From: Sierra Club <information@sierraclub.org> on behalf of Jill Ordi <sierra@sierraclub.org>
Sent: Wednesday, November 26, 2014 6:07 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 Category

Nov 26, 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. Jill Ordi
341 Soaring Hawk St
Richland, WA 99352-8918

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Sunday, December 07, 2014 9:54 PM
To: EFSEC (UTC)
Cc: Don Steinke
Subject: Tesoro Savage Oil Train vapor losses

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Flag Status: Flagged

Categories: Blue Category

Hello,

I stumbled across a website for rbnEnergy, an oil industry consulting firm, on which one of the staff members Sandy Fielden claimed that 1% of the oil was lost in shipment, due to vapor emissions.

I wrote to Sandy seeking an explanation. His office wrote back saying:

> Hi Don,
> I passed along your message to Sandy and got this answer:
>
> The 1% number is just a generally used industry estimate to account for settling of crude in-transit. We use the same 1% for all crude so the value is not specific to the Bakken. It is not based on any measurement or survey.
>
> ...I hope that helps!! Let me know if you have any other questions. Thanks!!
>
> Paige Hambric
> RBN Energy
> phambric@rbnenergy.com
> 888-613-8874

But . . . Bakken Crude is sometimes more volatile. Another industry spokesman says Bakken losses range from 0.5% to 3%.
Attached is a Power Point presentation from the oil industry, with that information. Check out slide 17.

Before issuing a draft EIS, Tesoro Savage needs to provide details regarding crude settling or crude shrinkage.

Don Steinke

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Sunday, December 07, 2014 9:56 PM
To: EFSEC (UTC)
Subject: I forgot this attachment
Attachments: Alan Mazaud Presentation - AM.pptx

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Flag Status: Flagged

Categories: Blue Category

see slide 17
Don Steinke

EXERGY RESOURCES

Presented by:

Alan Mazaud

Pennsylvania Rail Freight Seminar
Harrisburg, PA
May 23, 2013







Summary

- Firm background and activity
- US crude oil production status
- Areas of shale activity
- Bakken rail opportunity
- WTI/Brent spread and its effect on crude by rail business model
- Key takeaways

Exergy Resources

- A crude marketing firm based in New York City with an office in North Dakota
- Firm originated from private equity and became independent in 2012
  - Backed by private equity and family offices
- Will purchase for its own book and take title as well as on behalf of third parties
- Focus on Bakken, Canada, USGC
- Transport via pipeline, rail and truck

Why are we here?

Age of Peak Oil

NATIONAL GEOGRAPHIC Daily News

Home Animals Ancient Energy Environment Travel/Cultures Space/Tech Water Weird N

Has the World Already Passed "Peak Oil"?

New analysis pegs 2006 as highpoint of conventional crude production



theguardian

News US World Sports Comment Culture Business Money

News Science

The end of oil is closer than you think

Oil production could peak next year, reports John Vidal. Just kiss your lifestyle goodbye

John Vidal
The Guardian, Thursday 21 April 2005 07.23 EDT

THE WALL STREET JOURNAL.

U.S. EDITION Wednesday, May 4, 2013 As of 3:47 AM EDT

Home World U.S. New York Business Tech Markets Market Data Opinio

May 4, 2009, 12:01 PM

Peak Oil: Global Oil Production's Peaked, Analyst Says

Article Comments (126)

Email Print

By Keith Johnson

CLIMATEPROGRESS

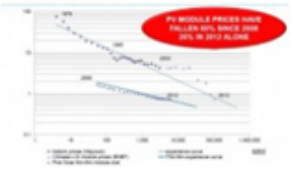
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FRONT CLIMATE ECONOMY HEALTH IMMIGRATION JUSTICE LGBT S

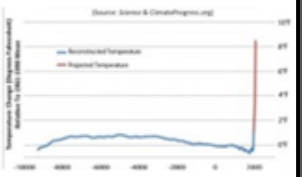
TRENDING: Climate Change Global Warming Climate Change Deniers Keystone XL Media



99 One-Liners Rebutting Climate Science Denier Talking Points



Four Must-See Charts Show Why Renewable Energy Is Disruptive



Into The Valley Of 400 PPM Rode The 7 Billion

Least surprising headline of the day: "Exxon Struggles To Find New Oil"

By **Joe Romm** on Feb 16, 2011 at 1:56 pm

What Peak Oil??

THE WALL STREET JOURNAL.

U.S. EDITION ▾ Monday, April 22, 2013 As of 6:15 AM EDT

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April 22, 2013, 6:15 a.m. ET

U.S. Crude-Oil Production Set to Surpass Imports in 2013, an Industrial Info News Alert

SET EDITION: U.S. | INTERNATIONAL | MÉXICO | ARABIC

TV: CNN | CNNi | CNN en Español | HLN

CNN Opinion

America, the Saudi Arabia of tomorrow

By **Frida Ghitis**, Special to CNN

updated 11:04 AM EST, Mon January 14, 2013

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Google Joins Apple Avoiding Taxes With Stateless Income



Richemont Departure Signals Fashion Is an Accessory

U.S. Oil Output to Overtake Saudi Arabia's by 2020

By Lananh Nguyen - Nov 12, 2012 12:39 PM ET

The Christian Science MONITOR



$219 PER MONTH $2,399 TOTA

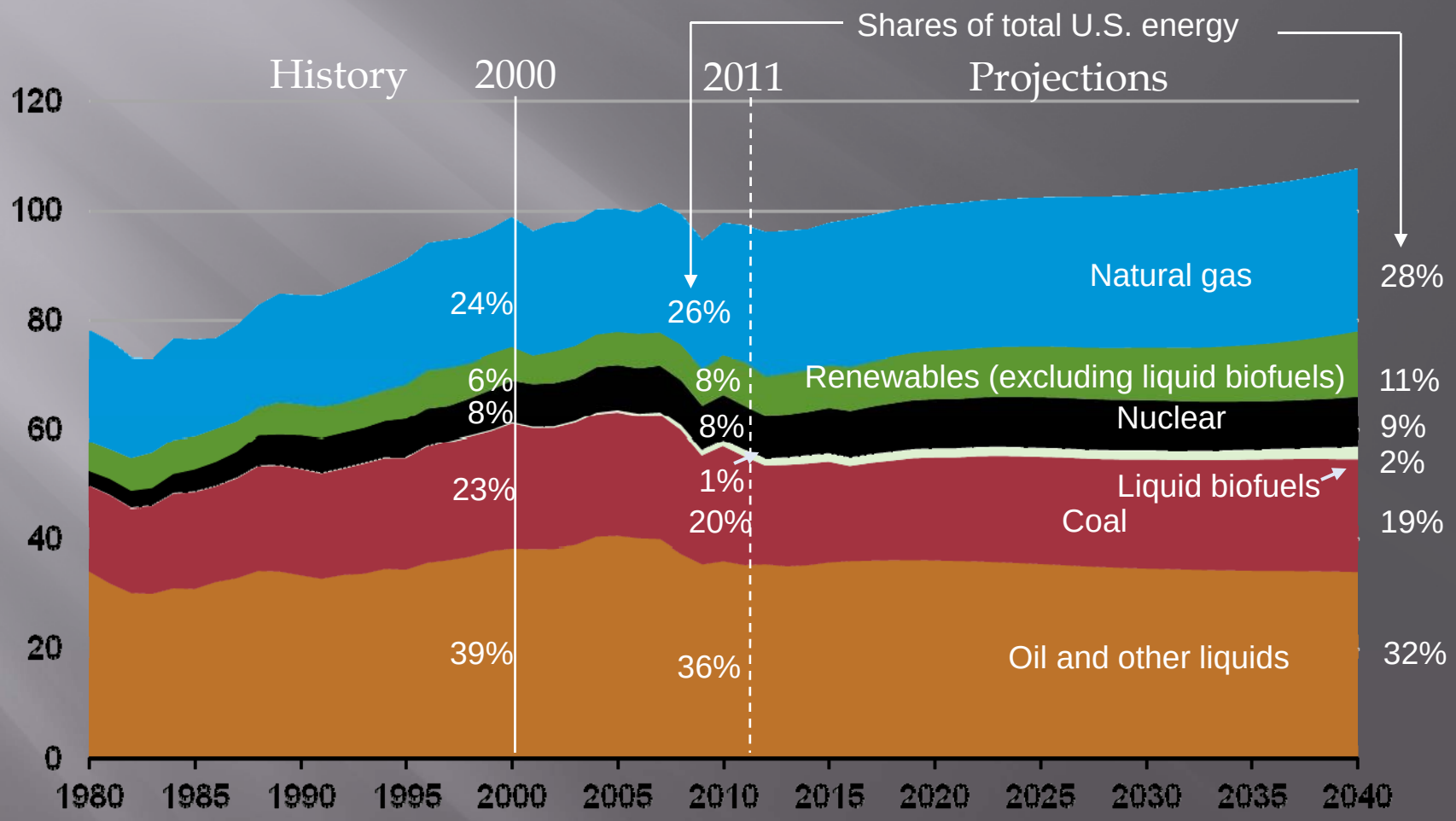
ENERGY VOICES INSIGHTS ON THE FUTURE OF FUEL & POWER

How will the US capitalize on its oil boom?

Oil production is surging in the US, sending supply shockwaves through world markets. The US could become the world leader in more ways than one, Graeber writes, but only if it opens its oil spigot.

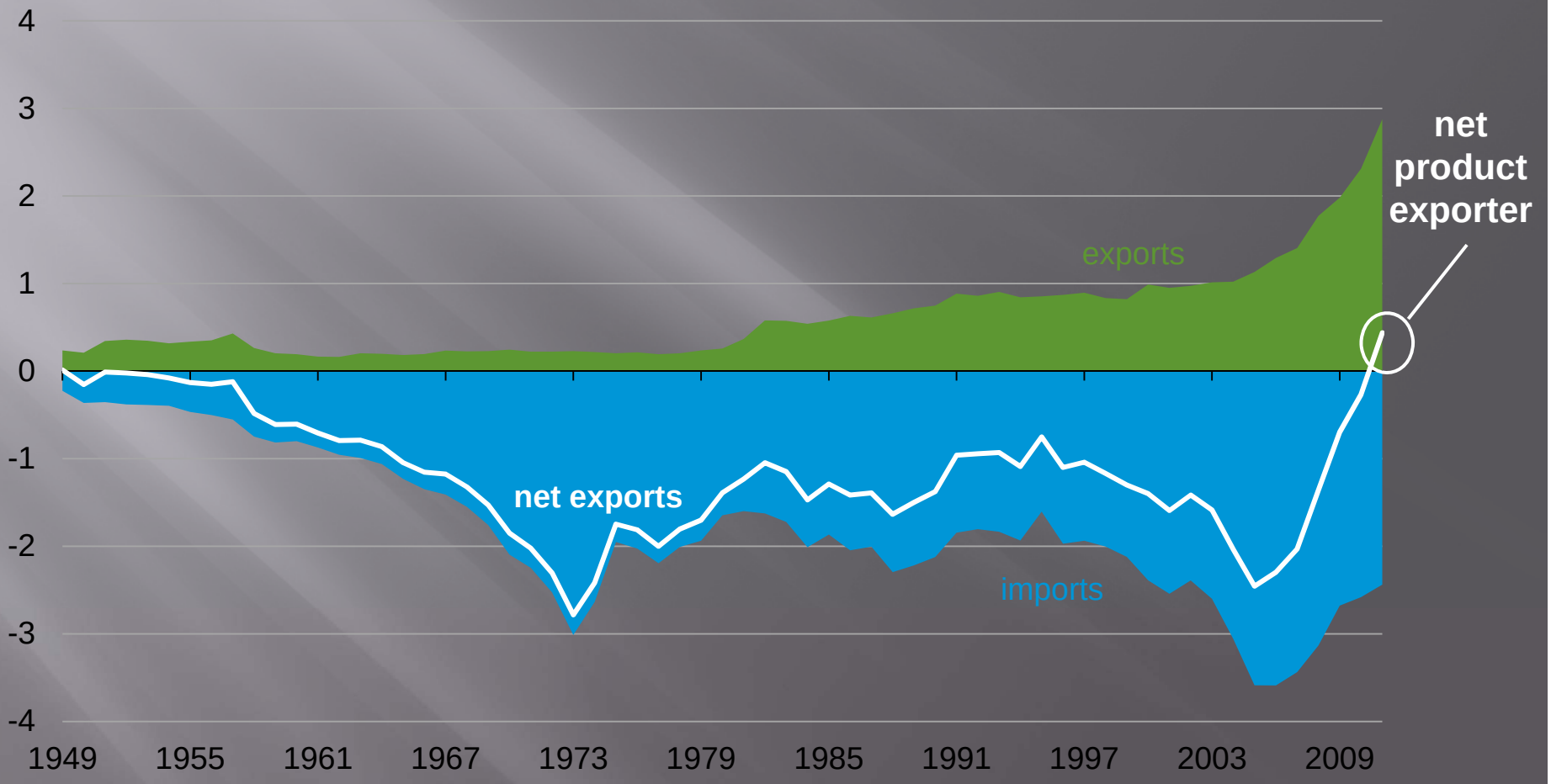
By Daniel J. Graeber, *Guest blogger* / May 16, 2013

Importance of crude as a U.S. energy source



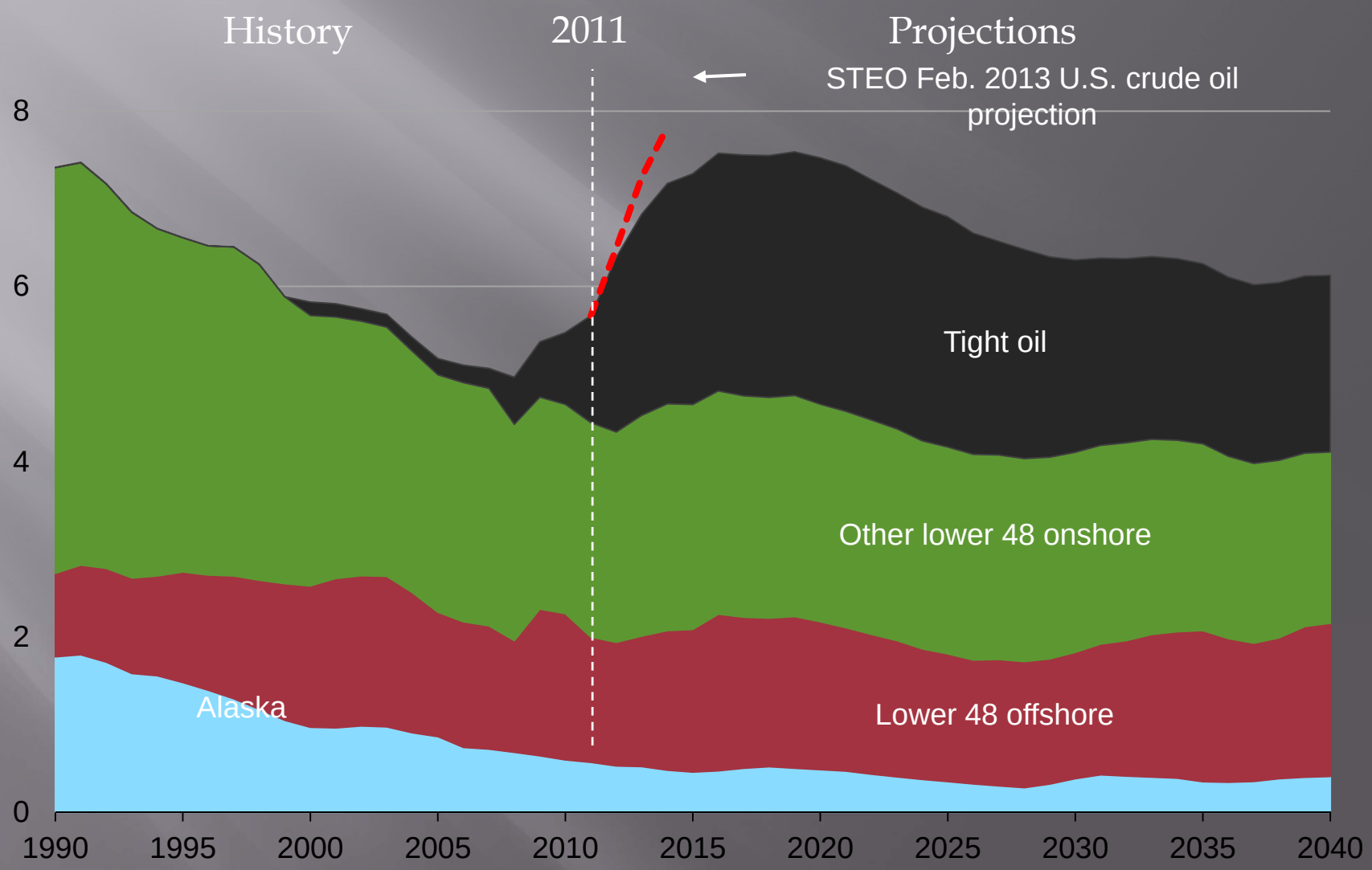
Source: EIA, Annual Energy Outlook 2013 Early Release

U.S. petroleum product exports exceeded imports in 2011 for first time in over six decades



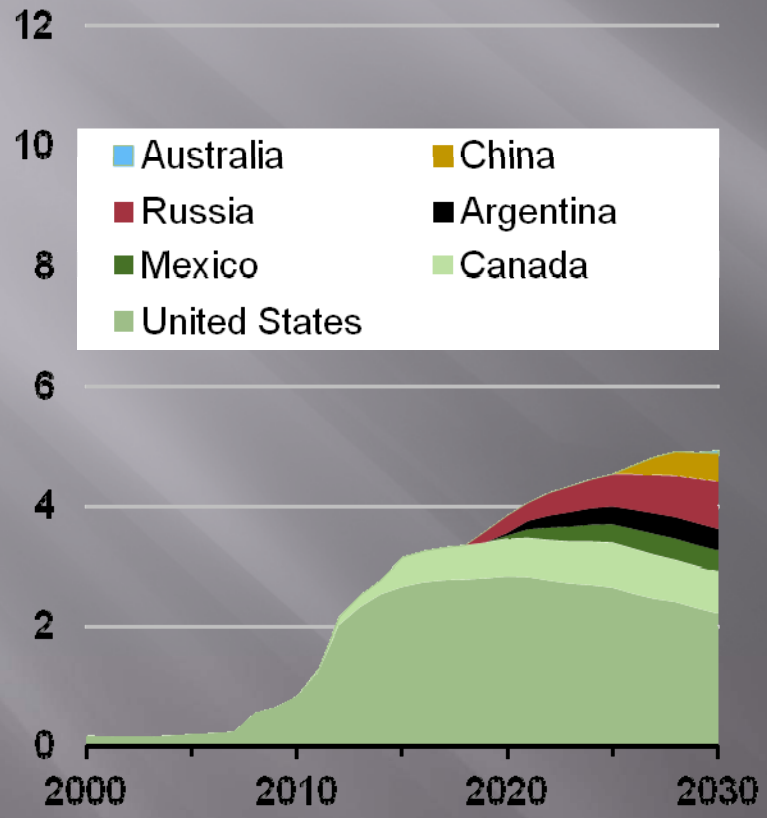
Source: EIA, Petroleum Supply Monthly

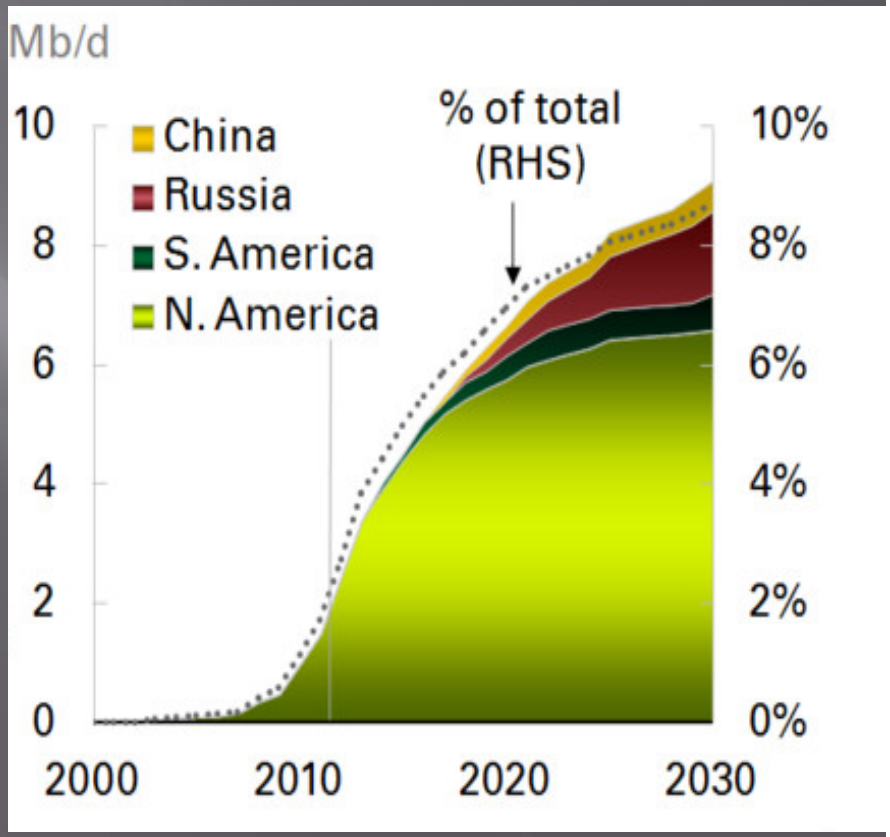
U.S. tight oil production leads a growth in domestic production of 2.6 million barrels per day between 2008 and 2019



