wolf.

U.S. Department of Transportation Secretary Anthony Foxx will be in La Crosse on Wednesday to meet with CARS members, Rep. Ron Kind and others about rail safety in the region.

Source: http://www.wpr.org/baldwin-meets-la-crosse-residents-discuss-rail-safety?qt-popularity=2

Please consider the environment before printing this email.

From: frhn@nwinfo.net
Sent: Friday, September 26, 2014 10:16 PM
To: Wraspir, Kali (UTC)
Subject: Re: Submitted Application Revisions for Tesoro Savage Petroleum Terminal, LLC

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Energy Facility Evaluation Council,

Let me say that regardless of any revisions I strongly object to the export of coal or oil to foreign countries to be burned for the generation of power. We cannot afford to export our pollution to other countries. By making such products available we not only pollute our own country, but ultimately the atmosphere of the entire world.

Please, reject their application.

Robert E. Swope

****
Quoting Washington Energy Facility Site Evalutation Council
<kwraspir@UTC.WA.GOV>:

> STATE OF WASHINGTON
> ENERGY FACILITY SITE EVALUATION COUNCIL PO Box 43172 Olympia,
> Washington 98504-3172
>
> September 25, 2014
>
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> ##
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From: Sandra Spargo <writingconnection@gmail.com>
Sent: Sunday, September 28, 2014 2:49 PM
To: Sandra Spargo
Subject: State public hearing/rail & marine oil transport-save the date!

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

EVERGREEN ISLANDS

Evergreen Islands



According to the Wash. State Department of Ecology, each unit train of 100 oil tank cars carries 2,900,000 gallons of crude oil.
Crude oil deliveries by rail do not pay into Wash. State's oil spill response fund—unlike crude oil deliveries by waterborne vessel or barge.

Washington State, a national leader in green energy, is on the verge of also becoming a major global crossroads of fossil fuel, setting up a collision of values and economics. Throughout Washington, waterways and railways are becoming fossil fuel corridors.

Governor Jay Inslee directed the Dept. of Ecology to draft the 2014 Marine and Rail Oil Transportation Study. Ecology will release the draft on Oct. 1.

- The purpose of the Study is to assess public health and safety, as well as environmental impacts associated with oil transport.
- The Study must provide data and analysis of statewide risks, gaps and options for increasing public safety and improving spill prevention and response readiness.
- **The Study's findings will direct legislative, executive and state agency actions.**

You have the opportunity to comment on the draft, whose link will be emailed to you in the near future. Your vital participation would inform elected decision-makers how you want the State to respond to the transport of Bakken Crude Oil and Canadian Tar Sands Crude Oil through our communities and onto oil refineries and onto huge terminals that would store bulk crude oil, later to be loaded into waterborne vessels and barges.

Bus transportation and car pools are being arranged for Whatcom/Skagit County, East King County, Seattle, Grays Harbor, and Vancouver/Longview. Car pools for all areas are also being organized. Details are located in the RSVP link below.

State of Washington Public Hearing
2014 Marine and Rail Oil Transportation Study
Thurs., Oct. 30, 2014
6 p.m. - 8 p.m.
Olympia, site to be determined
RSPV here

Each unit train of 100 oil tank cars carries 2,900,000 gallons of crude oil. The following includes a portion of oil happenings statewide.

- **Skagit County**: The $55 million Anacortes Tesoro Crude Oil Unit Train Unloading Facility has the capability of unloading two,100-car unit trains per 24 hour period—a total of 200 incoming fully loaded oil tank cars and 200 outgoing empty tank cars daily. The Shell Oil Products Proposed Crude by Rail Unloading Facility is being designed to receive up to six unit oil trains per week, a total of ~ 600 incoming fully loaded oil tank cars and 600 outgoing empty tank cars weekly.
- **King County:** If all proposed oil terminals were to be built, 23 crude oil unit trains could travel through Seattle per day. Trains would rumble by Seattle's sports stadiums, through the railroad tunnel under downtown and along the waterfront past Queen Anne and Magnolia and through Ballard. (*Steve Wilhelm, Puget Sound Business Journal, Sept. 6, 2013)*
- **Grays Harbor County**: The Port of Grays Harbor is going through the permit application process for three bulk crude oil storage terminals, the Westway Terminal Company, Imperium Renewables Storage and Grays Harbor Rail Terminal. Bulk oil would be transferred from unit trains into terminal storage, and, ultimately, loaded into waterborne vessels and barges.
- **Clark County:** The Port of Vancouver proposed oil terminal would require at least four full oil unit trains daily—a total of 400 incoming fully loaded oil tank cars and 400 outgoing empty tank cars.

For information regarding the public hearing, contact Rein Attemann, Washington Environmental Council, at rein at wecprotects.org or 206.631.2625.

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From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Thursday, September 04, 2014 2:12 PM
To: Evergreen Islands
Subject: Shell CEO says U.S. should export oil to stabilize markets

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

REUTERS

Tuesday, September 2, 2014

Shell CEO says U.S. should export oil to stabilize markets



Ben van Beurden, chief executive officer of Royal Dutch Shell, gestures during a meeting with Russian President Vladimir Putin at the Novo-Ogaryovo state residence outside Moscow April 18, 2014.
Credit: Reuters/Maxim Shipenkov/POOL

(Reuters) - U.S. policymakers should gradually lift the country's decades-old ban on crude oil exports because allowing the shipments would make the global energy system and fuel prices more stable, the head of Royal Dutch Shell Plc (RDSa.L) said on Tuesday.

"Policymakers here in the United States should embrace a truly liberalized, diverse and global energy market," Shell Chief Executive Officer Ben van Beurden told an energy conference at Columbia University in New York.

U.S. oil and natural gas exports "would reinforce the long-term future of North American energy production," significantly improve the U.S. balance of trade, and "help to make the global energy system much more stable," he said.

The United States has banned most crude exports since the Arab oil embargo of the 1970s. But pressure on the Obama administration and on Congress to overturn the restriction has risen amid the domestic shale energy boom of the last several years. The United States is soon expected surpass Saudi Arabia and Russia to become the world's top oil producer.

The Commerce Department in March allowed two companies, Enterprise Product Partners (EPD.N) and Pioneer Natural Resources (PXD.N), to export an ultra light form of oil called condensate. The ruling became public in June.

But since then at least three applications for more condensate exports have been put on hold.

Meanwhile, Washington has approved several applications to export natural gas, with the first shipments expected next year.

In his first major public speech since becoming CEO of the energy firm in January, van Beurden said that gradually lifting the ban would be good for U.S. fuel consumers because it would allow the country's oil production to keep growing and to keep oil flowing to global refiners. That should keep fuel prices from spiking, he said.

"I don't think it would be sensible to argue for an immediate opening overnight, but a systematic and gradual opening up of the export ban would be a sensible thing to do," he said.

Anglo-Dutch Shell is the second-largest Western energy company after Exxon Mobil Corp (XOM.N).

Congress is not expected to overturn the crude export ban any time soon. Many lawmakers are concerned that by doing so they could be blamed if gasoline prices rose, even if a price move was caused by other factors.

The Obama administration could take other steps, though, such as allowing crude oil swaps. But there are no indications of that happening soon either.

“At this point our policy regarding crude oil exports remains as is," Commerce Secretary Penny Pritzker said on a teleconference with journalists on Tuesday.

Van Beurden said the U.S. shale revolution was a long time in the making. Shale resources will also develop in Argentina, China and Algeria, but it will take time, he added.

(Reporting by Jessica Resnick-Ault in New York and Timothy Gardner in Washington; Additional reporting by Krista Hughes; Editing by Ros Krasny, David Gregorio and Lisa Shumaker)

Source: http://www.reuters.com/article/2014/09/02/us-usa-energy-shell-idUSKBN0GX2H220140902

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From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Monday, October 06, 2014 10:58 PM
To: Evergreen Islands
Subject: Rail industry pushes feds to drop crude-oil reporting rule

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue



October 6, 2014

Rail industry pushes feds to drop crude-oil reporting rule

By Curtis Tate
McClatchy Washington Bureau



Cliff Slayton, a safety instructor with CSX, shows Virginia emergency responders the different features of one of the railroad's locomotives. CSX brought its "Safety Train" to Richmond, Va., on Oct. 3, 2014, and has used it to train first responders in other communities where it hauls large volumes of crude oil. (Curtis Tate/McClatchy) CURTIS TATE — McClatchy

WASHINGTON — Two railroad industry trade groups have quietly asked the U.S. Department of Transportation to drop its requirement that rail carriers transporting large volumes of Bakken crude oil notify state emergency officials.