Source: EIA, Annual Energy Outlook 2013 Early Release and Short-Term Energy Outlook, February 2013

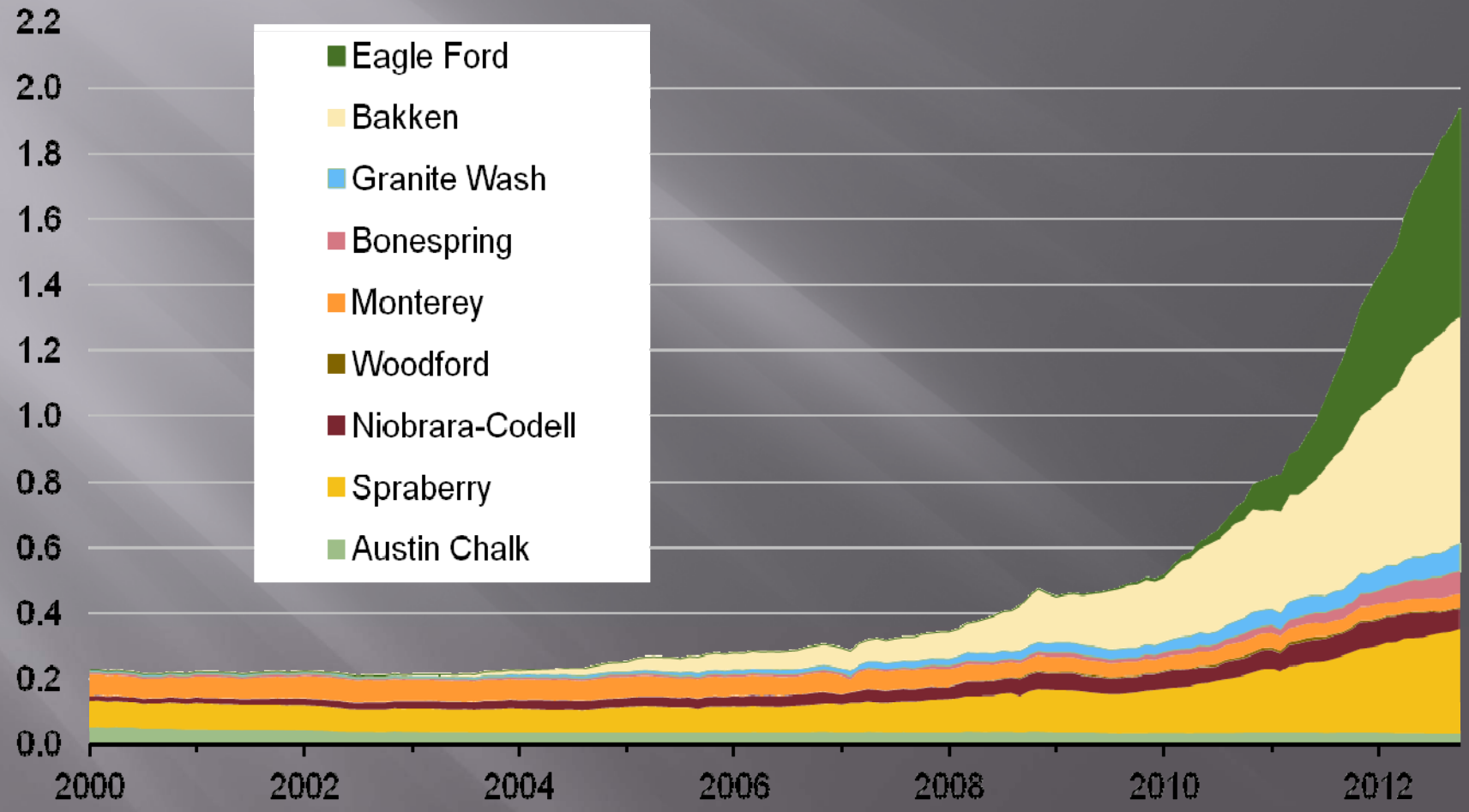
Global tight oil production comparisons





Source: Preliminary International Energy Outlook 2013, BP Energy Outlook 2030

Growth of Domestic Production of Tight Oil



Source: Drilling Info (formerly HPDI), Texas RRC, North Dakota department of mineral resources, and EIA, through October 2012.

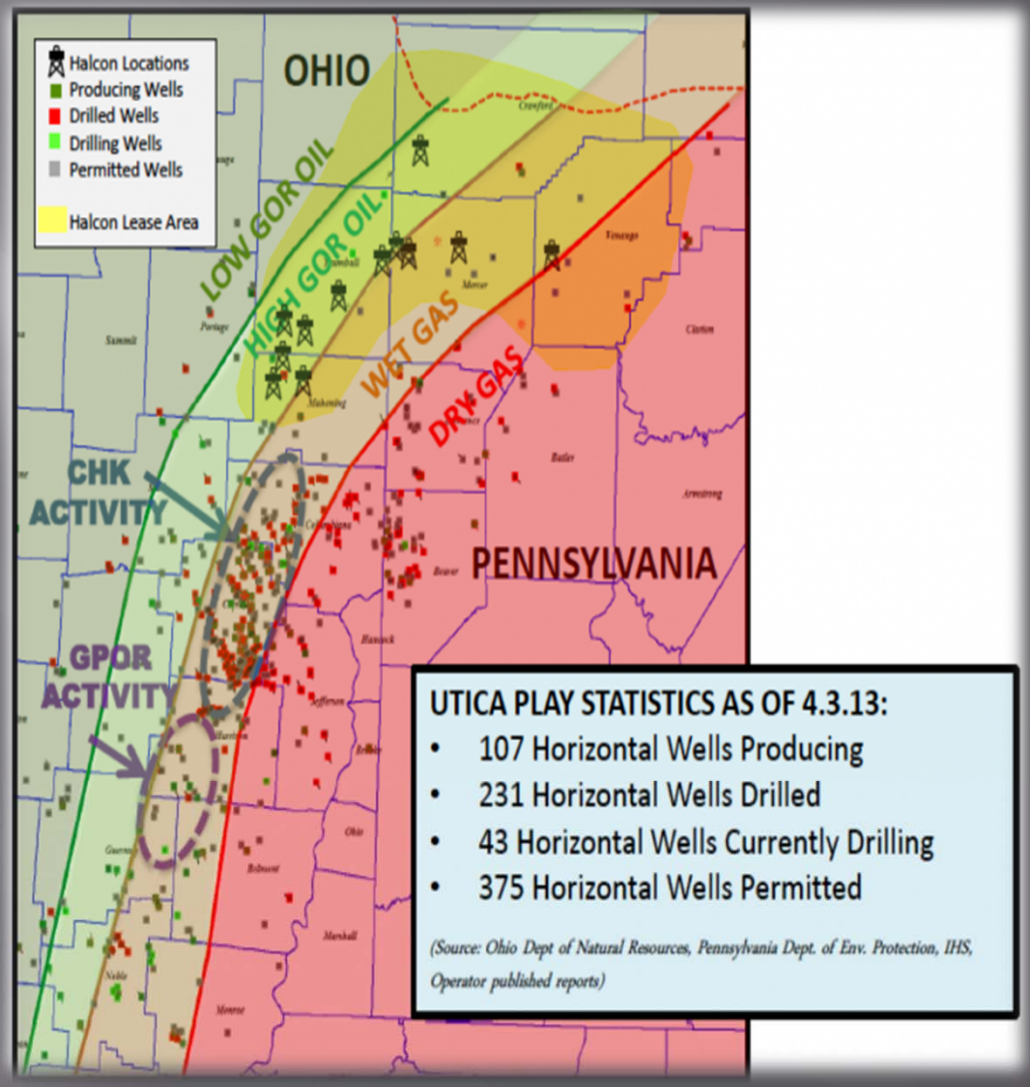
Texas Shale Plays

- Permian Basin (Bonespring, Spraberry) has production of 1.3MM b/d as of Q1 2013
  - Projections for 2016 are 1.9MM b/d
- Pipeline projects for Permian basin to USGC
  - By mid 2014 1.365MM b/d of capacity
- Eagle Ford
  - Current production at 700M – 800M b/d
  - Est for future production: 1.6MM b/d by end of 2016
- Total capacity of pipeline projects outpaces expected production by around 200M-400M b/d
- The success of these shale plays could force Bakken crude to move solely to the east and west coasts

Source: Platts, Turner Mason

Utica

- ODNR released report last month on 2012 production
  - 87 wells
  - 1,750 b/d of oil
  - 35 MM cf/d of gas
  - Considered disappointing
- To date, 660 shale well permits, 326 have been drilled and only 97 in production
- Producers waiting on infrastructure (takeaway and processing capacity)



Source: Halcon Resources Presentation, RBN Energy

Bakken

- Current production estimates are 800M b/d range
- 2013 U.S. Geological Survey estimates undiscovered volumes of 7.4 Bn barrels of oil vs 3.65 Bn barrels from 2008 survey
- Beware the decline curve
- Current Rail takeaway capacity is at 730M b/d taken from 22 terminals
  - Only 72,000 b/d went to US East coast in Dec '12
    - Will grow to 175k-235k at end of 2013
    - 64% of crude traveled via rail, 27% via pipeline

Source: Platts, Turner Mason, Bentek, North Dakota Pipeline Authority

Bakken

- Rail deals on East Coast:
  - P66 announced a 5 yr contract to move 50M bpd crude by rail to Bayway, NJ facility (CSX/NS)
  - PBF Energy in Delaware City can handle 40M b/d of heavy and 70M b/d of light via rail (NS)

City	State	Company	Capacity Mb/d	Railroad	Status/Shippers
Albany	NY	Global Energy Partners	160	CP	Operating - 50 Mb/d to Phillips 66 Bayway
Albany	NY	Buckeye Partners	130	BN/CSX	Operating end 2012: Irving Contract via Barge from Albany
Yorktown	VA	Plains All American	130	CSX	Operating 1H 2013
Perth Amboy	NJ	Buckeye Partners	To be determined	CSX/NS	Project Initiated - unit rail and marine xfer facility
Westville	NJ	Eagle Point (Sunoco Logistics Partners LP)	40	NS via SMS Short Rail	Operating
Philadelphia	PA	Eddystone Rail Terminal (Enbridge & Canopy Prospecting)	80 in 2013, 160 in 2014	CSX/NS/CP	3Q 2013 Bridger Logistics = shipper, rail to barge

Source: Platts, Turner Mason, Bentek

Growth of Bakken Rail Outlets

Bakken Crude Rail Terminals

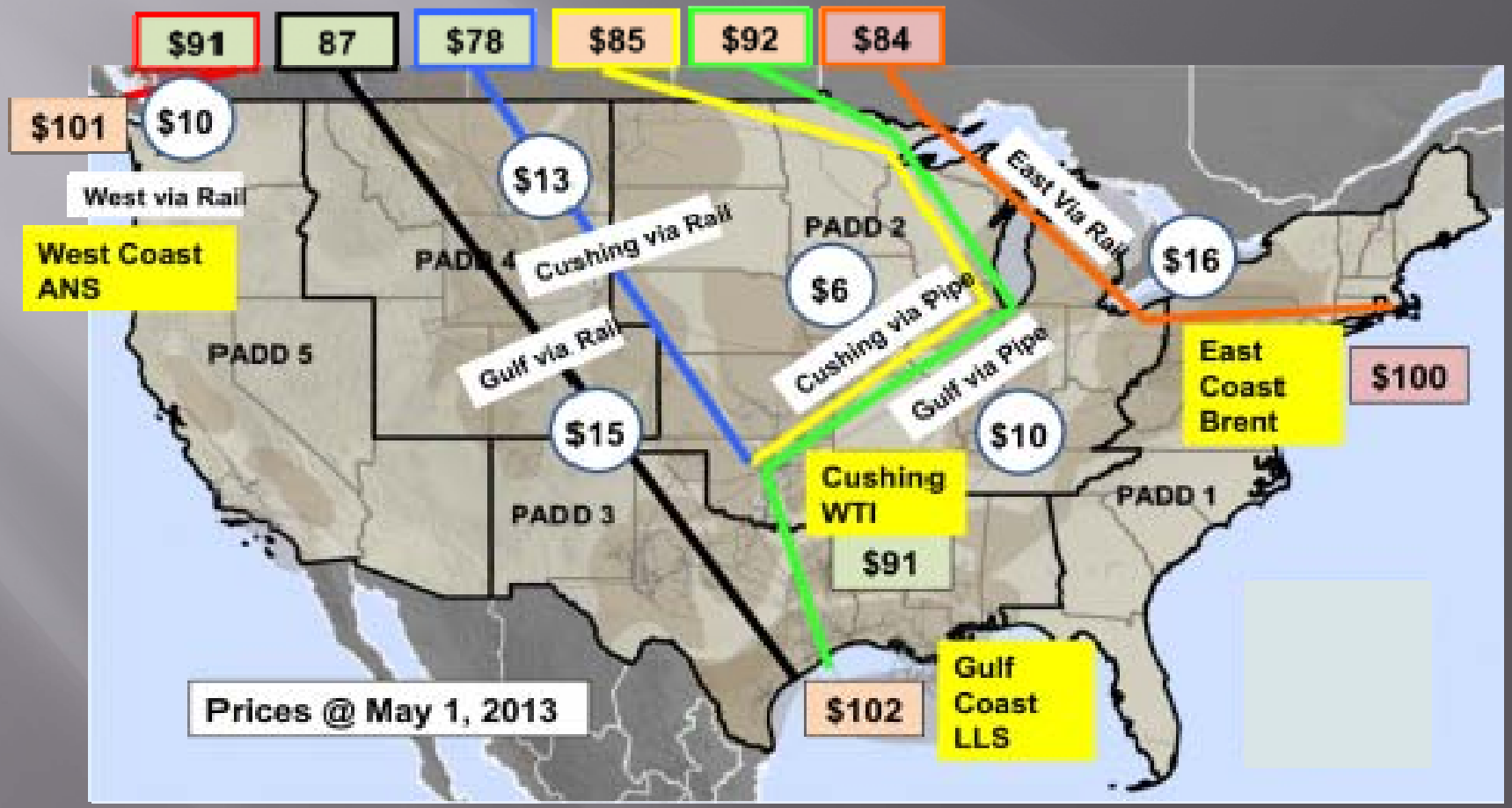
Terminal Company	Location	Year-End 2010 (b/d)	Year-End 2011 (b/d)	Year-End 2012 (b/d)	Year-End 2013 (b/d)
Exit Capacity					
Musket	Dore, ND	0	0	60,000	60,000
Hess (up to 120,000 b/d)	Tioga, ND	0	0	60,000	60,000
Eighty-Eight Oil	Guernsey, WY	0	0	0	80,000
Enbridge	Berthold, ND	0	0	10,000	80,000
Bakken Oil Express	Dickinson, ND	0	100,000	100,000	100,000
Global Partners (bought from Basin Transload)	Columbus, ND Beulah, ND	0	0	0	100,000 60,000
Rangeland (COLT)	Williams County, ND	0	0	120,000	120,000
EOG Resources (up to 90,000 b/d)	Stanley, ND	65,000	65,000	65,000	65,000
Dakota Plains	New Town, ND	20,000	40,000	40,000	40,000
Savage Services	Trenton, ND	0	0	90,000	90,000
Plains	Ross, ND		20,000	20,000	65,000
Sites in Minot, Dore, Stampede, Donnybrook, and Gascoyne	ND	30,000	30,000	30,000	30,000
Great Northern Midstream	Fryburg, ND	0	0	60,000	60,000
US Development Group	New Town, ND	0		35,000	70,000
Basin Transload	Zap, ND	0	20,000	40,000	40,000
	Total	**115,000**	**275,000**	**730,000**	**1,120,000**

Source: Platts, North Dakota Pipeline Authority

Path of a Bakken Rail Barrel

1. Wellhead to Terminal Gathering System
    1. Will be a trucking or pipeline gathering fee
    2. $2-$3
2. Facility fee for rail
    1. $1.50-$2
3. Rail Freight and Fuel Surcharge
4. Tank car lease
    1. ~$3,000/mo/car
5. Crude shrinkage cost – can run .5%-3% loss factor

WHERE DOES THE EAST COAST RAIL OPTION RANK?

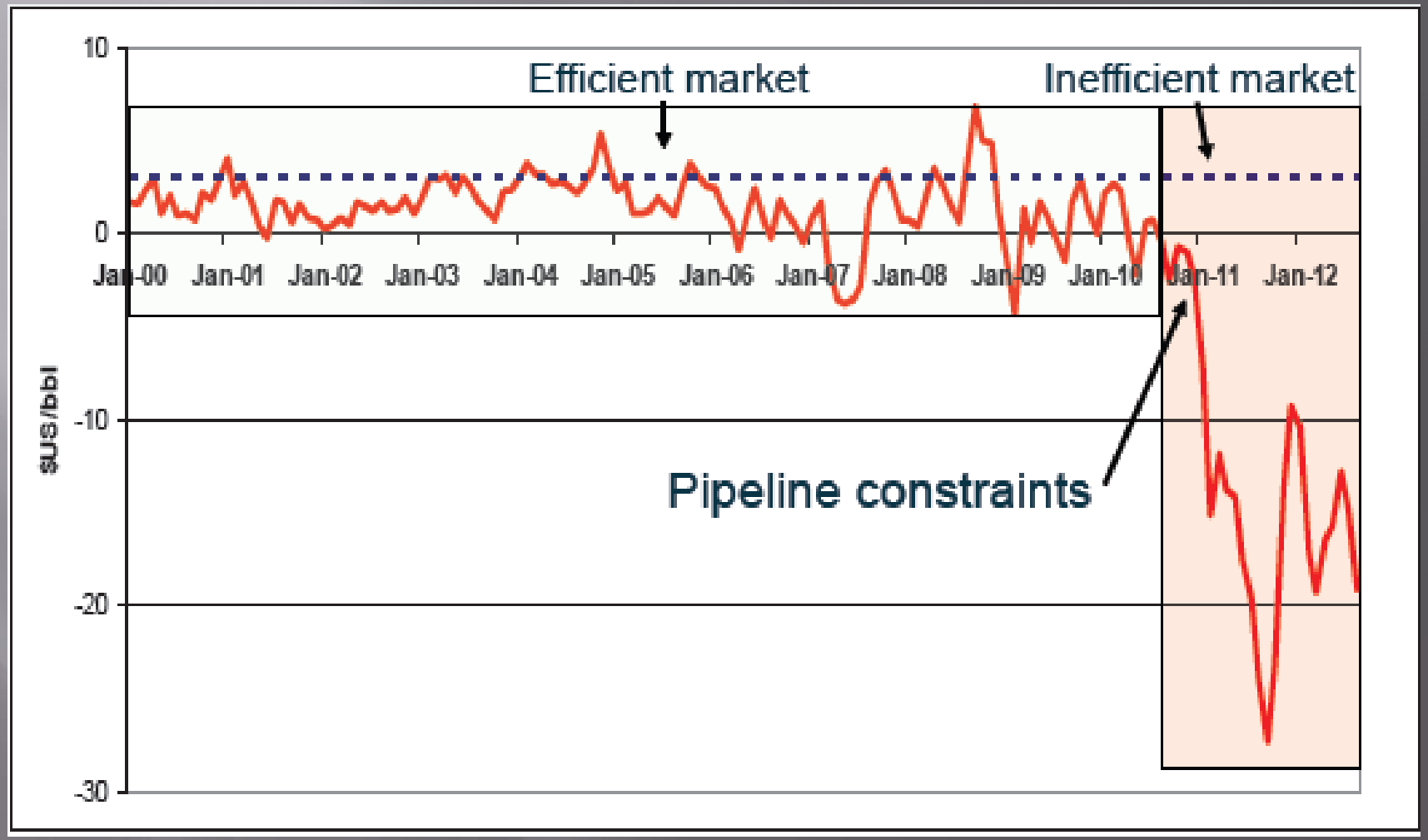


Source: RBN Energy

Economics of Pipeline vs. Rail

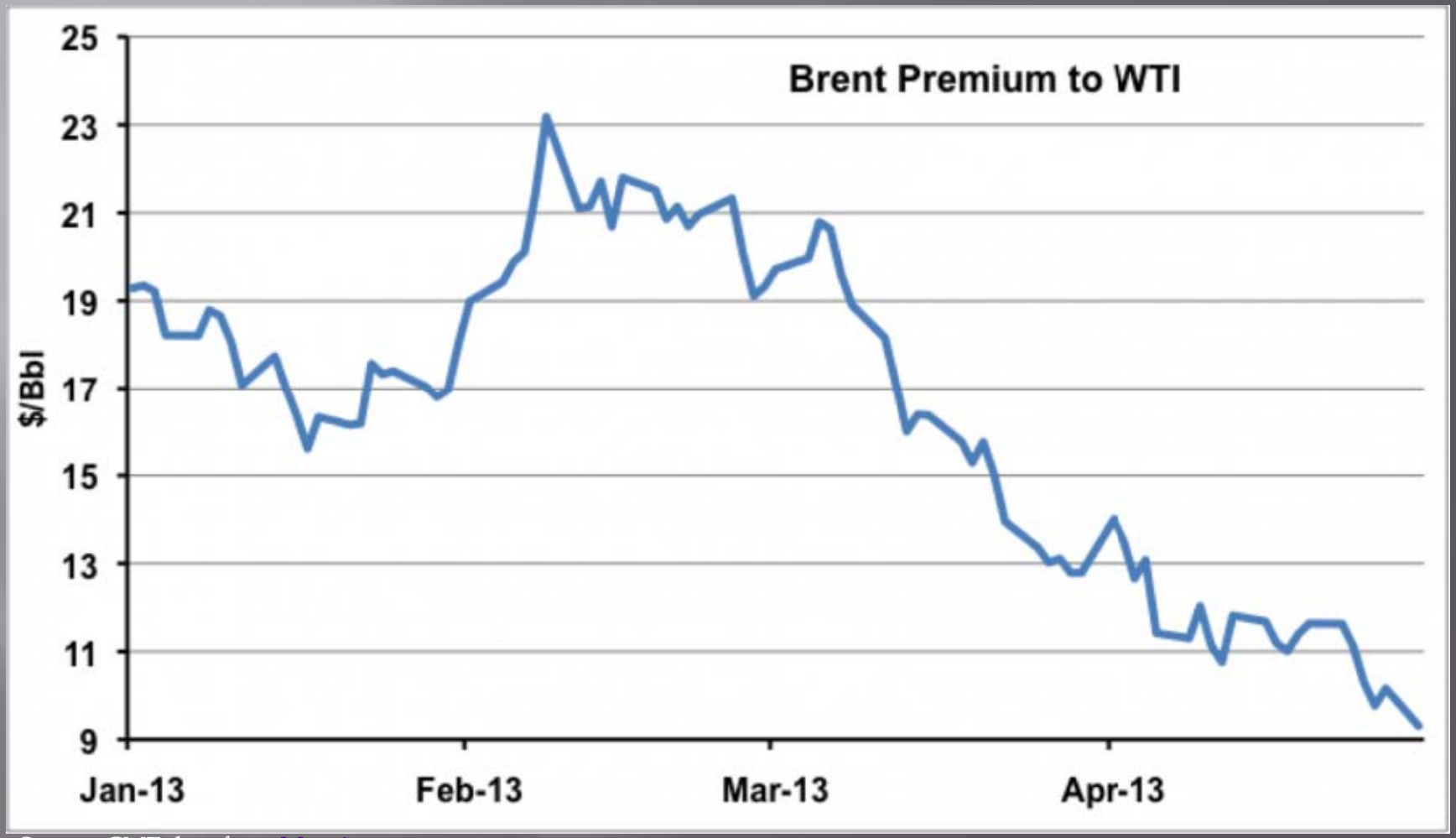


WTI/Brent – Historical Pricing



Source: RBN Energy

Decrease of Brent/WTI Spread



Source: CME data from Morningstar

The threat on Bakken Pricing

- Bakken producers' netback directly affected by spread compared to cost of transportation
- Pricing will depend on the availability of a pipeline alternative
- Bakken production will first look to move to the Gulf via pipeline
  - Increase in production vs increase in pipeline capacity

All Data in $/Bbl Representative Crude Transport Costs: April 29, 2013	North Dakota to East Coast Column #1	ND to West Coast (Washington State) Column #2	North Dakota to Gulf Coast (St James) Column #3	North Dakota to Gulf Coast (Houston) Column #4	Column #5 Cushing to Gulf Coast (St James)
Rail Cost	$16.00	$9.75	$15.00	$15.00	$8.00
Pipeline Cost			$10.00	$8.00	$6.00
LLS/WTI Premium			$10.66	$10.66	$10.66
Brent/WTI Premium	$9.31				
ANS/WTI Premium		$12.00			
Bakken Rail Advantage	($6.69)	$2.25	($4.34)	($4.34)	
Bakken Pipe Advantage			$0.66	$2.66	
Cushing Rail Advantage					$2.66
Cushing Pipe Advantage					$4.66

Source: RBN Energy, EIA

Its about Cushing Volumes

- Bakken and other shale crudes have nowhere else to go
  - Bottleneck and glut leads to decline in price
- Prior to the Seaway reversal, Exxon's Pegasus pipeline was the only route to clear the Midwest
  - As more pipelines come online, bottleneck is removed, increasing demand for this crude

Proposed projects for US Midcontinent to US Gulf Coast

	New capacity (b/d)	Completion date	Status
Enterprise Seaway Pipeline	850,000	Q2 2014	Phase 1 Completed
TransCanada Gulf Coast Project	700,000	4Q 2013	Under Construction
Energy Partners Trunkline	400,000	2Q 2014	Regulatory Review
US Midcontinent to US Gulf Coast	**1,950,000**		

Source: Platts

Cushing flows – Accessing the USGC



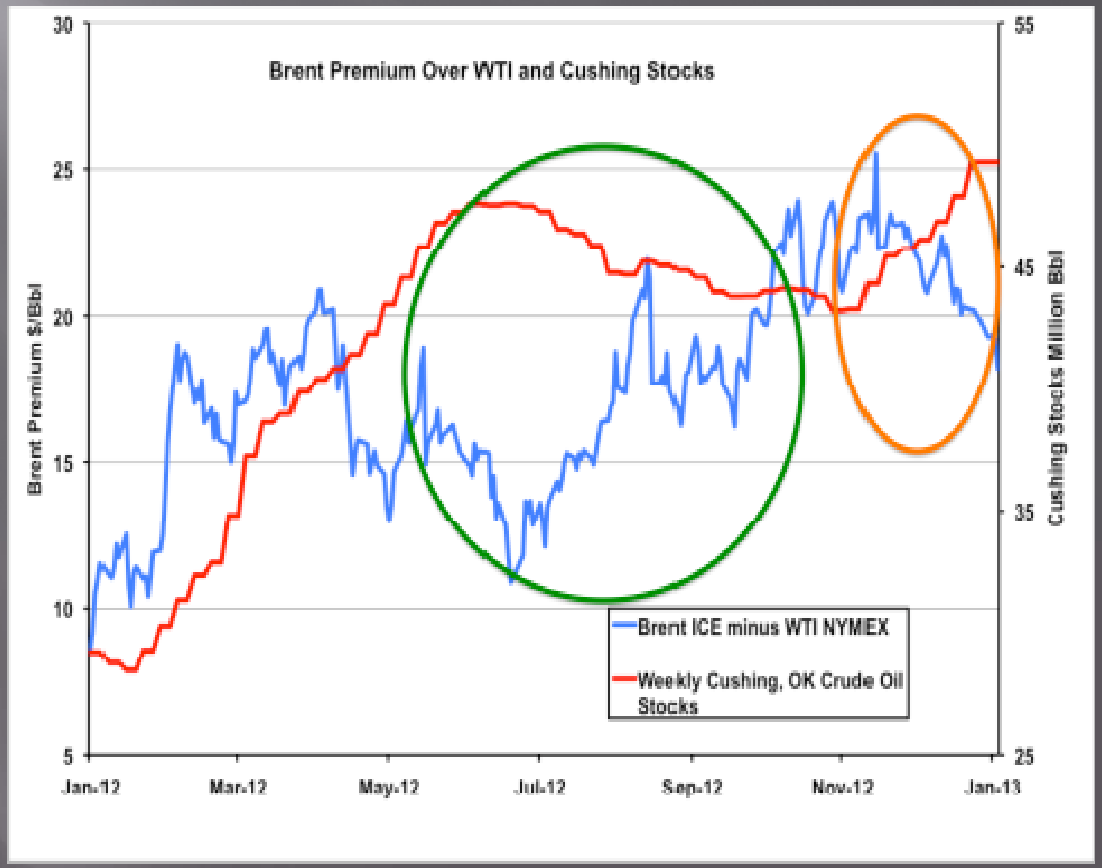
Source: CAPP, www.capp.ca

	(000's bpd)
Flows in to Cushing	
assume KS @ <60k bpd	1,073
Plus: area production	230
	1,303
Less: area refining	450
Flows out of Cushing	713
Potential Cushing supply overhang	140
Post 2013 Cushing relief	
Seaway Reversal -	400 ↓
Net Cushing flows	Balanced/Drawing
TransCananda GC -	550 ↓
Net Cushing flows	Drawing

Its not about Cushing Volumes

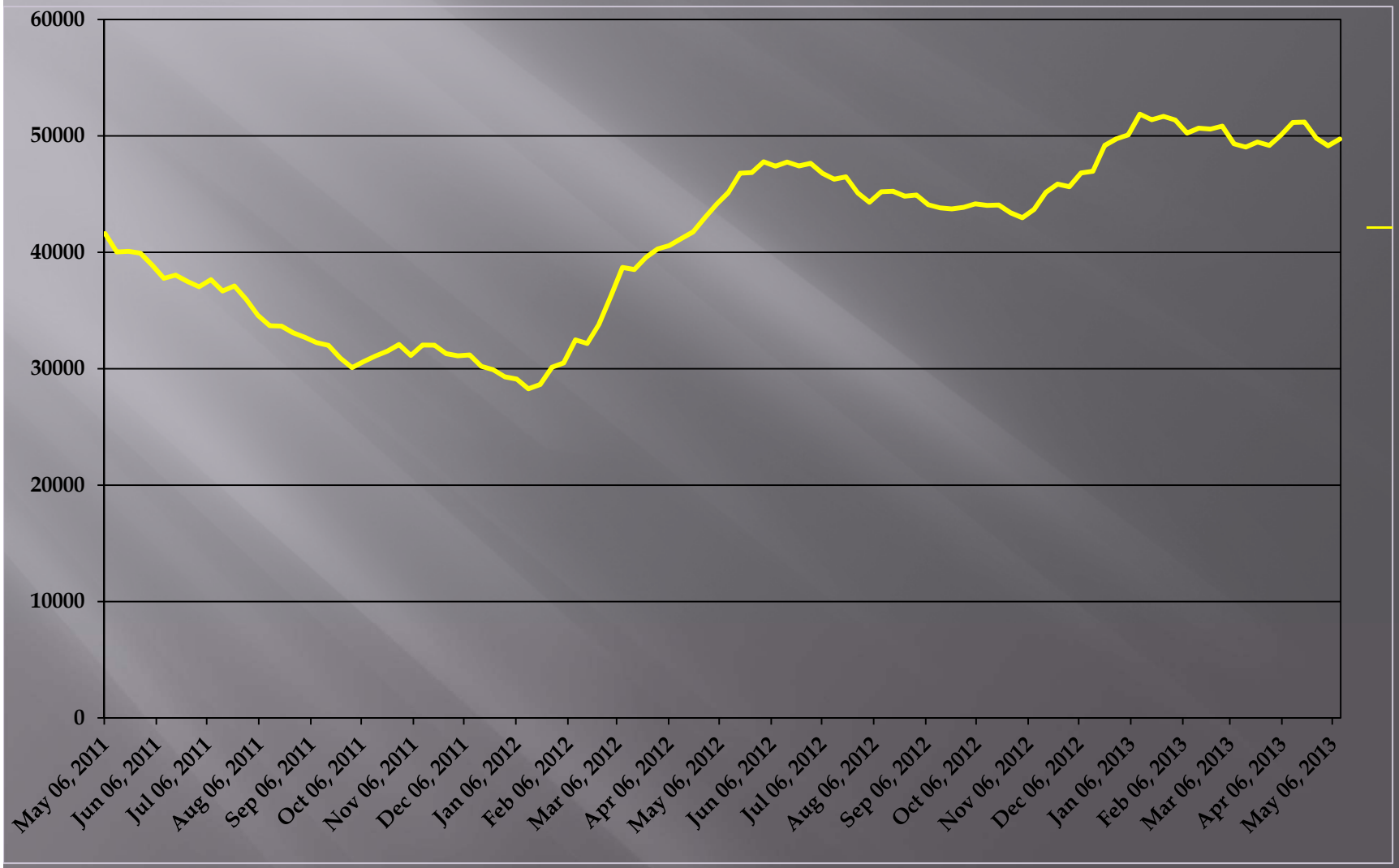
- Movements in spread haven't matched changes at Cushing

- Other influences of crude price:
  - Midwest refinery demand
  - Production from Texas
  - Will Seaway ship light or heavy crude
  - Glut in the Gulf
  - Exports???



Source: CME data, RBE

Cushing Inventory



Source: EIA

Key Takeaways

- In the short term difficult to say how the spreads will look
- Longer term, price spreads will match cost of transportation to market
  - Production will need to
- Watch production growth, decline curves as production will need to match or exceed growth in pipeline capacity
- If spreads remain low, inland crudes that are more reliant on rail to get to market will increasingly trade at a discount to WTI
  - At start of May Bakken crude was $1 below WTI, mid May -$4
- Aside from pricing, relationships and customer service are key!

For Further Information or Questions, Please Contact:

Alan Mazaud
Exergy Resources LLC

Phone: (212) 686-0073
Email: alanm@exrllc.com

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Tuesday, December 16, 2014 11:40 AM
To: EFSEC (UTC)
Cc: Kristen Boyles; Nathan@gorgefriends.org; Lauren Goldberg; Bronson Potter; Boger, Brent; CRITFC Julie Carter; Richard Pennant; Councilmember Alan Richrod; Arthur (R.D.) Grunbaum; Councilmember Bart Hansen
Subject: Tesoro Savage Oil Terminal Vancouver

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

From Don Steinke – Vancouver WA

To EFSEC

Cc EarthJustice and others

Re the Tesoro Savage Oil Terminal proposed for Vancouver

This is a reminder asking you to evaluate the burps from oil trains.

An Oregonian reporter did a ride-along with an oil train inspector and wrote that when the Oregon state inspector got close to the tank car, he heard hissing.

That was in August of 2013. A tank car that holds 30,000 gallons of crude oil, was waiting to be unloaded to barges near Clatskanie Oregon, downstream from Longview.

I assume, this hissing was coming from a pressure release valve that prevents the pressure from building too high. Those valves are similar to the ones on pressure cookers.

“The inspector checked 80 oil tank cars that day and found dozens of issues. A valve that would keep oil from leaking out in a derailment was open. Another wasn’t plugged. Others were loose, easily turned by hand.” Here’s the full report: http://www.oregonlive.com/environment/index.ssf/2014/02/oregon_safety_inspections_lag.html

Those vapors are methane, ethane, propane, and butane. According to my industry sources, between 0.5% and 3% of the crude oil is lost in transit due to vapor releases.

Those losses amount to an average of 300 gallons lost per tank car per trip. Propane and butane are heavier than air and on a calm day could find a spark.

When oil trains park in front of Jemptegaard Middle School in Washougal, the danger increases.

Don Steinke
4833 NE 238 Ave
Vancouver, 98682
360 892 1589
crVancouverUSA@gmail.com

From: Rebecca Hoeschler <rshoeschler@hotmail.com>
Sent: Friday, December 26, 2014 6:32 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.

Rebecca Hoeschler

90245

From: Sierra Club <information@sierraclub.org> on behalf of Kay Morgan <sierra@sierraclub.org>
Sent: Monday, December 29, 2014 2:51 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

Dec 29, 2014

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. Kay Morgan
PO Box 61
Carlton, WA 98814-0061

From: Sierra Club <information@sierraclub.org> on behalf of Janice Banks <sierra@sierraclub.org>
Sent: Saturday, January 03, 2015 11:36 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

Jan 4, 2015

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. Janice Banks
14 Maple St
Center Barnstead, NH 03225-3602

From: Sierra Club <information@sierraclub.org> on behalf of Timur Mukminov <sierra@sierraclub.org>
Sent: Sunday, January 04, 2015 5:37 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

Jan 4, 2015

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Timur Mukminov
231 Easy St
Apt 4
Mountain View, CA 94043-3746

From: Sierra Club <information@sierraclub.org> on behalf of David Dudek <sierra@sierraclub.org>
Sent: Monday, January 12, 2015 6:55 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

Jan 12, 2015

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.
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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,

Dr. David Dudek
1281 S Adams St Apt 18
Bloomington, IN 47403-2195
(734) 730-2345

From:	Don Steinke <crvancouverusa@gmail.com>
Sent:	Friday, January 16, 2015 10:42 AM
To:	EFSEC (UTC)
Cc:	Mayor Tim Leavitt; POV; Joyce Lindsay; Paul Greenlee; Mayor Sean Guard; Mayor Scott Higgins; Dan Leahy; Eiken, Chad; Manager Brian Shay; Mayor Jack Durney; Kevin Swope; Greg Grun; Ben Winkelman; City Manager Eric Holmes; Bronson Potter; Councilmember Jack Burkman; Pat Freiberg; Marion Ward; Jim Luce; Linda McLain; Arthur (R.D.) Grunbaum
Subject:	re Another City has passed a resolution opposed to oil trains.
Attachments:	Stevenson.pdf; Oil Transportation One Pager_Final 1_15 wec.pdf
Follow Up Flag:	Follow up
Flag Status:	Flagged
Categories:	Blue Category

From Don Steinke

To EFSEC
cc others fyi

re Tesoro Savage Vancouver

The trains headed to Vancouver will first pass through Stevenson. Attached is a signed copy of the resolution recently passed by the City of Stevenson.

Also attached is a document from the Washington Environmental Council with a list on page 2 of twenty other cities and 57 tribes expressing concern or opposition to oil trains.