The railroads have maintained that they already provide communities with adequate information about hazardous-materials shipments and that public release of the data could harm the industry from a security and business standpoint. But they haven't been successful in convincing numerous states or the federal government.

On Friday, the Federal Railroad Administration published a notice in the Federal Register concluding that the Bakken train data isn't sensitive on either a security or commercial basis, nor is it protected from disclosure by any federal law.

RELATED LINKS:

DOT: Federal Register on Bakken Crude

"At this time, DOT finds no basis to conclude that the public disclosure of the

information is detrimental to transportation safety," the notice said.

Bakken crude oil, from the Upper Great Plains, is extracted from shale rock through hydraulic fracturing, and it's been involved in multiple accidents that resulted in large spills and fires. A July 2013 derailment in Quebec killed 47 people.

Friday's notice came in response to an Aug. 29 letter from the Association of American Railroads and the American Short Line and Regional Railroad Association. The trade groups requested that the department withdraw its May 7 emergency order requiring railroads to notify states of cargoes of 1 million gallons or more of Bakken crude oil.

The DOT is seeking to make the order permanent. Initially, the railroads asked states to sign agreements that would exempt the information from open records laws, and many complied. Others refused, finding no reason the reports shouldn't be shared publicly.

Copies of the notifications that McClatchy and other news organizations obtained from those states show the counties the shipments traverse, the names of the routes and the approximate number of trains per week that met the department's reporting threshold.

The rail groups said the emergency order's requirement to disclose routing information wasn't necessary for emergency planning purposes.

"Notifying an emergency responder of the hazardous materials transported through the community, including crude oil, is sufficient," their letter said.

In its response to the railroad associations, the DOT noted that its emergency order was mandatory, while the rail industry's long-standing practice of sharing hazardous-materials data was voluntary and only by request from local emergency responders that ask for it. It also noted that those voluntary notifications informed first responders only of the top 25 hazardous materials moving on trains through their communities.

"Large quantities of Bakken crude oil in single trains may or may not be part of this top-25 commodity ranking in any given community," the department said.

Industry efforts to keep the information out of the public realm were set back Friday in Pennsylvania. The state open-records office reversed a July decision by the state emergency management agency to deny requests for the reports by McClatchy and two Pennsylvania newspapers. The agency has until Nov. 3 to produce the documents.

Norfolk Southern and CSX, which transport Bakken crude oil through Pennsylvania, haven't said whether they plan to appeal the decision.

In July, both railroads sued the Maryland Department of the Environment to block the release of similar records to McClatchy and The Associated Press.

Email: ctate@mcclatchydc.com; Twitter: @tatecurtis

Source: http://www.mcclatchydc.com/2014/10/06/242372/rail-industry-pushes-feds-to-drop.html?sp=/99/200/328/&ihp=0

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Please consider the environment before printing this email.

From: georgeandsusan92@comcast.net
Sent: Tuesday, October 07, 2014 10:27 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Petroleum Terminal Application to EFSEC

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Council,
I have waded through the revised application from Tesoro Savage, that you were so kind to send a link of to me. I appreciate the thorough scope and attention to detail that was applied to it. I do have some questions in my mind as to it's objectivity and it's scope. Naturally, Tesoro Savage is not going to present evidence that might threaten their application. Industry has historically been seen to avoid mention of evidence contrary to their claims. It is often only after a catastrophe that other less salutary effects of industry are experienced by society. One important point that leapt out at me while scanning this document was the absence of any consideration that the impact of the transportation of the Bakken crude oil would have on the immediate port site and on the surrounding municipalities, let alone the greater environment of the Columbia River, it's gorge and the Pacific Ocean. I understand that Tesoro Savage will want to limit this discussion to narrowly defined parameters to present their proposal in the best possible light. I do believe though, that the discussion of this proposal should take on a broader scope involving the issues I just mentioned and justifiably, the over-arching issue of Climate Change caused by human production of Green House Gases.
Thank you for including me in your mailing list and allowing me to comment.
Sincerely,
George F. Vaughan