Don Steinke

CITY OF STEVENSON, WASHINGTON
RESOLUTION 2014-279

A Resolution stating the City of Stevenson's concerns and opposition to the transportation of crude oil through the Columbia River Gorge

WHEREAS, the City Council and Mayor have the authority to protect the health, safety and general welfare of its citizens and have determined that the transport by rail or barge of crude oil is contrary to the health, safety and general welfare of its citizens; and

WHEREAS, the City is committed to being a leader in protecting and sustaining the community, the local economy, the environment, the air quality, the water quality, and drinking water supplies, as well as reducing carbon emissions in the Columbia River Gorge; and train derailments can lead to crude oil spills that pose a significant public health risk; and

WHEREAS, because the rail alignment runs through our downtown area, the impact of existing and proposed oil trains is potentially catastrophic in terms of loss of life and devastation of the Stevenson community, environment and economy in the event of a derailment, particularly due to the continued use of unsafe legacy DOT-111 tanker cars; and

WHEREAS, oil tank cars are moving through the Gorge now and the volume is projected to increase dramatically [according to the Association of American Railways (AAR) the volume of crude oil shipped by rail has increased from 9,500 carloads in 2008 to 400,000 carloads in 2013], all of it destined to existing or proposed oil terminal facilities in the Northwest; and most of it unusually explosive [According to the Federal Pipeline and Hazardous Materials Safety Administration (PHMSA)], making an even greater hazard due to the extreme fire danger from high winds and dry forests in the Columbia Gorge; and

WHEREAS, tar sands crude or bitumen from Alberta and Utah is known to be extremely difficult to handle; if a derailment and spill occurs the oil would sink into Northwest rivers making clean-up difficult, if not impossible; and

WHEREAS, derailment poses a significant threat for which we lack a specific emergency response plan including training and equipment to deal with such an event; and

WHEREAS, the City experiences strong and steady job growth due to our exceptional quality of life, attracting people who can move their companies anywhere in the world; this growth and quality of life is endangered by intensified crude oil transport through the Gorge; and

WHEREAS, the City oversees or contracts for the operation of the Stevenson police and fire departments, which are responsible for maintaining order and emergency response within our city limits, and through a series of mutual aid agreements, for

assisting in emergency responses throughout much of the Gorge, on both sides of the Columbia River; and

WHEREAS, the Washington State Legislative Board of the Brotherhood of Locomotive Engineers and Trainmen's letter of August 2014, in response to the Governor of Washington's Washington State Marine and Rail Oil Transport Study, cite concerns about the risk to public health and safety of crude oil trains because of faulty operational practices, inadequate maintenance, poor federal regulatory oversight, and lack of accountability in all areas of railroad operations management; and these factors are more likely to cause accidents and derailment; and

WHEREAS, the City and other local jurisdictions charged with protecting our urban centers, farm lands, river systems, economic viability, and our natural environment, struggle to maintain our Fire Fighters and First Responders, and in January 2014 the National Transportation Safety Board stated that communities will bear the cost of cleaning up spills and explosions, the transport of increasingly large volumes of crude oil through the Columbia River Gorge places an unacceptable burden on us that we are unwilling and refuse to accept; and

WHEREAS, since January 2013 in the United States and Canada, ten catastrophic derailment incidents involving explosions, spills and death have occurred that have harmed other communities and could occur in our towns, on our farm lands and in our river systems; in July 2010, an oil spill caused more than 1 million gallons of tar sands crude to flow into Michigan's Kalamazoo River, much of which sank to the river bottom and still remains today after $1 billion in clean-up efforts; according to the PHMSA more than 1.15 million gallons of crude oil was spilled in U.S. rail incidents in 2013; and in 2013 through early November, there were 137 crude releases as compared to just one in 2009; and

WHEREAS, the U.S. Department of Transportation (USDOT) is designating new safety standards and requirements for oil tank rail cars and evaluating potential new rules for the transportation of flammable liquids; and the increase in the production of Bakken crude oil has placed such a demand for tank cars that 92,000 DOT-111 cars (designed 50 years ago but not to contain crude oil) are being used to transport flammable liquids, with only approximately 15% of those tank cars built to the latest industry safety standards (as yet unproven as safe), in contrast to the Canadian government, which has ordered the phase-out of the use of these puncture-susceptible DOT-111 tank cars; and

WHEREAS, oil tank cars built since 2011 meet the new CPC 1232 standard, the AAR "now supports even more stringent standards...retrofits of existing cars...and an aggressive phase-out of cars that cannot meet retrofit requirements"; the design of those new cars is unsettled and does not have a proven record of safe utilization (one of the tank cars that ruptured in Lynchburg, Virginia **was** a CPC 1232 tank car and was traveling 24 mph, well below the recently agreed upon 40 mph speed limit for urban areas, causing a spill, explosion and fire and resulting in the evacuation of a portion of the downtown area and the spill of 50,000 gallons of crude oil into the James River); and

WHEREAS, Burlington Northern Santa Fe plans to increasingly move mile-long trains of crude oil and bitumen from Utah on the Washington side of the Columbia River Gorge (according to the Washington Department of Transportation); the number and length of proposed trains transporting the oil will affect local emergency response capabilities by blocking road crossings; and diesel exhaust from the trains will increase air pollution and affect public health causing lung damage, worsening allergies and asthma, and increasing the risk of lung and cardiovascular diseases.

NOW THEREFORE BE IT RESOLVED that the City of Stevenson opposes transporting crude oil through the Columbia River Gorge either by rail or by barge; and

BE IT FURTHER RESOLVED that the City supports economic growth that does not jeopardize the City of Stevenson's commitment to fight the serious impacts of climate change; and

BE IT FURTHER RESOLVED that the City strongly urges the Governor of Washington and the Governor of Oregon to use the powers of each state to oppose crude oil transport through the Columbia River Gorge; and

BE IT FURTHER RESOLVED that the City agrees with the concerns expressed in the July 2014 resolution passed by the Columbia River Gorge Commission; and

BE IT FURTHER RESOLVED that the City urges the Federal Government to immediately implement safety regulations regarding train speeds and rail car designs that have not proven safe to transport flammable crude oil; and

BE IT FURTHER RESOLVED that the cited hazard and potential damage require that the owners and operators transporting crude oil by rail or barge assume all risk and be sufficiently bonded and insured; and

BE IT FURTHER RESOLVED that the City requests that the railroad submit an emergency environmental clean-up plan in case of a derailment affecting our community, local economy, watersheds and recreational areas; and the City further insists that the railroad and barge transportation of crude oil be fully insured against the risk of catastrophic fire and explosion, loss of life and property, environmental destruction and damage and any other harm connected with a derailment or accident; and

BE IT FURTHER RESOLVED that the City requests that an Environmental Impact Statement that identifies and measures the impacts on our community be completed prior to approval of permits; that at least one environmental impact scoping hearing be held in Stevenson and the results of continued environmental monitoring of noise, air, groundwater, and surface water quality be shared with local and state agencies; and

BE IT FURTHER RESOLVED that the City urges the State of Washington to require coordination of state agencies concerning the state's preparedness and capacity to respond to an accident involving transportation of crude oil by rail or barge; and

BE IT FURTHER RESOLVED that the City transmit copies of this resolution to the Governors of Washington and Oregon, to the Columbia River Gorge Commission, to the County Commissions of Skamania, Klickitat, Hood River, Wasco, Clark, and Multnomah counties, to each state Senator and Representative in both Washington and Oregon whose districts fall within the Columbia River Gorge, to the Washington Department of Ecology, to the Washington State Fire Marshal, to the Washington Department of Transportation, to the Oregon Division of State Lands, to the Oregon Department of Environmental Quality, to the Oregon Department of Fish and Wildlife, to the Oregon State Fire Marshal, to the Oregon Department of Transportation, and to each member of the Congressional Delegations of Washington and Oregon; and

BE IT FURTHER RESOLVED that passage of this resolution shall not preclude the City from taking additional future actions to protect residents from the effects of oil trains or barges.

PASSED by the Council of the City of Stevenson this 18th day of December, 2014.

Frank Cox, Mayor

ATTEST:

Nick Hogan, City Clerk

APPROVED AS TO FORM:

Kenneth B Woodrich, PC
City Attorney

2015 Environmental Priority

Oil Transportation Safety Now

SB 5087 | Prime Sponsors:
Sen. Christine Rolfes & Sen. Kevin Ranker
by request of Governor Inslee



About 11 million gallons were spilled in the Exxon Valdez oil spill in 1989



Lac-Mégantic crude oil train accident occurred in July 2013

Questions?

Rebecca Ponzio | 206.631.2604
rebecca@wecprotects.org
Washington Environmental Council

Environmental Priorities Coalition

A network of over 20 leading groups in Washington that influence policy at the state level.

environmentalpriorities.org

Rapid and dramatic changes to oil transportation are creating serious threats to our communities and waterways. Prior to 2012, no significant volume of crude oil was shipped by rail through Washington. In 2014, approximately 2.6 loaded, mile-long oil trains per day carrying a total of 7.8 million gallons of crude oil travel through our state each day. Dangerous types of oil – volatile Bakken oil from the Midwest and toxic and heavy tar sands from Canada – pose unique dangers to public health and the environment.

The risks are real: more oil spilled from trains into rivers, lakes, and marine waters in 2013 than in the previous forty years combined. And just since 2013, there have been nine significant oil train derailments, including the July 2013 tragedy in Lac Mégantic, Quebec, where 47 people died in an oil train explosion.

Oil spills cause lasting damage, as seen by the 2010 pipeline spill of 843,000 gallons of Canadian tar sands into the Kalamazoo River in Michigan, as well as the Bakken oil spill into Alabama wetlands complex from a derailed train. Spills take years to clean up and the area never fully recovers as remnants of the crude oil remain in the system.

State laws are outdated and must be modernized to protect communities from today's threats and potential changes in the future. Local communities, emergency responders, and citizens from across the state have spoken up about their concerns. (See next page for list of passed resolutions.) Unfortunately, Washington's protections against these risks are outdated, leaving Puget Sound, the Columbia River, and Grays Harbor with little to no protections.

Faced with these concerns, Governor Inslee will introduce strong legislation that includes:

- **Easily accessible public information**, including the type of oil and exactly where and how much of it is moving through Washington.
- Authority to use **proven oil spill prevention measures** like tug escorts for ships carrying oil, as well as repairing degraded rail infrastructure.
- **Financial protections** to ensure that the companies carrying dangerous crude oil shipments through our region, not taxpayers, can pay to clean up all oil spills.
- Requirement of **oil companies to pay for increased oil spill prevention**, preparedness, and response needs.

The 2015 Legislative Session offers a window of opportunity to put in place protections for Washington's communities and waterways. There has been ample notice and information about the risks we face and it is incumbent upon the Legislature to act.

2015 Environmental Priority

Oil Transportation Safety Now

People, groups, and municipalities around Washington have raised concerns about the safety of oil traveling by rail and water. The below have passed resolutions expressing concerns:

Cities & Counties

- Aberdeen
- Anacortes
- Auburn
- Bainbridge Island
- Bellingham
- Chehalis
- Edmonds
- Elma
- Hoquiam
- Kent
- King County
- Montesano
- Mount Vernon
- Mukilteo
- Ocean Shores
- Olympia
- Seattle
- Spokane
- Whatcom County
- Westport
- Vancouver

Tribal Nations & Groups

- Quinault Indian Nation
- Affiliated Tribes of Northwest Indians *(with 57 member tribal nations)*
- Columbia River Inter-Tribal Fish Commission *(formed by 4 tribal nations)*

Key Groups

- Port of Olympia
- Washington State Council of Fire Fighters
- Columbia River Gorge Commission

As of January 1, 2015

From: Sierra Club <information@sierraclub.org> on behalf of rocco frangione <sierra@sierraclub.org>
Sent: Monday, January 19, 2015 8:23 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 Category

Jan 19, 2015

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.
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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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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. rocco frangione
1084 Aldea Ave
Ottawa, CA 90815
(613) 731-6136

From: Sierra Club <information@sierraclub.org> on behalf of O. Osborne <sierra@sierraclub.org>
Sent: Wednesday, January 28, 2015 3:57 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

Jan 28, 2015

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. O. Osborne
5300 Central Ave SE
Washington, DC 20019-6414
(202) 321-7654

From: Heidi Morrell <hbmorrell@ca.rr.com>
Sent: Thursday, January 29, 2015 7:12 PM
To: EFSEC (UTC)
Cc: Heidi Morrell; Jeremy Hammond
Subject: oil offloading and storage

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Dear Sirs,

Being from California means I have a right to object to any activity that would/might compromise *the Eastern Pacific coastal area*. I strongly OBJECT to your proposed petition that would *grant any OIL interests a waiver or exemption* from the shipping of oil and storage of same in Washington State.
The health and well being of the shared waters of the eastern Pacific ocean and it's animals are at risk.

Pipelines burst nearly every week in our already complex network of pipelines. Further, storage and transport of these fossil fuel based products, presents a risk to both the people of Washington state and *everyone who lives along the coastal waters.*
It is time to stop building infrastructure that supports these waning energy sources and begin to embrace the future of energy: power cells, solar, wind and geothermal.
I'm a mom in Socal and worry when marine life is threatened for MEAGER reasons other than more wealth to those of whom already have a boatload of cash.

Be truly representative as government. Thank you, that is all.

sincerely and warmly, -Heidi B Morrell

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Monday, February 16, 2015 12:35 PM
To: Lou Brancaccio; EFSEC (UTC)
Cc: Aaron.Corvin@columbian.com; Eric Florip; POV; Eric La Brant
Subject: Fwd: Two oil train fires in 2 days

Categories: Blue Category

I'm losing count.
fyi
Don Steinke

---------- Forwarded message ----------
From: **Chris Wilke** <chris@pugetsoundkeeper.org>
Date: Mon, Feb 16, 2015 at 12:10 PM

Another Derailment! This one in W VA.

Train Derailment Causes Fire near Montgomery, Evacuation Underway

http://www.wsaz.com/home/headlines/Train-Derailment-Causes-Fire-near-Montgomery-Evacuation-Underway-292096241.html

Chris Wilke
Puget Soundkeeper

On Feb 16, 2015, at 9:57 AM, Rein Attemann <rein@wecprotects.org> wrote:

CN train carrying crude oil derails, catches fire in Northern Ontario

Posted: 15 Feb 2015 05:54 PM PST

http://www.theglobeandmail.com/news/national/fire-still-burning-but-cleanup-under-way-after-northern-ontario-derailment/article23011758/

February 15, 2015 | The Globe and Mail| A Canadian National Railway Co. train carrying 100 tank cars of crude oil derailed and caught fire in Northern Ontario early Sunday morning.

A CN spokesman said there were no injuries in the derailment that happened around midnight on Saturday about 80 kilometres south of Timmins, Ont., on the CN mainline in a remote area inaccessible by road.

You received this message as a subscriber on the list:
oiltransportcampaign@npogroups.org
To be removed from the list, send any message to:
oiltransportcampaign-unsubscribe@npogroups.org

For all list information and functions, see:
http://npogroups.org/lists/info/oiltransportcampaign

You received this message as a subscriber on the list:
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To be removed from the list, send any message to:
oiltransportcampaign-unsubscribe@npogroups.org

For all list information and functions, see:
http://npogroups.org/lists/info/oiltransportcampaign

From: Sierra Club <information@sierraclub.org> on behalf of Dan Morgan <sierra@sierraclub.org>
Sent: Thursday, February 26, 2015 9:31 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

Feb 26, 2015

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

Dear Mr. Posner,

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

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

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

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

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

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

Sincerely,

Mr. Dan Morgan
3601 Gold Crest Ln
Rosamond, CA 93560-6804
(661) 401-9129

From: Sierra Club <information@sierraclub.org> on behalf of Dan Morgan <sierra@sierraclub.org>
Sent: Thursday, February 26, 2015 9:31 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

Feb 26, 2015

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Mr. Dan Morgan
3601 Gold Crest Ln
Rosamond, CA 93560-6804
(661) 401-9129

From: Mark Martin <mkmpp@me.com>
Sent: Friday, March 06, 2015 4:09 PM
To: EFSEC (UTC)
Subject: Vancouver Oil Trains

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Please vote No on the Tesoro Corporation and Savage Companies project. While I understand that the Port of Vancouver has already approved the project, the Board that sits on the Vancouver Port is anything but representative of the people of Vancouver. No matter how allegedly safe these trains are made, serious accidents happen. We only need to look the accidents in West Virginia and Alberta recently to see the devastation that is possible, not to mention the damage to one of the Western Hemisphere's premier rivers.

Just as a 1.5 billion dollar project is being constructed next door to beautify and remodel the most expensive property in all of Clark County, there would sit an ugly oil terminal capable of destroying up to five restaurants, two hotels, and potentially tens of thousands of people.

No reasonable person in his right mind would approve such a disgusting project. Actually if we lived in Communist China I would expect this kind of project to be approved, but not in the Greater Portland-Vancouver Metro area.

Thanks for listening.

Sincerely yours,
Mark Martin

Sent from my iPad

From: Sierra Club <information@sierraclub.org> on behalf of Elaine Fischer <sierra@sierraclub.org>
Sent: Friday, March 06, 2015 10:36 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

Mar 7, 2015

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.
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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. Elaine Fischer
2514 Sharmar Rd
Roanoke, VA 24018-2625
(540) 400-6129

From: Sierra Club <information@sierraclub.org> on behalf of Evelyn Adams <sierra@sierraclub.org>
Sent: Saturday, March 07, 2015 7:37 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 Category

Mar 7, 2015

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,

Mrs. Evelyn Adams
4920 Pecan Place Dr
Mckinney, TX 75071-7030

From the desk of: Docket# EF-131590

Tesoro Savage CBR
Public Comment #818

JEAN AVERY

RECEIVED
MAR 09 2015
ENERGY FACILITY SITE
EVALUATION COUNCIL

To the State Energy Facility Site
Evaluation Council

Dear members,

With respect and urgency, I am writing to ask you to hold off on the oil transfer terminal proposals.

What may seem important to commence in the short term may prove to be disastrous in the long term. I believe any policy should have zero tolerance for environmental damage — otherwise, it is far too costly.

Sincerely,
Jean M. Avery

From: Bill Cantrell <billcantrell@me.com>
Sent: Wednesday, March 11, 2015 11:09 AM
To: EFSEC (UTC)
Subject: No oil in Vancouver.

Bill Cantrell

From: Sierra Club <information@sierraclub.org> on behalf of Veronica Rehne <sierra@sierraclub.org>
Sent: Tuesday, March 17, 2015 3:23 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 Category

Mar 17, 2015

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. Veronica Rehne
Kastsjo 5
Gavle, CO 80423

From: Sierra Club <information@sierraclub.org> on behalf of Bruce Coston <sierra@sierraclub.org>
Sent: Thursday, March 19, 2015 12:37 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 Category

Mar 19, 2015

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. Stop the insanity .

Sincerely,

Mr. Bruce Coston
1055 Manhattan Ct
Sunnyvale, CA 94087-1749
(408) 735-1971

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Wednesday, March 18, 2015 4:33 PM
To: EFSEC (UTC)
Cc: Dan Serres; Linda McLain
Subject: Tesoro Savage

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

Our newest and safest tank cars were involved in two explosions in Ontario recently. Canada wants to get rid of them ASAP.

http://www.rigzone.com/news/oil_gas/a/137724/Canada_Transport_Watchdog_Wants_New_Tank_Cars_In_Service_Earlier

This new awareness should be included in your DEIS.

Don Steinke

From: Sierra Club <information@sierraclub.org> on behalf of Zygmunt Czykieta <sierra@sierraclub.org>
Sent: Monday, March 23, 2015 3:35 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

Mar 23, 2015

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. Zygmunt Czykieta
2735 N Mobile Ave
Chicago, IL 60639-1021
(773) 827-1793

From: Sierra Club <information@sierraclub.org> on behalf of Mary Lufen <sierra@sierraclub.org>
Sent: Saturday, March 28, 2015 10:31 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Mar 28, 2015

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,

Ms. Mary Lufen
52 Sayre Dr
Princeton, NJ 08540-5803
(609) 452-2142

From: Sierra Club <information@sierraclub.org> on behalf of Randall Spies <sierra@sierraclub.org>
Sent: Saturday, March 28, 2015 5:28 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Mar 28, 2015

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Randall Spies
4386 Escondido St
Las Vegas, NV 89119-5883
(702) 717-6043

From: Sierra Club <information@sierraclub.org> on behalf of Larry Patton <sierra@sierraclub.org>
Sent: Sunday, March 29, 2015 7:29 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Mar 29, 2015

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. Larry Patton
5029 Elon Cres
Lakeland, FL 33810-3720

RECEIVED

MAR 25 2015

ENERGY FACILITY SITE
EVALUATION COUNCIL

March 19, 2015
2400 NE 100th Street
Vancouver, WA 98686-5743

Stephen Posner, Chairman,
EFSEC Commission
Post Office Box 43172
Olympia, Washington
9504-3172

Dear Sir:

The enclosed comments were expressed to the Vancouver Port Commissioner's meeting, in the Open Forum segment, on March 10, 2015.

After sixteen months of testimony and comment by those, "for and against" the Teroso/Savage Oil Terminal at the Vancouver Port, the subject of my March 10th comments has not been mentioned.

I believe this to be a very important issue to present to you for consideration in your deliberations.

Very truly,

W. J. Hudson

Wilfred J. Hudson

The Port Jim Hudson

Mr. Coleman, in the last Port meeting, expressed his confidence in the EFSEC Process. He also referred to the many layers and fine-tuning of the Teroso/Savage Oil Terminal project.

In the many months I have attended port Meetings, I can't recall any testimony or comments of what happens at the end of the Teroso/ Savage lease if they chose not to renew, with their facility constructed on 43 acres of Vancouver Port land.

Mr. Wolfe told of ships entering Puget Sound carrying oil are assessed five cents a barrel to provide a fund for ecological clean up from oil spills, so the tax-payers are not burdened for the clean-up.

Teroso/Savage (their legal name) is a Limited Liability Corporation; their Representatives have not divulged, to the public, what those Liability Limits are, which expire January 31, 2016.

The Vancouver Port should assess Teroso/Savage five cents a barrel on arrival, to create a fund to clean up, not only oil spills and ecological clean-up, but also demolition of their facility at the end of their lease so the port can repurpose the 43 acres. This fund would also protect tax-payers and the Port from potential Bankruptcy filing by Teroso/Savage.

A case in point is the Creosote Plant in Ridgefield; it closed over twenty years ago and has cost taxpayers millions to clean up that company's mess. One thing that comes to mind is that $2000 in 1964, in today's dollars is $15,088.84. A charge of five cents per barrel assessed to Teroso/Savage at the Vancouver Port in today's dollars, might be enough to cover oil spills, ecological clean-ups and demolition, in tomorrows dollars.

The question of interest is; during and at the end of the Teroso/Savage lease, will Teroso/Savage be totally financially responsible for ecological damage, clean up and the demolition of the old terminal, constructed on leased Port land.

Respecting the constraints placed on the three Commissioners not to respond to questions, I would like to defer the question to Mr. Coleman, who appears not to have those constraints and is very knowledgeable, for a response.

From: Sierra Club <information@sierraclub.org> on behalf of Carol Bacon <sierra@sierraclub.org>
Sent: Monday, March 30, 2015 8:06 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Mar 30, 2015

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. Carol Bacon
2237 Bluff Rd
2
Hoover, AL 35226-1247
(334) 524-2631

From: Sierra Club <information@sierraclub.org> on behalf of Beatriz Pallanes <sierra@sierraclub.org>
Sent: Monday, March 30, 2015 9:34 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Mar 30, 2015

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. Beatriz Pallanes
2514 W Lingan Ln
Santa Ana, CA 92704-3131

From: Sierra Club <information@sierraclub.org> on behalf of Jacqueline Adamson <sierra@sierraclub.org>
Sent: Monday, March 30, 2015 10:05 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Mar 31, 2015

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,

Miss Jacqueline Adamson
9804 Justina Ct
Lanham, MD 20706-2324

From: Sierra Club <information@sierraclub.org> on behalf of kimberly brandon <sierra@sierraclub.org>
Sent: Tuesday, March 31, 2015 8:41 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Mar 31, 2015

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

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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. kimberly brandon
1650 Barnes Mill Rd
Marietta, GA 30062-7546

From: Sierra Club <information@sierraclub.org> on behalf of Emily Rowley <sierra@sierraclub.org>
Sent: Thursday, April 02, 2015 2:03 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Apr 2, 2015

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,

Miss Emily Rowley
15426 Quall Rd NE
Silverton, OR 97381-9713

From: Sierra Club <information@sierraclub.org> on behalf of twila roth <sierra@sierraclub.org>
Sent: Friday, April 10, 2015 3:14 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Apr 10, 2015

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. twila roth
PO Box 235712
Encinitas, CA 92023-5712

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Friday, April 17, 2015 1:35 PM
To: EFSEC (UTC)
Cc: Linda McLain; Michael Piper
Subject: Tesoro-Savage Vancouver

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

From Don Steinke – Vancouver WA – Sierra Club

To EFSEC
cc Linda McLain, Michael Piper

Regarding Tesoro-Savage in Vancouver.

Every week it seems new information is revealed about oil transportation safety.

This new information needs to be included in your Draft EIS.

1. We can expect 17 oil train accidents outside of the rail yards within the first ten years of operation.
BNSF averages 1 non-yard accident per million miles, and the Tesoro-Savage project in Vancouver would generate 17 million miles of oil transportation in ten years.
(Source: http://safetydata.fra.dot.gov/officeofsafety/publicsite/summary.aspx
Change the default year to 2014, select *Accident/Incident/Rates*, then click on Generate Statistics.
Scroll beyond the first 8 charts to reach rates. Under BNSF, you'll see *Other Track.* That means track other than in the yards.)

2. The *Next-Gen* tank cars will not be puncture resistant at speeds above 12 mph. Thus, it is reasonably to conclude that some of the 17 oil train accidents will involve punctures, and spills.

It will never be practical to build a tank car strong enough to with-stand puncture at 40 mph.

(Source: http://www.thompsonhine.com/publications/dot-proposes-new-tank-car-standards-classification-rules-operational-controls-for-crude-oil-ethanol-transportation

3. Bakken Crude is not like motor oil, it contains a lot of dissolved gas such as propane. When a tank car is punctured during a derailment, gases rush out and find a spark. Sparks are very common around trains.

The State of North Dakota recently announced plans to remove some of the gases to achieve a vapor pressure of 13.7 psi.

The vapor pressure of gasoline is 13.5 psi, and the vapor pressure of the crude involved in the Lac Megantic explosion was 9.33 psi.

Try heating water in a whistling tea-kettle. If you move the pot before it reaches the boiling point, the sloshing water will push some vapors out and make the pot whistle. Thus, even if the vapor pressure of the crude oil was reduced to 1 psi, a derailment could lead to fires and explosions.

Sources: I've lost some of the documentation on this, but here is what I have.

http://www.business.nd.gov/news/DalrympleSecretaryFoxxDiscussOngoingWorktoImproveRailandPipelineSafety/

http://fuelfix.com/blog/2015/03/04/senator-wants-tougher-rules-for-volatile-oil-moved-by-rail/

http://www.timesunion.com/business/article/Safety-rules-on-oil-trains-burn-critics-5949360.php

http://bakken.com/news/id/236059/north-dakotas-new-oil-train-safety-checks-seen-missing-risks/

https://www.facebook.com/1409062472697506/photos/pb.1409062472697506.-2207520000.1425914751./1469147193355700/?type=1&theater

4. Ultra-sonic rail inspections have been known to fail, according to Transportation Safety Board of Canada. In October of 2013, in Gainford Alberta, surface scuffing concealed the cracks in the tracks, preventing the ultrasonic testing equipment from detecting flaws. In that case, the train derailed and the propane train ruptured and exploded.

On February 17, 2015 in Mt. Carbon West Virginia, an oil train derailed because the tracks failed . . . even though they had been inspected three days prior.

Sources
http://www.edmontonjournal.com/Rail+defect+caused+fiery+Gainford+train+crash/10838510/story.htmlhttp://www.miamiherald.com/news/nation-world/national/article18733230.html

5. At best, only 14% of an oil spill can be cleaned up . . . according to the Ecology's Marine and Rail Transportation Report.

Conclusion
If track flaws cannot be detected and
If derailments cannot be prevented and
If the tank cars cannot be made strong enough to survive a derailment at normal speeds and
If the oil vapors cannot be reduced enough,
And if the spills cannot be cleaned up . . .

We have harms we will certainly suffer that can’t be mitigated and thus you must recommend rejection of the Tesoro Savage proposal.

Furthermore . . . if everyone in Washington State were to park their cars permanently and ride bicycles, their carbon footprint would not shrink enough to make up the emissions that would be enabled by the Tesoro Savage proposal.

Don Steinke
360 892 1589
crVancouverUSA@gmail.com

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Monday, April 20, 2015 4:32 PM
To: Bumpus, Sonia (UTC); EFSEC (UTC)
Cc: Dan Serres; Councilmember Jack Burkman; Ben Stuckart; Laura Ackerman; Linda McLain; Megan Jenny; Boris Popovic
Subject: Comment Period, Location and Date for the Draft EIS hearing for Tesoro Savage

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

From Don Steinke – Sierra Club, SW Washington

To EFSEC – c/o Sonia Bumpus

Cc Dan Serres – Columbia Riverkeeper
Cc Jack Burkman – Vancouver City Council
Cc Ben Stuckart -- Spokane City Council
Cc Laura Ackerman – Lands Council – near Spokane
Megan Jenny -- Sierra Club -- Washington State Chapter
Cc Linda McLain -- Clark County Natural Resources Council
Cc Boris Popovic

Re Comment period, Venue and Date for the Draft EIS hearing in Vancouver.

Dear Sonia, other EFSEC staff, and EFSEC

Comment Period
Whereas the Tesoro Savage project is one of the largest proposals ever handled by EFSEC and
Whereas you received far more scoping comments for this proposal than ever in your history,
Whereas your Draft EIS is rumored to be thousands of pages long . . .

I urge you to declare a comment period of 120 days or the longest the law allows. Of course, Tesoro and Savage will act upset, but your job is to protect state interests and you are justified in setting the longest comment period the law allows.

Venue
You held your first hearing in Gaiser Hall of Clark College on Oct 29, 2013. That facility will be much too small for your Draft EIS hearing. I recommend the Hilton Hotel Ballroom in Vancouver.

Compared with any other venue, The Hilton Hotel is closer to tracks, closer to affected communities, and closer to the proposed tank farm.

The Date
The date for the Draft EIS hearing should be beyond the middle of the comment period so that people have an opportunity to study the document before the hearing.

Don Steinke
Sierra Club SW Washington

From: Carrie Parks <carparks2010@gmail.com>
Sent: Wednesday, April 22, 2015 12:05 AM
To: Bumpus, Sonia (UTC); EFSEC (UTC)
Subject: Please Establish a minimum 120-day Comment Period on the Vancouver Energy Draft Environmental Impact Statement

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

I can't even give you all the reasons for recommending that the Vancouver Oil Terminal Project be denied. A 120-day comment period is needed after you have completed the Draft Environmental Implact Statement. The lives of the citizens of Washington are being put at extreme risk through lack of regulation and the forcefulness of an industry that is not being controlled adequately. I strongly urge you to recommend that the governor NOT approve this project. We need to focus on developing the clean, renewable energy of the future rather than using the dirty, polluting fossil fuel resources of the past.

- It will turn our clean, beautiful state into a dirty, polluted industrial center like those on the East Coast
- Oil train explosions could wipe out communities along the train tracks and kill hundred or thousands of people
- Oil spills could irrevocably damage our local habitats, killing thousands of birds and mammals, some of which are already on the endangered species list.
- Oil spills threaten our drinking water supply.
- Our firefighters and emergency responders are already saying they don't have the capability to cope with the large-scale disaster risk presented by the oil terminal and the trains that will supply it.
- The risks and costs of a disaster will inevitably be borne by the tax-payers of this state.
- The oil and rail industries are not adequately regulated.
- The industry is using rail cars that can be easily punctured, and are transporting highly flammable fuel without reducing the risks in order to save a few bucks.
- These rolling bombs go through some densely populated areas, presenting a perfect opportunity for a terrorist.
- The huge risk imposed on our population by these projects is unwarranted.
- It will cost more jobs than it will bring.
- Even without explosions, emissions cause a health risk
- The more we use fossil fuels, the more we cause global climate change.

From: Sierra Club <information@sierraclub.org> on behalf of Doug Larkins <sierra@sierraclub.org>
Sent: Tuesday, April 28, 2015 1:17 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Apr 28, 2015

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

Dear Mr. Posner,

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

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

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

Sincerely,

Mr. Doug Larkins
1000 SW 170th Ave
Unit 203
Beaverton, OR 97003-8079

From: Sierra Club <information@sierraclub.org> on behalf of Doug Larkins <sierra@sierraclub.org>
Sent: Tuesday, April 28, 2015 2:17 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Apr 28, 2015

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

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Sincerely,

Mr. Doug Larkins
1000 SW 170th Ave
Unit 203
Beaverton, OR 97003-8079

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Friday, May 01, 2015 3:40 PM
To: EFSEC (UTC); Bumpus, Sonia (UTC)
Cc: Margie Van Cleve
Subject: All the local resolutions concerning oil trains

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

From Don Steinke – Sierra Club SW Washington May 1, 2105

To EFSEC and Governor Jay Inslee

cc Margie Van Cleve -- Washington State Sierra Club President

Re: All the local resolutions concerning oil trains.

Dear EFSEC and Governor Inslee,

The following cities or jurisdiction have passed resolutions asking you to reject new oil-by-rail-terminal proposals in the State of Washington.

The entire text of the documents can be found in the attachments, but here are the key passages.

Vancouver

The City of Vancouver strongly requests that the Governor of Washington, the Washington Department of Ecology, the Washington State Energy Facilities Site Evaluation Council, and any other relevant state agencies decline to permit crude by rail oil terminal projects and specifically the proposed Tesoro-Savage project.

The following neighborhood associations in Vancouver have passed resolutions opposing oil trains and terminals.

1. Fruit Valley
2. Lincoln
3. Northwest
4. Carter Park
5. Hough
6. Esther Short
7. Shumway
8. Arnada
9. Columbia Way
10. Harney Heights
11. North Image
12. Riverside.

The Clark County Democratic Central Committee

Whereas Section VII (Energy, Environment and the Climate Crisis) of the Washington State Democratic Platform, calls for: 'Protecting environmentally sensitive areas by prohibiting oil, gas and mineral exploration, extraction and transportation in such areas”

Therefore be it resolved that the Clark County Democratic Central Committee support this platform by publicly stating opposition to the potential Oil Terminal construction in the Port of Vancouver and opposition to the transport of oil, oil/gas products and coal by train through our infrastructure.

Columbia River Inter-Tribal Fish Commission

Now Therefore be it Resolved, that the Columbia River Inter-Tribal Fish Commission opposes all current and proposed transportation of unrefined fossil fuel energy resources including Bakken Shale Oil, Canada Oil Sands, and coal through the Northwest and along the Columbia River via rail, truck and vessel.

The Columbia Gorge Commission

The Gorge Commission strongly urges both Governors to use the powers of each state and the authorities of the National Scenic Area Act to impose a moratorium on all new fossil fuel transport through the Gorge until both States, the Commission, and all Gorge communities have jointly completed a comprehensive risk assessment and implemented a regional plan to avoid, minimize, and mitigate risks from fossil fuel transport through the Gorge.

Stevenson, WA

Now therefore, be it resolved that the City of Stevenson opposes transporting crude oil through the Columbia Gorge, either by rail or by barge.

The Washougal School District

The Washougal School District urges the Governor of Washington, the Washington Department of Ecology, The Washington State Energy Facility Site Evaluation Council and any other relevant state agencies decline to permit crude by rail oil terminal projects and specifically the proposed Tesoro-Savage project.

City of Washougal

The City expresses deep concern about the Southwest Washington proposal to the Governor and EFSEC. Of particular concern to the City Council are the safety and traffic impacts on the City of Washougal of oil trains.

City of Camas – a letter by the mayor

Our Fire Department is not equipped to respond to a train derailment and explosion. . . . we would experience loss of life and property damage.

The Washington State Council of Firefighters

That the WSCFF asks Governor 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;

ILWU Local 4

Unanimously opposed to the Tesoro Savage oil terminal.

Spokane

The City of Spokane has chosen to become an intervener in the EFSEC process.

The Columbia Waterfront LLC

For the last 15 years, the City has been working toward a plan to build a $1.3 billion waterfront project. This development is preeminent to SW Washington, according to Mayor Leavitt. A nearby oil terminal will jeopardize its success. The oil trains will travel only a few feet from the development. The issue is not just actual risk, but perceived risk.

Chehalis

The Chehalis City Council supports Governor Inslee's administration carefully analyzing whether the use of our state's rail system for the pass through transport of this explosive Bakken crude oil for export is in the public interest of our state, its economy and its citizens.

Port of Olympia

Requests that the Commissioners of the Port of Grays Harbor reconsider the proposal to build three marine terminals for the transfer of Bakken, tar sands, and other crude oil which will result in the oil being transported in rail cars with an unproven safety record.

Montesano

Requests that the Commissioners of the Port of Grays Harbor reconsider the proposal to build three marine terminals for the transfer of Bakken, tar sands, and other crude oil which will result in the oil being transported in rail cars with an unproven safety record.

Elma

Requests that the Commissioners of the Port of Grays Harbor reconsider the proposal to build three marine terminals for the transfer of Bakken, tar sands, and other crude oil which will result in the oil being transported in rail cars with an unproven safety record.

Aberdeen

The Aberdeen City Council votes unanimously against crude-by-rail.
http://thedailyworld.com/news/local/aberdeen-council-votes-unanimously-against-crude-rail

Hoquiam

The Hoquiam mayor calls for a moratorium on all future oil facilities.
http://thedailyworld.com/news/local/hoquiam-mayor-calls-moratorium-all-future-oil-facilities-city

Ocean Shores

The City Council of the City of Ocean Shores, WA vigorously oppose efforts by the Port of Grays Harbor to allow the expansion of facilities on its properties for the storage and loading of crude oil onto barges and ships.

Westport, WA

Opposes oil by rail, in Resolution #844
https://westport.civicweb.net/Documents/DocumentList.aspx?ID=13878

City of Olympia

The City of Olympia requests that the Governor of Washington, the Department f Ecology, the Washington State Energy Facility Site Evaluation Council, and any other relevant state agencies refrain from permitting projects that would expand the capacity for petroleum export out of the state or otherwise increase the number of trains carrying petroleum through Olympia and other Washington communities until the cumulative environmental and safety impacts of these projects are studied and addressed.

City of Bainbridge Island

The City of Bainbridge Island requests that the Governor of Washington, the Department f Ecology, the Washington State Energy Facility Site Evaluation Council, and any other relevant state agencies refrain from permitting projects that would expand the capacity for petroleum export out of the state or otherwise increase the number of trains, vessels or pipelines carrying petroleum near Puget Sound and other Washington communities until the cumulative environmental and safety impacts of these projects are studied and addressed.

Seattle

The City of Seattle requests that the Governor of Washington, the Department f Ecology, the Washington State Energy Facility Site Evaluation Council, and any other relevant state agencies refrain from permitting projects that would expand the capacity for petroleum export out of the state or otherwise increase the number of trains carrying petroleum through Seattle and other Washington communities until the cumulative environmental and safety impacts of these projects are studied and addressed.

Edmunds

The City of Edmunds requests that the Governor of Washington, the Department f Ecology, the Washington State Energy Facility Site Evaluation Council, and any other relevant state agencies refrain from permitting projects that would expand the capacity for petroleum export out of the state or otherwise increase the number of trains carrying petroleum through Washington communities until the cumulative environmental and safety impacts of these projects are studied and addressed.

100 small business owners in Vancouver

Signed letters asking you to reject the Vancouver Oil Terminal

4000 grassroots citizens

Signed a petition asking you to reject all oil terminals.

Anacortes, Auburn, Bellingham, Hood River, Kent, Montesano, Mosier, Mt. Vernon, Mulkiteo, Spokane, Washougal, The Dalles, Hood River, and Mosier.

In general, those cities councils formally expressed concern about public safety and accident response capabilities and are asking the Governor and federal government to address oil train safety.

Sincerely,
Don Steinke
Sierra Club – of SW Washington
360 892 1589
crVancouverUSA@gmail.com

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Friday, May 01, 2015 8:53 PM
To: EFSEC (UTC); Bumpus, Sonia (UTC)
Cc: Megan Jenny
Subject: Tesoro Savage Climate considerations

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

From Don Steinke – Vancouver – May 1, 2015
To Sonya Bumpus and to EFSEC
cc Megan Jenny -- Sierra Club Staff

Regarding Tesoro-Savage-Vancouver and **Climate Change**

Hello all,

We were alarmed a year ago when it became apparent that you all seemed to misunderstand public concerns about the climate impacts of the Tesoro Savage proposal. In your scoping decision, you originally included the onsite emissions but omitted the tailpipe emissions that would be enabled by the project.

In no way were the commenters limiting their concern to the carbon emissions from the facility and from the supporting operations. We were thinking of all the emission that would be enabled by the project. We were thinking of all the emissions of the fuel when burned by the end users.

When Chair Lynch remarked that it would be difficult to compute the total emissions, I was dismayed. The carbon emissions can easily be computed. Crude oil is 84% carbon. Just take the total weight of the oil times 0.84 to get the weight of the carbon content. Then multiply that answer by 3.67 to get the total weight of the carbon dioxide that would be produced by burning the fuel. [1]

Tesoro-Savage will argue that this oil simply replaces imported oil and thus will not exacerbate climate change.
We can't accept that without proof for the long term.
We need to know – what assurances do we have that over the next century that other countries will reduce production to compensate for the production enabled by this proposal?

If we are to combat climate change, we need to leave much of the planet's carbon in the ground long term. We cannot control how much carbon other countries leave in the ground, but we can control what we do.

The policy of our State and Governor is to combat climate change.

We cannot combat climate change by building more infrastructure which locks us into fifty years of more extraction and emissions.

We cannot combat climate change by flooding the market with oil. If we flood the market with oil, people will have less incentive to purchase fuel efficient cars!

The sooner we reduce our emissions, the better our chances of averting catastrophic climate change.

It is not good enough to maintain emissions at existing levels. All West Coast States have established emissions reduction targets. Those targets become more difficult to achieve the more oil we produce.

It is not good enough to maintain existing levels of atmospheric CO2. At 396 parts per million, they are already too high. They need to be brought down below 350 ppm. By building more infrastructure, we make it more difficult to bring those levels down.