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Tuesday, October 07, 2014 9:38 PM
To: Evergreen Islands
Subject: Major train derailment and fire near Wadena, Saskatoon

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue

CBC | Saskatoon

Oct 07, 2014

Major train derailment and fire near Wadena, Saskatoon

Officials worried about toxic smoke from burning railcars

REPORTER



Smoke is billowing out of the crashed cars. (Wadena News)

A major train derailment has occurred near Wadena, Sask., prompting authorities to keep people well back from smouldering railcars and smoke that may be toxic..

The CN Rail derailment happened at 10:40 a.m. CST Tuesday about 20 kilometres west of the town of 1,300, which is about 230 kilometres east of Saskatoon.

There were no reported injuries. CN said two employees were on the train at the time of the derailment and both are safe.

Officials are worried about toxic smoke from the burning cars and are keeping people eight kilometres from the scene.



There were 100 railcars in the train. CN said 26 left the tracks in the derailment. (Liam Richards/The Canadian Press)

"It's huge," Alison Squires, editor of the Wadena News, told CBC News describing what she saw shortly after the derailment. "It's like taller than a [grain] elevator."

About 50 people were evacuated from Clair, a small community about one kilometre from the crash. People were also evacuated from other farm homes in the area, the RCMP said.

Students at the school in Wadena were being kept indoors during the school day.

"Huge plumes of smoke and fire," Squires said. "RCMP and obviously local fire departments are there. They're detouring traffic."

A spokesman for CN said the train was hauling 100 cars, 26 of which derailed.



Motorists in the Watson area were forced to take alternate routes to stay clear of the derailment. (Peter Mills/CBC)

Six of them contained hazardous materials, including four that had either hydrochloric acid or caustic soda.

The other two had petroleum distillates, CN said.

Heavy smoke and fire were seen coming out of the crashed cars for several hours. By late afternoon, the smoke had diminished. Access to the site was limited, but observations from just outside Clair suggested the fire had been put out.

Traffic is being detoured around routes that may be downwind of the derailment, and provincial government officials said detours will remain in place until the areas are safe.

"I'm concerned for my animals," Jason Evans, who lives in Clair, said Tuesday. He said he has livestock in the area near the crash site.

"I've got 600 head of buffalo there," he said, noting that smoke appeared to be heading in their directions. "It's going over the top of my pastures, its going over the top of my hay field.

"Is that going to affect my hay and my livestock is what I'm kind of interested to find out," he said.


Jason Evans, who lives in Clair, Sask., is worried about livestock he has in the area and smoke from the fire. (Peter Mills/CBC

In a statement issued Tuesday afternoon, the province said a rapid response team made up of emergency management and fire safety experts had been sent to the scene along with specialized air quality monitoring equipment from the Environment Ministry.

"Environment [officials] will be monitoring air quality in the area," the statement said. "They will be working with CN and the local officials as part of a coordinated response."

Evacuation centre in Wadena

People who were told to leave the area, from Clair and rural homes, are being sent to Wadena where an operations and reception centre has been set up.

There was no immediate word on how long the evacuation order will be in effect, but officials said a media briefing and update would be provided Wednesday at 11 a.m.

A CN hazardous materials team was seen en route to the site.

Officials from the Transportation Safety Board of Canada were on their way to the site.

Source: http://www.cbc.ca/news/canada/saskatchewan/major-train-derailment-and-fire-near-wadena-sask-1.2791337

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Please consider the environment before printing this email.

From: Sierra Club <information@sierraclub.org> on behalf of Lauren Barker <sierra@sierraclub.org>
Sent: Wednesday, October 08, 2014 7:37 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Oct 8, 2014

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Miss Lauren Barker
3501 Amber Oaks Dr
Howell, MI 48855-7105
(248) 379-6249

From: Evergreen Islands <evergreen.islands@frontier.com>
Sent: Friday, October 10, 2014 8:42 AM
To: Evergreen Islands
Subject: As Trains Move Oil Bonanza, Delays Mount for Other Goods and Passengers