Every major automaker is producing a zero-emissions car, and they are less expensive over the life of the car compared with fossil fueled counterparts. The alternatives are here.

Don Steinke
POB 822393
Vancouver WA 98682

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[1] http://energy.about.com/od/Oil/a/Crude-Oil-Basics.htm
For example, take octane to be the representative component of crude oil. Octane is C_8H_{18}. The mass of one Carbon is 12 amu and the mass of one Hydrogen is 1 amu. Thus the mass of one molecule of octane is (8x12) + (18x1) = 96 +18 = 114. Thus the octane is 84.2% carbon.

Some of the molecules in crude are 80% carbon and some are 88% carbon, but on average, oil is approximately 84% carbon. Just take the total weight of the oil times 0.84 to get the weight of carbon content. Then multiply that answer by 3.67 to get the total weight of the carbon dioxide that would be produced by burning the fuel. I taught high school chemistry. The mass of Carbon is 12 amu. The mass of Oxygen is 16 amu. Thus the mass of CO2 is 44 amu.

From: Daniela Lopez <danielaschmo@yahoo.com.ar>
Sent: Saturday, May 02, 2015 3:46 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: Comments

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.

Daniela Lopez

10021

From: Sierra Club <information@sierraclub.org> on behalf of Colleen Olson <sierra@sierraclub.org>
Sent: Thursday, May 07, 2015 2:52 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

May 7, 2015

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.

One Planet ~ One Chance!

Sincerely,

Mrs. Colleen Olson
1012 NE Bryant Ct
Lees Summit, MO 64086-3535

From: Lynch, Bill (UTC)
Sent: Friday, May 08, 2015 8:51 AM
To: Posner, Stephen (UTC)
Cc: Wraspir, Kali (UTC)
Subject: FW: The Vancouver Oil Terminal

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

From: Phillips, Keith (GOV)
Sent: Friday, May 8, 2015 8:18 AM
To: Lynch, Bill (UTC)
Subject: FW: The Vancouver Oil Terminal

Bill – forwarding this note for the appropriate record file.

Keith

From: Don Steinke [mailto:crvancouverusa@gmail.com]
Sent: Thursday, May 07, 2015 9:32 PM
To: Phillips, Keith (GOV)
Cc: Megan Jenny; WEC Rebecca Ponzio; Beth Doglio
Subject: The Vancouver Oil Terminal

From Don Steinke – Sierra Club SW Washington

To Keith Phillips -- Special Assistant to Governor Inslee on Climate

Re: The proposed Tesoro Savage oil terminal in Vancouver

Dear Mr. Phillips,

The proponents of the oil terminal in Vancouver may provide convincing arguments in support of approval for their project. Therefore the governor needs to be armed with counter arguments ahead of time, not so much for public consumption . . . but in his own mind. I hope you will do what needs to be done.

If everyone in Washington State were to permanently park their cars and ride bicycles, their collective emissions would not shrink as much as the global emissions could increase if this project were to be approved.

The proponents are likely to argue . . . this fuel doesn't exacerbate climate change . . . it simply replaces imported fuel with domestic supplies.

That is faulty thinking at four levels:

1. It assumes that foreign suppliers will reduce their production to compensate for our increases. The recent plunge in oil prices shows us that won't happen.

2. It assumes it is acceptable to maintain emissions at the current levels. That assumption is contrary to our official goal of reducing emissions 50% by 2050. Furthermore, this oil is purportedly headed to California and California has a more ambitious emission reduction goal than Washington. Same with Oregon.

3. It assumes the current atmospheric level of CO2 is acceptable and thus, as long as we don't make it increase, we are doing no harm. But atmospheric levels of CO2 is already too high and needs to come down below 350 ppm, the sooner the better.

4. It ignores the fact that if we flood the market with oil, people have less incentive to purchase fuel efficient cars.

Don Steinke
360 892 1589
crVancouverUSA@gmail.com

From: Sierra Club <information@sierraclub.org> on behalf of Sheila Ward <sierra@sierraclub.org>
Sent: Friday, May 08, 2015 12:56 PM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

May 8, 2015

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

Dear Mr. Posner,

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

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

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

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

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

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

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

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

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

Sincerely,

Ms. Sheila Ward
1057 Calle 8
San Juan, PR 00927-5221
(787) 763-8584

From: Sierra Club <information@sierraclub.org> on behalf of kent bond <sierra@sierraclub.org>
Sent: Sunday, May 31, 2015 3:40 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

May 31, 2015

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

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

Sincerely,

Mr. kent bond
5802 E Edgemont Ave
Scottsdale, AZ 85257-1031

From: Sierra Club <information@sierraclub.org> on behalf of Allison Mackey <sierra@sierraclub.org>
Sent: Sunday, May 31, 2015 11:41 AM
To: EFSEC (UTC)
Subject: Comment on Docket No. EF-131590, Application No. 2013-01

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

May 31, 2015

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. Allison Mackey
910 W 33rd St
Vancouver, WA 98660-1809
(360) 518-9896

From: Don Leonard <dleonard36@gmail.com>
Sent: Monday, December 09, 2013 11:20 AM
To: EFSEC (UTC)
Subject: Vancouver oil terminal

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

December 9, 2013

To Whom It May Concern:

I am a chemical engineer and I am thoroughly familiar with the enormous energy content of petroleum products. The risk of frequent transport and storage of such materials within the City Limits of Vancouver is too high no matter how much planning and safety is undertaken. It is a textbook truth that all petroleum facilities eventually have accidents.
Please reject this terminal.

Thank you,

Donald Leonard
4717 NE 140th Circle
Vancouver, WA 98686

RECEIVED
JUL 30 2015
ENERGY FACILITY SITE EVALUATION COUNCIL

NO Oil Terminal
NO Oil Tankers
NO Oil Trains

July 28, 2015
Portland, Oregon

RECEIVED
AUG 03 2015
WASH. UT. & TP. COMM

AMNESTY INTERNATIONAL
Ms. Barbara Drageaux
708 SE 19th Ave
Portland, OR 97214
bjdrgx @ aracnet.com

To: Evaluation Council
PO Box 43172
Olympia WA 98504

As a resident of the beautiful Northwest I oppose turning the Columbia River Corridor into and industrial transit and shipping pathway for the profit of Tesoro.

How can anyone justify shipping fossil fuels overseas to further contribute to climate change, polluting emissions and danger to the environment and human and animal life from rail and shipping accidents?

Does this justify increased traffic on our less than well maintained rail lines?

Do we need increased vessel congestion on the Columbia River?

REJECT THIS TERRIBLE PROJECT!

Barbara Drageaux
708 SE 19
Portland OR 97214

From: bob keller <atern@hotmail.com>
Sent: Friday, July 31, 2015 10:13 PM
To: EFSEC (UTC)
Subject: Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Vancouver is too nice of a city, on the verge of becoming a destination and busting out of the shadow of Portland, to allow its riverfront to become an oil terminal.

The river-front area has more long-term economic potential as a destination/developed area than it does as a refinery and transport terminal. Refinery and transport terminals preclude other developments as the sites are high-security, smelly, and ugly. This is a big choice and the two options preclude each other. Downtown Vancouver can be a clean, ecologically friendly, restaurant and hotel driven town that I would want to take my young kids to, or an industrial town that I will avoid. Not both.

Jobs are important, good paying ones especially. But this location stinks. Put it in Washougal. Vancouver is finally coming into its own right. The I-5 corridor, Washington' s answer to Portland, our gateway to the Columbia. Our state can welcome drivers with an oil terminal or a chance to get to know the Columbia and all of its history, its legacy, it beauty and biology.

That's the choice.

Living along the Columbia has its benefits. Historically its been commercial benefits. Lets keep it that way. Commercial can and should include hotels, promenades, restaurants, parks, museums, shops of all types, markets, pubs, etc. These businesses will not establish themselves with the terminal as a neighbor. Plain as day.

Bob Keller
Vashon, WA
206-755-51276

From: Christine Kasten <CKasten1@cox.net>
Sent: Sunday, September 13, 2015 1:43 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: Comments

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 Kasten

85748

From: Susan Rees <seernasus@gmail.com>
Sent: Thursday, September 24, 2015 11:21 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: Comments

Dear Governor Inslee and Washington EFSEC:

PLEASE 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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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.

Susan Rees

98290

EFSEC

It is imperative that EFSEC take the utmost care and deliberation in making a decision concerning the oil terminal planned for the Port of Vancouver . In particular EFSEC must hold another land use consistency hearing after the EIS is available. EFSEC must certainly acknowledge that the oil terminal is grossly incompatible in the vicinity of the state's 4th largest city, its highly anticipated billion dollar riverfront development project and our cherished Columbia River. The exposure to the undeniable opportunity for catastrophic explosions is unfathomable and if built the terminal will be an unrelenting and never ending threat to our city and its citizens. This can not be allowed to happen.

Sincerely

Cecelia Kessel
2409 F St.
Vancouver, WA

C Kessel

Submitted at LU hearing after meeting. Rejected but not labeled.

From: Eric de Place <eric@sightline.org>
Sent: Monday, October 26, 2015 11:28 AM
To: Bumpus, Sonia (UTC); Wraspir, Kali (UTC); EFSEC (UTC)
Subject: Sightline Institute requests delay in publication of Vancouver Energy DEIS
Attachments: Sightline ---The Energy Facility Site Evaluation Counsel.docx - eletterhead.doc

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

October 26, 2015

Honorable William Lynch, Chair
Energy Facility Site Evaluation Council
Olympia, Washington 98504

Re: *Request for Delay of Public Comment Period for Vancouver Energy Draft Environmental Impact Statement*

Dear Chair Lynch:

Sightline Institute hereby respectfully requests a delay in the public comment period for the Vancouver Energy Draft Environmental Impact Statement (DEIS).

According to the most recent published schedule, EFSEC plans to publish the DEIS on November 24, 2015. Yet as former EFSEC Chair James Luce argued in a recent letter to EFSEC, the public interest would be poorly served by the current publication schedule, which would require the public to review what is expected to be a lengthy, complex, and technical document over the busy holiday season. Moreover, the publication of the DEIS will commence the adjudicatory phase of the EFSEC process, which means that the public would simultaneously be facing deadlines triggered by the adjudication for disclosing witnesses, exhibit lists, and other issues in early January.

The Vancouver Energy project is undoubtedly among the most controversial proposals to come before EFSEC in many years. The public has a strong interest in a thorough and complete review of the project's dimensions. As such, Sightline believes that EFSEC should exercise its legal right to delay publication of the DEIS until January 2, 2016.

Sincerely,

Eric

Eric de Place | Policy Director
Sightline Institute | 1402 Third Avenue, Suite 500 | Seattle, WA 98101
www.sightline.org | T 206.447.1880 x105 | @Eric_deP

Sightline Institute is a think tank providing leading original analysis of energy, economic, and environmental policy in the Pacific Northwest.

206 447 1880
1402 Third Avenue, Suite 500
Seattle, WA 98101
www.sightline.org

Sightline INSTITUTE

October 26, 2015

Honorable William Lynch, Chair
Energy Facility Site Evaluation Council
Olympia, Washington 98504

Re: *Request for Delay of Public Comment Period for Vancouver Energy Draft Environmental Impact Statement*

Dear Chair Lynch:

Sightline Institute hereby respectfully requests a delay in the public comment period for the Vancouver Energy Draft Environmental Impact Statement (DEIS).

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Sincerely,

Eric

Eric de Place | Policy Director
Sightline Institute | 1402 Third Avenue, Suite 500 | Seattle, WA 98101
www.sightline.org | T 206.447.1880 x105 | @Eric_deP

Sightline Institute is a think tank providing leading original analysis of energy, economic, and environmental policy in the Pacific Northwest.

From: Bill Brake <williamb98685@aol.com>
Sent: Monday, October 26, 2015 1:31 PM
To: EFSEC (UTC); Posner, Stephen (UTC); Bumpus, Sonia (UTC)
Cc: crvancouverusa@gmail.com
Subject: BRAKE - Comments on Short 45 Day Proposed DEIS Review Public Comment Period
Attachments: BRAKE - EFSEC DEIS Comments Time Period Concerns.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Mr. Stephen Posner - EFSEC

Ms. Sonia Bumpus - EFSEC

I want to suggest the proposed time period for public comments on the proposed Tesoro Savage Crude Oil Terminal in Vancouver, Washington be extended from 45 days to 90 days to allow the public adequate time to read, comprehend, and write a response to the 4,500 page document for the largest crude oil transfer terminal in the United States.

I know that I spent a month in 2013 reading the over 2,000 page Application of Tesoro Savage for the Vancouver Crude Oil Terminal and writing my nearly 40 scoping comments.

EFSEC has had 706 Days to review the 31,208 Public Scoping Comments and 22 Governmental Agencies Scoping Comments and research and write the DEIS.

I suggest the comment period be extended from 45 days to 90 days to allow a detailed review of the DEIS by the public.

Attached is my brief study of the public time constraints.

William A Brake PE
3407 NW 116th Way
Vancouver, WA 98685
williamb98685@aol.com

October 26, 2015

Energy Facility Siting Evaluation Council (EFSEC)
1300 S Evergreen Park Drive SW
Olympia, WA 98504-3172
mailto:efsec@utc.wa.gov
Attn : Mr Stephen Posner mailto:sposner@utc.wa.gov
Attn: Ms Sonia Bumpus mailto:sbumpus@utc.wa.gov

Subject : Proposed Brief Comment Period for Tesoro Savage Terminal DEIS at 45 Days

I am a retired Professional Engineer with 35 year career experience in the natural gas energy industries as a process, environmental, and safety engineer, as well as a management position in charge of a workforce of 115 employees.

A total of 31,208 comments were received from individuals and private firms during the Scoping Period.

A total of 22 Governmental Agencies comments were received during the Scoping Period.

I would like to suggest that the comment period proposed for the largest crude oil by rail terminal in the United States be extended from the proposed 45 day period to a 90 day period for the following reasons.

Thank You for your considerations,

William A. Brake PE
3407 NW 116th Way
Vancouver, WA 98685
Williamb98685@aol.com

CC: Beyond Oil and Coal Task Force – Vancouver Washington – Don Steinke

EFSEC – TESORO SAVAGE DEIS

Available Scheduled Time

45 DAYS = NOVEMBER 24, 2015 TO JANUARY 7, 2016

Minus 12 DAYS = Weekends

Minus 2 DAYS = Thanksgiving

Minus 2 DAYS = Christmas

Minus 1 DAY = New Years

Equals 27 Days to Review Tesoro Savage DEIS = 60 % of 45 day comment period – MORE TIME NEEDED

And 18 Days Out of the Office = 40 %of 45 day comment period

Also Hanukkah December 6 to December 14 = 6 work days of 8 day period

Also Kwanzaa December 26 to January 1 = 5 work days of 5 day period

Looking At Available Scheduled Time More Closely

45 Days = Tesoro Savage DEIS x 24 hours a day = 1,080 Hours 100 %

27 Days = Potential maximum business review time@ 24 hours a Day = 648 Hours

Business Work Day is 8 Hours so maximum review time is 1/3 = 216 Hours = 20 % of available comment period – MORE TIME NEEDED

Business productivity is not 100 % so hours are missed by coffee breaks, snack break, bathroom breaks, meetings, telephone calls, emails, water cooler time, football games, birthdays, holiday pot luck, personal time, etc

So a typical office environment is at best 75 % productive and at worst 10 % productive then the dedication to the Tesoro Savage DEIS is between 162 hours and 21 hours. – MORE TIME NEEDED

Time to Draft Environ*mental Impact Statement*

A lot has happened since the end of the Scoping Comment Period on December 18, 2013 706 days ago

706 Days' Time at 24 hours per day is 16,944 hours to make the document and allow between 21 and 162 hours to make substantive comments on a document that is 4,500 pages in length.

Allowed between 0.1 % and 1.0 % of time to make Public Comments - MORE TIME NEEDED

Typical procedure for an office environment is 23 steps

1. Assignment from Corporate Office
2. Assignment from Management
3. Assignment from Boss
4. Assignment priority by Boss
5. Assignment Chapters or pages to read
6. Review the Scoping Comment submitted by you or your firm = 31,208 unique people or firms
7. Review the Scoping Comment Submitted by Agencies = 22 unique firms
8. Read to see if your scoping comments were addressed
9. Read for general understanding
10. Take Notes
11. Research on Internet of existing laws and regulations
12. Ask Questions of others
13. Comprehend
14. Develop comments on Tesoro Savage DEIS
15. Write Comment letter for review by Boss
16. Rewrite Letter
17. Resubmit to Boss
18. Rewrite Letter
19. Resubmit to Boss
20. Boss Submit to Management
21. Rewrite Letter
22. Management Submit to Corporate Office
23. Corporate Office Submits

Minimum 23 steps to do in 21 to 162 hours – MORE TIME NEEDED

SUMMERY

Between 21 and 162 hours is available to develop an intelligent response to the Tesoro Savage DEIS out of 45 days or 1080 hours available is between 2 % and 15% on the largest crude by rail transfer terminal in possibly the world. – MORE TIME NEEDED

In a personal public comment response to the Tesoro Savage DEIS the time available is equal or less than the 21 to 162 hours availability. More in the order of 8 hours maximum is available to make comments on the 4,500 page document. This is volunteer time and not paid time. – MORE TIME NEEDED

Docket# EF-131590

Tesoro Savage CBR
Public Comment #855

COLUMBIA RIVER INTER-TRIBAL FISH COMMISSION

700 NE Multnomah Street, Suite 1200
Portland, Oregon 97232

(503) 238-0667
F (503) 235-4228
www.critfc.org

RECEIVED
NOV 02 2015
ENERGY FACILITY SITE
EVALUATION COUNCIL

October 29, 2015

William Lynch
Chair
Washington Energy Facility Site Evaluation Council
1300 S. Evergreen Park Dr. S.W.
PO Box 43172
Olympia, WA 98504-3172

Re: Vancouver Energy SEPA Schedule

Dear Chairman Lynch:

Columbia River Inter-Tribal Fish Commission (CRITFC) and its member tribes, the Confederated Tribes and Bands of the Yakama Nation (Yakama Nation) and the Confederated Tribes of the Umatilla Indian Reservation (Umatilla Tribes) request that the Washington Energy Facility Site Evaluation Council (EFSEC) carefully consider the effects of its proposed target release date for the Vancouver Energy Draft Environmental Impact Statement (DEIS). The Applicant has proposed an alternative proposal to extend the comment period, but we do not find it acceptable. Instead, we propose that EFSEC release the DEIS on January 4, 2016 rather than November 24, 2015.

It is well within the discretion of EFSEC, as the lead agency, to determine the release date of the DEIS. WAC 197-11-055. As you know, the release of the DEIS not only starts the clock ticking on a 45-day statutory comment period; it also marks the beginning of the formal adjudicatory phases of this proceeding. The release date also triggers deadlines for witness lists, exhibits, and certain testimony. When the parties conferred with Judge Noble and established the adjudication schedule, we did not anticipate that the DEIS would issue two days before Thanksgiving.

The ability of the Yakama Nation, Umatilla Tribes, and CRITFC to meaningfully review a DEIS of this magnitude is challenging under the best of circumstances. There are multiple levels of tribal government that must be engaged in reviewing the DEIS, identifying issues, and accessing witnesses and exhibits needed to effectively participate in Washington's process. This work begins in earnest on the release date of the DEIS, which would be interrupted by a four-day holiday weekend just two days after its release.

In addition, the employees of the Yakama Nation, Umatilla Tribes and CRITFC observe four to five paid holidays during the 45-day period following November 24. A release date of November 24 effectively shortens the review period by at least four full business days. As a practical matter, employees often take vacation leave during this holiday period; effectively further reducing the available time for review. If this were a matter of lawyers coordinating a briefing schedule the process would be simpler. For the tribes, however, scientists, budget managers, policy makers, and

lawyers will be needed to craft our participation in this process in the currently proposed shortened review period.

The resource and schedule considerations listed above, which presumably apply to all parties not aligned with Applicant, support a delay until January 4, 2016. This will allow for all parties to give the DEIS the detailed review and study it deserves, rather than force a complex task into an already busy time of year. In other words, given the importance of this undertaking and the amount of time it has taken to prepare an adequate DEIS, we respectfully request a release date that allows all parties to give the document the focus it deserves.

In accordance with Judge Noble's July 22, 2015 letter regarding communications with the EFSEC, we are providing a copy of this letter to all parties. Please contact us if you have any questions.

Sincerely,

Julie A. Carter
Robert Lothrop
Of Attorneys for Columbia River Inter-Tribal Fish Commission

Brent H. Hall
Of Attorneys for Confederated Tribes of the Umatilla Indian Reservation

Joe Sexton
Amber Penn-Roco
Of Attorneys for Yakama Nation

Cc: The Attached Service List

SERVICE LIST

Honorable Cassandra Noble
Administrative Law Judge
Energy Facility Site Evaluation Council
1300 S Evergreen Park Drive, SW
Olympia, WA 98504-3172

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Susan Drummond
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SERVICE LIST, PAGE 2

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David F. Bartz, Jr.
Alicia L. Lowe
Schwabe, Williamson & Wyatt, P.C.
1211 SW 5th Avenue, Suite 1900
Portland, OR 97204-3795

From: Bumpus, Sonia (UTC)
Sent: Monday, November 02, 2015 10:24 AM
To: Aitken, Joan (UTC); EFSEC (UTC); Posner, Stephen (UTC); Wraspir, Kali (UTC)
Subject: FW: DEIS Comment Period Variations

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

FYI- Request for DEIS public comment period extension.

Sonia E. Bumpus
Energy Facility Site Evaluation Council
Utilities and Transportation Commission
Phone (360) 664-1363

From: Bill Brake [mailto:williamb98685@aol.com]
Sent: Saturday, October 31, 2015 10:57 PM
To: Butorac, Diane (ECY) <dbut461@ECY.WA.GOV>; Bumpus, Sonia (UTC) <sbumpus@utc.wa.gov>
Subject: DEIS Comment Period Variations

November 1, 2015

Diane Butorac – Wa DOE

Sonia Bumpus – EFSEC

Public Comment Period for Tesoro Savage Terminal Proposal

The public comment period for the Draft Environmental Impact Statement (DEIS) for the Westway and imperium Terminal Expansions in Hoquiam was recently extended from 60 days to 90 days.

It is my understanding the Draft Environmental Impact Statement for the Tesoro Savage Terminal in Vancouver is scheduled to be a 45 day period according to the Columbian Newspaper.

It is also my understanding that EFSEC asked Tesoro Savage for a 15 day extension to a total of 60 days and was firmly denied by Tesoro Savage.

Since the Tesoro Savage Terminal proposal is the largest crude oil by rail proposal in the state as well as the nation and more than likely the largest in the North Americas and the world, it would seem that a public comment period longer than 45 days would be beneficial for the agencies, business, and the public to adequately make a detailed response.

Since the contractors preparing the DEIS for the Tesoro Savage project have had about 700 days to complete the study that is estimated to be 4,500 pages in length, the longer public comment period seems appropriate.

It is questioned how does one DEIS get a short review period and others the review period is longer and even extended.

William A Brake PE

Vancouver WA

From: Michael <michael.t.olson@comcast.net>
Sent: Wednesday, November 25, 2015 3:15 PM
To: EFSEC (UTC)
Subject: You Can't Be Serious

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Dear Sir/Madam,
Please enter the following comment into the record:

I can't believe you are seriously considering locating an oil terminal in downtown Vancouver. This DOESN'T PASS the "Common Sense Test".
The Facility Site Evaluation Council members will be held morally and legally liable when a major accident occurs in downtown Vancouver. An accident will occurs based on historical record. II is simply a question of when. You will be indicted for malfeasance in office for approving this clear and present danger.

Please don't let money corrupt your decision.

Sincerely,
Michael T. Olson
USA,Maj, Retired

From: Cynthia Franklin <cwfranklin@aol.com>
Sent: Friday, November 27, 2015 9:50 AM
To: EFSEC (UTC)
Subject: Recommend denial of the Tesoro terminal

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

I urge you to recommend denial of the Tesoro terminal on the grounds that the risk of environmental destruction from oil spills and exploding tankers is too high.

Cynthia Franklin
520 Ridgeway Drive
Bellingham, WA 98225

From: sirquickwit@aol.com
Sent: Thursday, December 10, 2015 9:45 AM
To: EFSEC (UTC)
Subject: Fracking is not acceptable, crude by rail is not acceptable. STOP

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

STOP

From: sirquickwit@aol.com
Sent: Thursday, December 10, 2015 9:46 AM
To: EFSEC (UTC)
Subject: Re: Automatic reply: Fracking is not acceptable, crude by rail is not acceptable. STOP

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Making it difficult. You need to be stopped.

-----Original Message-----
From: EFSEC (UTC) <EFSEC@utc.wa.gov>
To: sirquickwit <sirquickwit@aol.com>
Sent: Thu, Dec 10, 2015 12:44 pm
Subject: Automatic reply: Fracking is not acceptable, crude by rail is not acceptable. STOP

Thank you for your email. If this email is a comment related to recently released Draft Environmental Impact Statement (DEIS) for the proposed Tesoro Savage Vancouver Energy Project (Project) at the Port of Vancouver your comment **will not** be registered at this inbox.

Please submit your comments using one of the following methods:

Submit Online:
https://ts.efsec.wa.gov

Submit by Mail:
State of Washington
Energy Facility Site Evaluation Council
P.O. Box 43172
Olympia, WA

Submit In-Person:
At a public meeting (orally or in writing):

Vancouver, WA

January 5, 2016, 1:00 PM - 11PM or last speaker
Clark County Event Center at the Fairgrounds
Hall B
17402 NE Delfel Road
Ridgefield, WA 98642

Spokane Valley, WA

January 7, 2016, 5:00 PM - 11PM or last speaker
Centerplace Regional Event Center

2426 N. Discovery Place
Spokane Valley, WA 99216

Comments received on the DEIS during the comment period will be compiled, reviewed and considered while developing the Final EIS. All comments and responses to comments received on the DEIS will be included in the Final EIS when issued.

Docket# EF-131590
Tesoro Savage CBR
Public Comment #861

[cc: Governor J. Inslee]

Thomas Slate
313 W Meeker
Puyallup, WA 98371

RECEIVED
MAR 31 2016
ENERGY FACILITY SITE
EVALUATION COUNCIL

Energy Facility Site Evaluation Council
State of Washington
Post Office Box 43172
Olympia, WA 98504-3172

Re: **Support for Vancouver Energy's Terminal Project**

To EFSEC:

I am writing to the Energy Facility Site Evaluation Council in order to share my opinions on why the Vancouver Energy oil terminal proposal should be carefully reviewed and not overlooked. I am a firm believer in growth and progress and think that this project is perfect for that. Vancouver Energy has the best of the community in their thoughts and the oil terminal will bring so much to the region.

The jobs and economic benefits Vancouver Energy will bring are important to note. Over the course of the construction phase and the first 15 years of operations, Vancouver Energy will pay $1.6 billion in wages to its hundreds of direct employees. That is a substantial infusion of capital into the local economy, and the impact will be even bigger when you consider that those workers will spend their money here in our community. Not to mention, $8 million in taxes will be paid by the terminal annually that will be available for us to put into state and local reserves for public facilities and services.

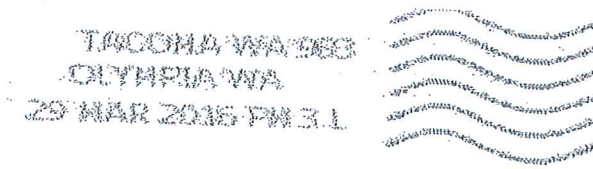
On another equally as important note, this project will help improve the environmental quality of the state. Contrary to what some have claimed, the construction and operation of this terminal won't increase the use of petroleum products. The terminal's Draft Environmental Impact Statement shows that demand for mid-continent crude oil will persist whether the terminal is built or not. *By replacing higher-carbon crude oil from foreign sources, the new terminal will actually reduce global emissions.*

Please join me, and thousands of Washington residents, in supporting Vancouver Energy and their plan. I hope you will consider this proposed plan with a keen eye to the facts and a fair evaluation of the project's benefits, along with its potential risks.

Sincerely, Thomas C. Slate

Thomas Slate

Thomas Slate
313 West Meeker
Puyallup, WA 98371



Energy Facility Site Evaluation Council
P.O. Box 43172
Olympia, WA 98504

98504

Docket# EF-131590
Tesoro Savage CBR
Public Comment #862

RECEIVED
APR 01 2016
ENERGY FACILITY SITE
EVALUATION COUNCIL

01/18/2016

Energy Facility Site Evaluation Council
PO Box 43172
Olympia, WA 98504

CC: Governor Inslee
Port of Vancouver USA Commissioners

Energy Facility Site Evaluation Council,

I have lived in Clark County for 10 years and I have stayed here for the low taxes and perfect environment. I believe that Vancouver Energy has put a solid plan in place to facilitate delivery of crude oil from the midcontinent to the West Coast, and I request that you, as well, support this project to keep our state thriving.

The project will generate millions in tax revenues to support state and local activities, including our schools. Vancouver Energy will pay $22 million in taxes during the construction phase of the project, and $7.8 million annually once it begins operating. When one considers that investment along with the $1.6 billion in wages the project will pay out for construction and the first 15 years of operations, the Vancouver Energy terminal's importance to the Port, Clark County and this whole region of the state can't be underestimated.

Even as the nation transitions to using more renewable energy sources to generate electricity, cars, trucks, planes and others, everyday modes of transportation will continue to rely on crude oil for decades to come. Energy experts and national energy policy both agree. These types of transportation underpin a huge part of our economy, so while clean energy technologies are being developed, petroleum-based fuels will continue to be vital. For as long as we need it, it only makes sense to fill that demand with domestic supplies, particularly ones that have a smaller environmental impact compared with other sources.

It is in my opinion that the best choice here is to build this terminal and support our state. I hope you will come to the same conclusion about this proposal as I have.

Thank you,

Teresa Hovland

Teresa Hovland
10801 NE 20th Court
Vancouver, WA 98686

Teresa Hovland
10801 NE 20th Court
Vancouver, WA 98686

PORTLAND OR 970

23 MAR 2016 PM 2 L

State of Washington
EFSEC
P.O. Box 43172
Olympia, WA 98504

98504

Docket# EF-131590
Tesoro Savage CBR
Public Comment #863

December 31st, 2015

RECEIVED
APR 14 2016
ENERGY FACILITY SITE
EVALUATION COUNCIL

Energy Facility Site Evaluation Council
P.O. Box 43172
Olympia, WA

EFSEC Members-

Vancouver Energy's proposal to develop an export terminal at the Port of Vancouver is an excellent plan and one I fully support. As you review their application please know that there are thousands of people just like me who want to see this project move forward. I've lived here in Washington for 63 years – this is too good of an opportunity to let slip away.

A recent study that looked at how oil is extracted, transported, refined and used determined that crude from the center of the North American landmass generates 30% less carbon than the oil that is refined in our state currently. To achieve significant reductions in greenhouse gas emissions, we need to choose less carbon-intensive sources of petroleum like the Bakken formation. The Vancouver Energy terminal will provide that capability.

Development of alternative fuels is needed. But energy experts say, and US government has adopted energy policy based on projections that, our country will need petroleum products for decades. While those green fuels become more and more viable, petroleum products (especially those produced right here in the U.S.) are providing the bridge to our energy future. What's more, domestic production of oil has helped reduce gas prices, which is good for families and businesses here in Washington and across the country. Vancouver Energy will allow us all to benefit from those domestic sources, and should be pursued for that reason.

This project promises nothing but positive impacts for this region, and it needs your support.

Thank you,

Annemarie K. Ross

Annemarie Ross
19920 83rd Place W.
Edmonds, WA 98026

Cc: Gov. Inslee

Annemarie Ross
19920 83rd Place W
Edmonds, WA 98026

SEATTLE WA 980
12 APR 2016 PM 4 L

Energy Facility Site Evaluation Council
State of Washington
P.O. Box 43172
Olympia, WA 98504

98504

RECEIVED
MAY 13 2016
ENERGY FACILITY SITE
EVALUATION COUNCIL

Docket# EF-131590
Tesoro Savage CBR
Public Comment #864

RECEIVED
MAY 12 2016
WASH. UT. & TP. COMM

January 19, 2016

Washington State EFSEC,

I support Vancouver Energy and their proposed terminal at the Port of Vancouver USA. But your support for their project will go much further. Please support this project as it will bring a number of benefits to Washington and the entire country. I'm in favor of increasing business in the area and putting local people to work in this state, where I've lived for 25 years and am now happily retired.

The Vancouver Energy terminal will breathe new life into 42 industrially zoned acres at the Port – or less than 3% of the total Port property – without affecting proposed waterfront development or downtown Vancouver. It will also help fulfill the goals of the Port's West Vancouver Freight Access project. In specific, Vancouver Energy will create hundreds of jobs and generate economic benefits by investing in freight rail infrastructure, exactly as the Access project set out to do. In 2013, the Port Commission voted unanimously to approve Vancouver Energy's lease based on the company's experience, state-of-the-industry operating practices, impeccable track record of safety, and of course the benefits it will bring to the Port and Clark County.

This project is filled with nothing but positive influences to this region. Please join all of us who support Vancouver Energy and their attempt to better this region.

My thanks,

Amy Filer

Amy Filer
1216 N. Superior Street, Apt. 201
Spokane, WA 99202

Docket# EF-131590
Tesoro Savage CBR
Public Comment #865

RECEIVED
JUN 16 2016
ENERGY FACILITY SITE
EVALUATION COUNCIL

Dear Ms. Bumpus 6/13/16

It has come to my attention that appox. 1,000 pages of changes have been made to the Tesoro-Savage oil terminal application since the public hearing at the Clark County Event Center. At what point will the public have the opportunity to comment on these changes and will they be included/considered during the adjudication process? It does not seem right to me that Tesoro-Savage can make changes of this magnitude at will. When do we draw the line for changes? Thank you for your considration.

Therese Livella

LIVELLA
8703 NE 339th St
La Center, WA 98629



to: Sonia Bumpus
EFSEC
PO Box 43172
Olympia, WA 98504-3172

PORTLAND OR

RECEIVED
JUL 07 2016
ENERGY FACILITY SITE EVALUATION COUNCIL

Docket# EF-131590
Tesoro Savage CBR
Public Comment #866

Dear Port of Vancouver Commision: and EFSEC

June 25, 2016

As senior citizens we are very concerned about the world we are leaving for our grandchildren. We live in the most beautiful area of our nation which has been polluted by the enormous problem of what to do with nuclear waste. It has been leaking out of containers close to the Columbia River and there has never been a solution of the problem. Now, it is after the fact and to do anything to prevent, or cure the problem, is impossible due to great expense and no knowledge of a solution. Also, today we must deal with another risk.

CRUDE OIL BY TRAIN:

> Mistakes have been made and we are concerned about what is happening now regarding the trains hauling crude oil through our area to the port. The former NTSB Chairman said" We knew this would happen—and it did. It was to be only a matter of time before a train loaded with thousands of barrels of crude oil would derail and endanger one of our nation's natural wonders the Columbia River Gorge.' In my seven years as chairman of the National Transportation Safety Board (NTAB), I saw firsthand the results of warnings unheeded. Carrying crude oil by rail is just not a good idea"

A half hour on the computer tells of many accidents. In 2013 in LacMeganillic, Quebec 49 people died and several blocks were leveled. Closer to home, is the recent June 15 train derailment in the George and the resulting fire and smoke to the residents of the area. According to the Columbian, Newspaper the State agency calls for Vancouver Oil terminal denial because of the potential for tremendous catastrophic loss."

Unlike the nuclear waste problems that still need to be dealt with, perhaps we can put a stop to a local crude oil disaster before it happens. We must do it for our children and the next generations.

WE DO NOT WANT TRAINS FULL OF HAZORDOUS OIL SHIPPED THROUGH OUR AREA OR TO OUR PORT

Please sign with your name and address:

Nancy Hurst
Richard Doble

Barbara Rorik
Burt Rorik
2911 SE Village loop
Vancouver, WA 98683

7300 NE Vancouver mall Dr
#C34
Vancouver, WA 98662

Charlene Higgins
Evelyn Klick
Dorothy Smith
Evelyn Fleming
Connie B Rutherford

WE DO NOT WANT TRAINS FULL OF HAZORDOUS OIL SHIPPED THROUGH OUR AREA TO OUR PORT. (SEE LETTER TO THE GOVERNOR.)

Mildred Lisquard
Alice Hiromura

Fred L. Towne

Eleanor Arnett

Errol Brown

Clandeen Green

Anne Loeb

Dorothy Allen

Martha Chamber

Jeanne Hallick

James McBride

Joyce Stockburger

Terry Howard

Mickey Adams

James R Volkman

Henry L Marks

Margo Stuart

D L Stuart

2911 SE Village Loop
Vancouver, WA 98683

Dear Port of Vancouver Commision: June 25, 2016
and EFSEC

As senior citizens we are very concerned about the world we are leaving for our grandchildren. We live in the most beautiful area of our nation which has been polluted by the enormous problem of what to do with nuclear waste. It has been leaking out of containers close to the Columbia River and there has never been a solution of the problem. Now, it is after the fact and to do anything to prevent, or cure the problem, is impossible due to great expense and no knowledge of a solution. Also, today we must deal with another risk.

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> Mistakes have been made and we are concerned about what is happening now regarding the trains hauling crude oil through our area to the port. The former NTSB Chairman said" We knew this would happen—and it did. It was to be only a matter of time before a train loaded with thousands of barrels of crude oil would derail and endanger one of our nation's natural wonders the Columbia River Gorge.´ In my seven years as chairman of the National Transportation Safety Board (NTAB), I saw firsthand the results of warnings unheeded. Carrying crude oil by rail is just not a good idea"

A half hour on the computer tells of many accidents. In 2013 in LacMeganillic, Quebec 49 people died and several blocks were leveled. Closer to home, is the recent June 15 train derailment in the George and the resulting fire and smoke to the residents of the area. According to the Columbian, Newspaper the State agency calls for Vancouver Oil terminal denial because of the potential for tremendous catastrophic loss."

Unlike the nuclear waste problems that still need to be dealt with, perhaps we can put a stop to a local crude oil disaster before it happens. We must do it for our children and the next generations.

WE DO NOT WANT TRAINS FULL OF HAZORDOUS OIL SHIPPED THROUGH OUR AREA OR TO OUR PORT

Gina A Jensen	2911 SE Village Loop Vancouver, WA 98683
Daphne Sims	" Apt 303
Kristen Myrga	2885 SE VILLAGE Loop VANCOUVER, WA 98683
Joe Reynolds Kendall	2911 SE Village Loop #301 Vancouver WA
Andis Bradstreet	"
Dennis Black	"
J Wayne Sims	"
Ralph Kehler	"

WE DO NOT WANT TRAINS FULL OF HAZORDOUS OIL SHIPPED THROUGH OUR AREA TO OUR PORT. (SEE LETTER TO THE GOVERNOR.)

Ralph Dibert
Carole D. Mayorga
Liane A. Clifford
Troy Coulton
Dick Clifford

2911 SE Village Loop #303
Vancouver, WA 98683

additional signatures to the letter sent last week!

7-11-16

RECEIVED
JUL 19 2016
ENERGY FACILITY SITE EVALUATION COUNCIL

Docket# EF-131590
Tesoro Savage CBR
Public Comment #867

Dear Port of Vancouver Commision: and EFSEC

June 25, 2016

As senior citizens we are very concerned about the world we are leaving for our grandchildren. We live in the most beautiful area of our nation which has been polluted by the enormous problem of what to do with nuclear waste. It has been leaking out of containers close to the Columbia River and there has never been a solution of the problem. Now, it is after the fact and to do anything to prevent, or cure the problem, is impossible due to great expense and no knowledge of a solution. Also, today we must deal with another risk.

CRUDE OIL BY TRAIN:

> Mistakes have been made and we are concerned about what is happening now regarding the trains hauling crude oil through our area to the port. The former NTSB Chairman said" We knew this would happen—and it did. It was to be only a matter of time before a train loaded with thousands of barrels of crude oil would derail and endanger one of our nation's natural wonders the Columbia River Gorge.' In my seven years as chairman of the National Transportation Safety Board (NTAB), I saw firsthand the results of warnings unheeded. Carrying crude oil by rail is just not a good idea"

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Unlike the nuclear waste problems that still need to be dealt with, perhaps we can put a stop to a local crude oil disaster before it happens. We must do it for our children and the next generations.