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Comments

The New York Times

Published: OCT. 8, 2014

As Trains Move Oil Bonanza, Delays Mount for Other Goods and Passengers

By RON NIXON



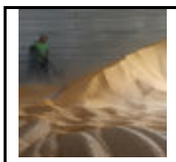
A Burlington Northern Santa Fe oil train outside Casselton, N.D. The company has committed $5 billion for rail expansion. Credit Dan Koeck for The New York Times

WASHINGTON — An energy boom that has created a sharp increase in rail freight traffic nationwide is causing major delays for Amtrak passenger trains and is holding up the transport of vital consumer and industrial goods, including chemicals, coal and hundreds of thousands of new American cars, rail officials and federal and state regulators say.

American rail lines now move more than a million barrels of oil a day, much of it from the Bakken shale oil field in North Dakota and Montana and from the oil sands of Alberta, Canada. Last year about 415,000 rail cars filled with crude oil moved through the United States, compared with 9,500 in 2008, according to the Surface Transportation Board, a bipartisan body with oversight of the nation's railroads.

In large part as a result, long-distance Amtrak passenger trains are now late 60 percent of the time, Amtrak officials said, compared with a year ago, when the trains were late 35 percent of the time.

The problems are particularly acute on long-distance passenger lines like the Empire Builder, which shares tracks with freight traffic from Chicago to Portland, Ore., and is late nearly 70 percent of the time. Trains on the 47-hour trip typically run three to five hours behind. Revenue from the line has dropped 18 percent from last year, Amtrak officials said, as word about the sluggish service spread among passengers, most of whom use the Empire Builder for shorter trips between cities on the route.



Related Coverage
Grain Piles Up, Waiting for a Ride, as Trains Move North Dakota OilAUG. 25, 2014

"Clearly, we're not getting the level of service that we want to give, or what our customers have been used to getting over the last decade," said Edward R. Hamberger, president and chief executive of the Association of American Railroads, an industry trade group.

Delays are not as serious for rail service along the Northeast Corridor, where Amtrak owns most of the track between Washington and Boston and has more control over passenger service. On long-distance routes, Amtrak passenger trains run on tracks owned by the major freight railroads.

On the long-distance routes, aging tracks and a shortage of train cars, locomotives and crews have also caused delays, rail officials said. In addition, an improving economy has meant more goods shipped by rail over all. Rail accounts for 40 percent of all goods moved in the country as measured in ton-miles, derived by multiplying a cargo's weight by the distance shipped. Trucks are second at 28 percent.

A proposed pipeline to move oil from Canada would alleviate some of the rail congestion but would not eliminate it, officials said.

Although North Dakota has been known within the industry for a surge in moving oil by rail, and resulting delays in grain shipments for farmers, rail officials say the congestion and late passenger trains have spread to many other states. On Wednesday, the Surface Transportation Board announced that the nation's largest railroads must file public weekly reports about their performance, which the board said would give rail customers a better sense of the magnitude of the delays.

The problems are only expected to get worse. American coal exports to countries like China, which are picking up as domestic demand falls, will also compete for space on trains, as new coal export terminals are planned at several ports in the Pacific Northwest. (Increased Asian demand for coal reached record levels in 2012 and continues to be high.) In the United States, a record harvest of corn, soybeans and wheat is expected this year, adding to the stress on the nation's rail network.

"It's like having a fire hydrant hooked up to a garden hose," said Mike Steenhoek, executive director of the Soybean Transportation Coalition in Iowa.

Railroad executives say they are working to unclog the congestion. Michael J. Trevino, a spokesman for the Burlington Northern Santa Fe line, owned by Warren Buffett, said the company had committed $5 billion for rail expansion and track maintenance to

help improve its service.

The money includes about $300 million over the next three years to improve capacity and beef up the rail system in North Dakota, which Burlington Northern Santa Fe said would bring 300 more employees to the state and lead to smoother operations and faster deliveries. Mr. Trevino said B.N.S.F. was also making improvements to its tracks in Missouri that carry coal trains coming from Montana and Wyoming.

Thomas L. Lange, a spokesman for Union Pacific Railroad, said the company was buying about 229 new locomotives and hiring about 3,200 additional train crews to help deal with the increase in demand for service.

“We’ve had some delays in our system because demand for freight rail transportation for Union Pacific surged in 2014 to unexpected levels, which we have not seen since 2006,” Mr. Lange said. “We’re upgrading and expanding our system to make sure that at the end of the day, we get the goods delivered.”

A major speed bump in the nation’s rail congestion is Chicago, a transit point for six of the nation’s seven biggest railroads. Nearly half of what is known as intermodal rail traffic — the big steel boxes that can be carried aboard ships, trains or trucks — travels through the city. The congestion in Chicago is also caused by track sharing among freight, Amtrak and commuter trains.

The railroads and local, state and federal officials have committed $3.2 billion for 70 construction projects to replace rail intersections with overpasses and underpasses, in an effort to smooth the flow of traffic for the 1,300 freight and passenger trains that travel through Chicago each day. The project will also separate tracks now shared by freight and passenger trains at critical spots. Officials said about 22 of the projects had been completed.

In total, railroads will spend about $26 billion this year to upgrade the rail network and hire new workers, said Mr. Hamberger of the Association of American Railroads.

Despite the improvements, many industries say they still suffer delays. In April, the auto industry said it had more than 200,000 new cars in storage because of a shortage of trains to move the vehicles.

“Since the summer, we are seeing progress, but automakers are entering the fall with a backlog of new cars to transport by rail,” said Gloria Bergquist, vice president of communications for the Alliance of Automobile Manufacturers, the auto trade group. About 70 percent of new vehicles are moved by rail, according to the group. Industry officials say they are moving more cars by truck as a result of the rail congestion. But trucks are a more expensive method of moving the cars, a cost that may eventually be passed on to customers.

Source:
http://www.nytimes.com/2014/10/09/us/as-trains-move-oil-bonanza-delays-mount-for-other-goods-and-passengers.html?rref=science&module=ArrowsNav&contentCollection=Health&action=click&region=FixedRight&pgtype=article

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Please consider the environment before printing this email.

From: Tania Chavez <Tania@swcp.com>
Sent: Friday, October 24, 2014 3:07 PM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Dear Governor Inslee and Washington EFSEC:

I urge you to assess the full impact of Tesoro Savage's proposal to ship 360,000 barrels of oil each day through Spokane, the Columbia River Gorge National Scenic Area, Vancouver and the Columbia River. Oil-by-rail and export by ship is a bad deal for Washington State and the entire Northwest region. The project comes at a steep price for rail and river communities throughout the state and along the Columbia River, yet offers few jobs in return. Based on the far reaching impacts of this project, I urge you to deny Tesoro Savage's unprecedented proposal.

The public safety and environmental impacts of the state's largest pipeline-on-wheels proposal deserve close scrutiny. For example, EFSEC must assess:

•The potential impacts of a large train-related oil spill along the rail route in Washington and beyond.
•The transportation and public health impacts of additional unit train traffic through communities along the proposed oil-by-rail route. This includes evaluating emergency response capabilities in Vancouver, where oil trains would deliver and store oil, and other communities along the rail and shipping route.
•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

Tania Chavez

87501

From: Liz Berry <lizberry28@yahoo.com>
Sent: Tuesday, November 11, 2014 7:20 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

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•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

Liz Berry

75206

From: K. Arnone <kahlilarnone@yahoo.com>
Sent: Tuesday, November 11, 2014 9:03 AM
To: EFSEC (UTC)
Subject: Reference Application No. 2013-01/Docket No. EF-131590: Please reject the proposed Tesoro Savage oil export terminal project

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

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•The increased risk of an oil tanker spill on Washington State waters and along the shipping route.
•The project's impact on climate change. This analysis should include climate change impacts from crude oil as well as tar sands oil from cradle to grave.

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

Thank you.

K. Arnone

11204

From: Susan Fleming <susanfleming0@gmail.com>
Sent: Wednesday, November 12, 2014 2:51 PM
To: Wraspir, Kali (UTC)
Subject: Oil Trains in the State of WA - Approval Process

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Dear Council,

As a resident of Clark County, I have been quite concerned about the huge increase in the transport of oil by train. Tesero-Savage has requested permission to build a rail-to-ship transport facility in Vancouver, WA, and several other cities and towns have also applied for permission, or will soon do so.

Everyone from the Sierra Club to the League of Women Voters has raised issues, especially around safety. There have been a number of accidents involving loss of life, loss of property and oil spillages. For some reason, the federal agency responsible for rail car safety has not acted to lesson the chance of such accidents. As I see it, two things could be done: 1) require that Bakken crude coming through our state be modified to be less volatile; and/or 2) require high standards for the rail cars in which the oil is transported. No doubt there are other more secondary actions that could be taken, such as reduced train speeds, better tracks, improved monitoring, etc.

The groundswell of public opinion is the strongest I have ever seen. The people living near the tracks, and near the beautiful country in which they lie, do not want an oil terminal, and do not want the huge increase in oil train traffic. It is too dangerous both to us humans, and to our environment. Please do not approve the Tesero-Savage terminal in Vancouver.

Thank you, Susan Fleming, Camas, WA

From: Ahmed Gaya <adgaya@gmail.com>
Sent: Friday, November 14, 2014 10:09 AM
To: EFSEC (UTC)
Subject: Reject Permits for the Oil Terminal at the Port of Vancouver

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Dear EFSEC Members,

I am writing to request that you deny permits for the proposed Oil Terminal at the Port of Vancouver. The transportation of Bakken Oil by rail or vessel is simply unsafe and not in the interest of Washington State. \

You no doubt have seen the massive controversy and opposition proposals to bring an oil-terminal to Vancouver, WA have brought. The six train disasters involving Bakken Crude have galvanized opposition to this project - especially when it came to light that in Lynchburg, VA new "safer" tank cars did not prevent an oil spill and explosion.

I ask you to listen to the concerns of Port Workers and local residents who feel that this terminal will come at the detriment to the local health and economy. In doing so please follow the example of other responsible Ports like the Port of Portland and the Port of Olympia in outright rejecting this kind of dangerous project.

Sincerely,
Ahmed Gaya

From: Willis Cheryl <cherylwillis@earthlink.net>
Sent: Saturday, November 15, 2014 8:45 AM
To: EFSEC (UTC)
Subject: Tesoro Savage Oil

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

PLEASE, keep the City of Vancouver and the environment along the gorge SAFE!

STOP the Tesoro Savage Oil Terminal.

Corporations have taken over the world with total disregard for the planet—its citizens, animals, waters and land.
DOLLARS—GREED are the driving forces. The earth offers what we need to survive—AIR and WATER.
Why destroy the planet offering poisonous gases, explosions, and other hazardous situations?
STOP the OIL! STOP ALL OIL!!!
Cheryl Willis

From: Joe Chasse <joetruck@gmail.com>
Sent: Saturday, November 15, 2014 10:14 AM
To: EFSEC (UTC)
Subject: oil bomb trains

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Is there a rule somewhere that communities must take the risk for corporations to make the profit?

There have been six oil train explosions within the last 16 months. How MANY is that so far? We are just stupid lucky that one of these trains hasn't blown a town like Bingen or Washougal off the map!

I think it is simply criminal negligence that these trains are still RUNNING in light of all of the horror they spread and are capable of (especially in the Columbia River Gorge).

I urge you to recommend that these trains run no faster than these tank cars are crash-worthy. THAT makes sense, doesn't it?

Please please, from an old Camas boy, please recommend this Tesoro terminal be denied once and for all. Profit for some owners and stock holders at community RISK is no kind of good deal, is it?

Thank you for your consideration,

Joe Chasse
22313 V St.
Ocean Park, WA 98640

From: Judith Huck <judith.huck@comcast.net>
Sent: Saturday, November 15, 2014 1:12 PM
To: EFSEC (UTC)
Subject: Oil Trains

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

To The Energy Facility Site Evaluation Council,

We urge the council members to recommend the permits be denied for the Tesoro Savage Oil Terminal.

We ask our government leaders to move away from oil and support renewable energy sources. Climate change is a public health emergency. We must move quickly to make changes to our energy sources. Approving permits for oil terminals moves us in the wrong direction. Oil trains are also dangerous.

The future is here – solar panels, wind turbines and other non-fossil fuel energy sources are viable.

Please stand firm and don't approve the permits.

Thank you,

Joe and Judith Huck

7636 SE 140th Drive

Portland, OR 97236