WE DO NOT WANT TRAINS FULL OF HAZORDOUS OIL SHIPPED THROUGH OUR AREA OR TO OUR PORT

Please sign with your name and address:

Marilynn & Scott Jones — 2911 SE Village Loop, Vancouver, WA 98683
Joanne Nelson — 111 W. 23rd st. Vanc. Wa 98660
Rosaline Mallory — 2895 SE. Village loop, Vancouver Wa 98683
Nancy Benton — 2891 SE Village Loop, Vanc. Wa 9868.
Bill Wells — 2905 SE Village Loop Vanc Wa 98683
Roger Carlsmith — 2891 Village Loop Vancouver WA 98683
Phyllis Ramsey — 2911 Village Loop VAN. WA. 98683
Priscilla Thiets — 2915 SE. Village Loop Vancouver, Wa 986
Donald Gardner — 2913 SE Village Loop Vancouver WA 98683
[illegible] — [illegible] 9868

WE DO NOT WANT TRAINS FULL OF HAZORDOUS OIL SHIPPED THROUGH OUR AREA TO OUR PORT. (SEE LETTER TO THE GOVERNOR.)

2911 SE Village Loop
Vancouver, WA 98683

Carl R Triebs 2915 SE Village Loop Vancouver WA 98683

Virginia Dunbar, 2707 NE 164 St. Ridgefield, Wa, 98642

Virginia Ebersole 225 N. Hayden Bay Dr. Portland, WA 9721,

Carol Pendergraft, 2812 E 9th St, Vancouver 98661

Shirley Zent, 4504 NE 48th ST, Vancouver 98661

Mary M. Helton p.O. Box 1830, Vancouver, WA. 98668

Constance Oppel P.O. 65395 Vancouver Wa 98665
2905 NW 119th St " " 98685

Ruth N. Hammer 501 NE 99 St #4 Vancouver WA 98665

Docket# EF-131590
Tesoro Savage CBR
Public Comment #868

WASHINGTON FARM BUREAU

975 Carpenter Rd NE, Suite 301
Lacey, WA 98516

December 6, 2016

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee:

On behalf of the 47,000 Washington Farm Bureau member families, I am writing to urge your support for Vancouver Energy's proposed terminal at the Port of Vancouver, Washington. This project would markedly enhance our state's trade capacity for agricultural goods while providing millions of dollars in private safety upgrades to our overall infrastructure system.

This project represents an important investment in our state's trade infrastructure network, one that will directly benefit the farmers and ranchers who depend on the safe and timely transport of their commodities to foreign and domestic markets. As the most trade-dependent state in the nation, it is imperative that we continue to find ways to invest in our trade infrastructure; this project is one such means to address those upgrades.

The development of the Vancouver Energy terminal will require substantial private investments not only by Tesoro, but by BNSF and the rail industry. Just this year, BNSF has invested $220 million to expand rail capacity. This is in addition to the $550 million invested over the last three years. Next to aerospace, Washington's agricultural industry is our strongest export. Those improvements will have direct implications for our members and for our state's overall trade industry as we look to boost our export capacity.

Additionally, this project will substantially enhance Washington state's rail lines, which are the safest means of transporting bulk commodities — with the least impact on the environment. Absent a highly efficient rail system, Washington state's agricultural community would be hard pressed to move the volume of products it does each year. Vancouver Energy will help ensure better rail service to ports, which ultimately impacts our state's trade-based economy.

Finally, I also want to underscore Vancouver Energy's commitment to the people and the state of Washington, as evidenced by recent revisions to its throughput growth on the safety performance of the terminal and its rail and marine partners. By demonstrating incremental success, Vancouver Energy seeks to earn the trust of all of its partners. We believe the project merits positive consideration, given this revised application.

Washington's agricultural community stands in support of the Vancouver Energy project and the benefits it would yield for trade-based industries like ag. Thank you for your consideration of our letter, and our concerns about protecting one of Washington's leading export industries.

Sincerely,



John Stuhlmiller
Chief Executive Officer
Washington Farm Bureau

Cc: Energy Facility Site Evaluation Council

INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE WORKERS

Docket# EF-131590
Tesoro Savage CBR
Public Comment #869



DISTRICT LODGE W24

I.A.M. & A.W. – AFL-CIO
25 CORNELL AVENUE • GLADSTONE, OREGON 97027
TELEPHONE: 503-656-1475
FAX: 503-657-2254
1-800-452-5738

December 2, 2016

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Energy Facility Site
Evaluation Council
PO Box 43172
Olympia, WA 98504-3172

Governor Inslee and EFSEC:

As the Business Representative for International Association of Machinists and Aerospace Workers, AFL-CIO, District Lodge w24 I would like to ask that that the Vancouver Energy Terminal in Vancouver Washington receive final approval. The project will provide 300 jobs in the building trades, support 1,000 total direct and indirect jobs. Annually the terminal will also bring in $1.6 billion in labor income and more than $2 billion in total economic impact. In addition the terminal is an important piece of export trade infrastructure.

Washington is one of our country's most trade dependent states with forty percent of our jobs being trade related. The approval of Vancouver Energy has broader implications. Large trade infrastructure projects in Washington state are becoming increasingly difficult to approve. We have already seen investors walk away from other proposed projects. We need to have a process that rewards projects that are responsive and address the concerns of the public and policy makers. We need a process that will attract investment, not drive it away from the Northwest to other regions and counties.

Vancouver Energy has listened to the important safety concerns of the public and has responded with a very strong safety proposal that starts by reducing the volumes of petroleum it would handle and ties increases in volumes to safety. The fact that this safety proposal extends to the rail and marine companies that transport their product shows their commitment to addressing safety and being accountable.

I support the Vancouver Energy Terminal and the family wage jobs it will provide. I urge you to approve the project.

Sincerely,

Will Lukens

Will Lukens
Business Representative/Organizer
International Association of Machinists and Aerospace Workers, AFL-CIO
District Lodge w24

Docket# EF-131590
Tesoro Savage CBR
Public Comment #870

WASHINGTON FARM BUREAU

975 Carpenter Rd NE, Suite 301
Lacey, WA 98516

December 6, 2016

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee:

On behalf of the 47,000 Washington Farm Bureau member families, I am writing to urge your support for Vancouver Energy's proposed terminal at the Port of Vancouver, Washington. This project would markedly enhance our state's trade capacity for agricultural goods while providing millions of dollars in private safety upgrades to our overall infrastructure system.

This project represents an important investment in our state's trade infrastructure network, one that will directly benefit the farmers and ranchers who depend on the safe and timely transport of their commodities to foreign and domestic markets. As the most trade-dependent state in the nation, it is imperative that we continue to find ways to invest in our trade infrastructure; this project is one such means to address those upgrades.

The development of the Vancouver Energy terminal will require substantial private investments not only by Tesoro, but by BNSF and the rail industry. Just this year, BNSF has invested $220 million to expand rail capacity. This is in addition to the $550 million invested over the last three years. Next to aerospace, Washington's agricultural industry is our strongest export. Those improvements will have direct implications for our members and for our state's overall trade industry as we look to boost our export capacity.

Additionally, this project will substantially enhance Washington state's rail lines, which are the safest means of transporting bulk commodities — with the least impact on the environment. Absent a highly efficient rail system, Washington state's agricultural community would be hard pressed to move the volume of products it does each year. Vancouver Energy will help ensure better rail service to ports, which ultimately impacts our state's trade-based economy.

Finally, I also want to underscore Vancouver Energy's commitment to the people and the state of Washington, as evidenced by recent revisions to its throughput growth on the safety performance of the terminal and its rail and marine partners. By demonstrating incremental success, Vancouver Energy seeks to earn the trust of all of its partners. We believe the project merits positive consideration, given this revised application.

Washington's agricultural community stands in support of the Vancouver Energy project and the benefits it would yield for trade-based industries like ag. Thank you for your consideration of our letter, and our concerns about protecting one of Washington's leading export industries.

Sincerely,



John Stuhlmiller
Chief Executive Officer
Washington Farm Bureau

Cc: Energy Facility Site Evaluation Council

From: simonrup@comcast.net
Sent: Friday, January 06, 2017 10:50 AM
To: EFSEC (UTC)
Subject: Tesoro Savage terminal

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Comments

Hello,

I would like to add my voice in opposition to the proposed Tesoro/Savage oil terminal. I live in Portland and I am a frequent user of the Columbia River Gorge Scenic area. I am extremely concerned about the potential for disaster, both in the Gorge and in the Portland/Vancouver area, that could result from the huge increase in petroleum rail traffic. In addition to the obvious and catastrophic consequences of a rail accident, there are issues of river pollution, traffic congestion and, of course, the longer term effects of carbon pollution on our planet.

Please consider these factors and reject proposals for the terminal. Such a terminal is a very scary prospect.

Jim Ruppa
4712 SE Rex Drive
Portland, OR 97206

Docket# EF-131590
Tesoro Savage CBR
Public Comment #872

From:	John Stuhlmiller
To:	EFSEC (UTC); Rossman, Jaime (COM); Stephenson, Cullen (ECY); Stohr, Joseph S (DFW); Siemann, Dan (DNR); Moss, Dennis (UTC); greg.shafer@clark.wa.gov; bryan.snodgrass@cityofvancouver.us; Stone, Ken
Cc:	Davis, Tom
Subject:	Additional local Farm Bureau comments on Vancouver Energy
Date:	Friday, February 10, 2017 4:34:33 PM
Attachments:	image001.png Haberman.tif Spok. Farm Bureau.pdf

Dear Governor Inslee and members of the Energy Site Evaluation Council,

I am sending these comments from several of our County Farm Bureaus to highlight the level of interest and concern we have related specifically to the Vancouver Energy project and generally for export enhancement projects.

I already submitted comments on behalf of the entire organization, but wanted to share the true breadth of interest in this issue as demonstrated by these three letters- one from Western Washington, one from Central Washington and the final one from Eastern Washington.

Thank you for your careful review and favorable consideration of this project.

Sincerely,

John Stuhlmiller
Chief Executive Officer
WASHINGTON FARM BUREAU

Cell: 360.870.6017
Office: 360.528.2903

This e-mail message may contain privileged and/or confidential information, and is intended to be received only by persons entitled to receive such information. If you have received this e-mail in error, please notify the sender immediately. Please delete it and all attachments from any servers, hard drives or any other media. Other use of this e-mail by you is strictly prohibited.

SPOKANE COUNTY
FARM BUREAU

January 24, 2017

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee:

On behalf of the membership of the Spokane County Farm Bureau, I write to you today to urge your support for Vancouver Energy's proposed terminal project at the Port of Vancouver. This project would be an essential upgrade to our state's transportation infrastructure capacity, a vital component in the success and growth of Washington's agriculture sector.

Our members, farmers and agriculture professionals, depend on Washington's robust transportation network to move our goods to market. Our state is dependent on trade, more so than any other state. To continue our economic success, we must continue to develop the infrastructure that supports that trade.

While many may see this project as only an investment in terminal infrastructure - it also represents a significant enhancement to the state's railroads. The railroads are partners to our agricultural producers. BNSF Railway alone has contributed more than $200 million in improvements this year, increasing transportation safety along with our capacity to transport goods. Additionally, railroads remain by far the safest method of transporting bulk commodities. Any investment in their expansion is one that will bode well both for the agricultural community and for all of Washington.

On top of the private investments committed to the project by Vancouver Energy, the terminal would have a tremendous economic impact upon completion. At full operating capacity, the terminal would inject $2 billion to the regional and local economy in the form of jobs, tax revenue, income and profits. That is in addition to a one-time payment of $22 million in taxes during construction.

Vancouver Energy is committed to being a partner to the state of Washington and to the agriculture community. The company has committed that they will operate with dedication to the environment, abiding by all state and federal guidelines. Furthermore, it will create the kind

of jobs that the community needs, bolstering the local and state economies with considerable tax revenues and direct economic output.

The Spokane County Farm Bureau stands with Vancouver Energy. This project would be a boon to trade based industries like agriculture that are vitally important to our state's economy. We urge your support of this important project.

Sincerely,

Hal Meenach
President, Spokane County Farm Bureau

SPOKANE COUNTY
FARM BUREAU

January 24, 2017

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee:

On behalf of the membership of the Spokane County Farm Bureau, we write to you today to urge your support for Vancouver Energy's proposed terminal project at the Port of Vancouver. This project would be an essential upgrade to our state's transportation infrastructure capacity, a vital component in the success and growth of Washington's agriculture sector.

Our members, farmers and agriculture professionals, depend on Washington's robust transportation network to move our goods to market. Our state is dependent on trade, more so than any other state. To continue our economic success, we must continue to develop the infrastructure that supports that trade.

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of jobs that the community needs, bolstering the local and state economies with considerable tax revenues and direct economic output.

The Spokane County Farm Bureau stands with Vancouver Energy. This project would be a boon to trade based industries like agriculture that are vitally important to our state's economy. We urge your support of this important project.

Sincerely,

Spokane County Farm Bureau Board of Directors

Hal Meenach, President

Sue M. Cronk, Secretary

Board Member

Treasurer

Board Member

SKAGIT COUNTY FARM BUREAU

The Voice of Agriculture
P.O. Box 1544
Mount Vernon, WA 98273

January 26, 2016

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee:

I want to express my support of a major trade infrastructure project here in the Pacific Northwest: the proposed Vancouver Energy Terminal at the Port of Vancouver USA. This project will leverage private investments for the greater good of both Washington and the entire region.

As a representative of the agriculture industry, I support this project because of the benefits it will bring to our state's rail system. It is crucial that we continue to identify more efficient ways to deliver our products to market. Other trade competitors — including our neighbors to the north in British Columbia, are making significant upgrades to their ports and rail lines to compete with states like Washington. Building the Vancouver Energy Terminal will mean significant upgrades and improvements to our rail capacity. This will help ensure the transport of an array of commodities, including our state's top agriculture exports like wheat, cherries and apples.

The Vancouver Energy project will also create good family wage jobs and generate much needed tax revenue. More than 1,000 jobs stand to be created as a result of this effort that will contribute $2 billion to the local and regional economy. This will undoubtedly provide a much needed boost to the economy of Southwest Washington, which continues to rebound from the Great Recession.

In short, I believe the Vancouver Energy project will increase our state's trade capacity while providing good-paying jobs for the betterment of our local, state and regional economies. I urge your approval of this project.

Sincerely,

Bill Schmidt

Bill Schmidt

President

cc: Energy Facility Site Evaluation Council

December 20, 2016

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee:

I am writing to ask for your approval of the Vancouver Energy terminal in Vancouver, Washington.

As you know from your experiences here in Central and Eastern Washington, agriculture is the lifeblood of our communities. As a hay grower and an exporter of forage products, I can tell you first-hand how critical it is for growers and exporters to move their products to market in the fastest and safest means possible. For most of us, that means rail. The more we can do to enhance our rail network, the more Washington can continue to benefit from our agricultural exports and trade with foreign markets.

The Vancouver Energy project will bring millions in much needed investments in our rail system at a time we need them most. Neighboring states and countries like Vancouver, B.C. is already pouring money into their rail and marine terminals to compete with us. The Vancouver Energy project will bring millions in private investment to bear on Washington's trade and export infrastructure, helping to ensure timely movement of products to market. We were directly affected the last time we had a port slow-down, and it was devastating to my farm and forage export business. Anything we can do to make sure Washington exports keep moving will mean the world to our ranchers, growers, orchardists and farmers.

Please consider the broader implications for this project on growers like me, who depend on a world-class trade infrastructure system. Vancouver Energy will benefit all of Washington.

I urge your approval of this project.

Sincerely,

Brad Haberman

Brad Haberman
Number 9 Hay
Board Member, Kittitas County Farm Bureau

cc: Energy Facility Site Evaluation Council

From: Bob
To: EFSEC (UTC)
Cc: bob@westernagtech.com; dserres@gmail.com; linda@currie-mclain.com; "Jack Burkman"
Subject: Please Reject the Tesoro Terminal Application
Date: Friday, March 10, 2017 10:52:54 AM
Attachments: image00001.png
Oil-by-Rail Newsletter 160621B.pdf

<!--[if lte mso 15 || CheckWebRef]-->
Bob has shared a OneDrive file with you. To view it, click the link below.

EFSEC Please Reject Tesoro Terminal 170310.docx

<!--[endif]-->
Esteemed members of the EFSEC review panel:
I am writing today to request that you reject the Tesoro oil terminal application.

Attached is a letter detailing several compelling reasons to reject the proposal. While I am an environmentalist at heart, I believe you can reject the proposal strictly on economic grounds: It will destroy the economic vitality of Vancouver, and is not worth a few dozen jobs. It has a net negative impact on the economy of the community, and the state. It would be a different conversation if the terminal were located away from a thriving town.

I have also attached a flier that I wrote some months ago, summarizing the safety issues around Oil-by-Rail as FYI. I live 100 yards north of the main BNSF line, and safety is a significant, but secondary concern for me. I am sure you are already aware of these issues, but it provides a graphic and concise summary of the 26+ catastrophic accidents in recent years.

Please stop Tesoro's terminal application now.

Thanks for your thoughtful consideration, and have a great day. Please feel free to contact me directly if I can provide any additional assistance.

Robert N. Low
Western AgTech Solutions, LLC
Mobile: 360-607-3747



Lynchburg, Virginia, 3-4 cars leaked into the James River and caught fire. Mosier residents were lucky.

How Safe Are Oil Trains: Not Safe at All

STAND UP TO OIL

IN THIS ISSUE: SAFETY CONCERNS

Oil Train Inflamed History

by Bob Low, Western AgTech Solutions LLC

For some, the oil train derailment in Mosier Oregon on June 3, 2016 was a wake-up call. For others, it is a stark reminder of the fiery history of oil train derailments in recent years.

Both Mosier's mayor and fire chief recognize that the derailment and fire in their town could have been a lot worse[1]. If the renowned Gorge winds had been howling, fire could have engulfed the entire town. If the train had derailed 2 miles to the east, it would have plummeted into the Columbia River, completely spoiling the Gorge with tens or hundreds of thousands of gallons of burning oil.

That is exactly what happened in Lynchburg, Virginia in 2014, where 12-14 cars derailed next to the James River, and 3-4 cars leaked into the river and caught fire. The disaster site was also too hot for emergency response crews to approach. The tanks appeared to have burned themselves out roughly two hours after the initial derailment. [2]

Including the accident in Mosier, at least 26 oil trains have been involved in major fires or derailments during the past decade in the U.S. and Canada, according to an Associated Press analysis of accident records from the two countries. The worst was a 2013 derailment in Lac-Megantic, Quebec that killed 47 people and destroyed the city center. Damage from that accident has been estimated at $1.2 billion or higher.[3] A combination of procedural errors and mechanical problems caused the parked train to run away unattended, and crash in the center of town.[4]



Mosier, OR – June 3, 2016 ktzv.com



Lynchburg, VA, April 2014



Lac-Megantic, Quebec June 2013

Far Too Common of an Occurrence: Rail companies contend that moving oil by rail is safe, but history tells a far different story.[5] Recent notable examples include:

- In November 2013, A train derailed near Aliceville, AL: 12 cars went off the tracks, and 3 exploded, spilling oil into a nearby swamp. Cleanup was highly problematic in this sensitive marshland. The railroad prioritized getting the trains rolling again, delaying the cleanup until it had soaked into the wetlands, beaver ponds and local fishing habitat. Locals fear the marshlands will never recover. [6]
- In Casselton, ND, 400,000 gallons of crude spilled when an oil train collided with a derailed grain train in December 2013. Two trains, a grain train with 112 cars derailed, and an oil train with 106 cars collided with it at 41 MPH. Blaze engulfed at least 21 cars.[7]
- In February 2015, a train derailed in West Virginia, destroying homes, at least one car fell into the river, and several more were leaking into the river ultimately contaminating the water treatment facilities.[8]
- In February 2015 in Northern Onterio (Timmins), a train derailed 29 cars, and at least 7 cars caught fire.[9]
- In March 2015, an oil train derailed in Galena IL, where 6 cars derailed and two caught fire. Like the accident in Mosier, this accident involved the newer, and supposedly safer cars defined in the Tesoro Savage proposal.[10]
- Town of Heimdal, ND evacuated when BNSF train derailed and 10 cars caught fire in May 2015, with 8 more cars leaking, and a total of 21 off the rails. [11]


Galena, IL March 2015


West Virginia February

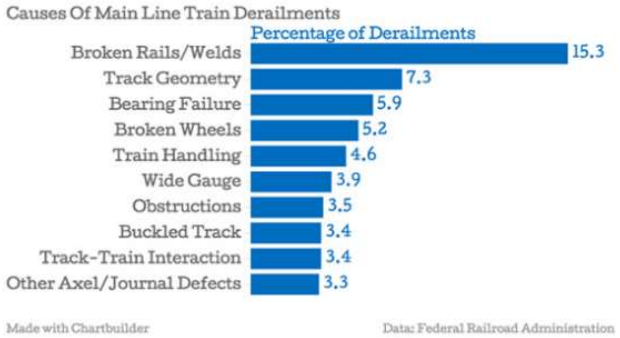

Heimdal, ND May 2015


Aliceville, AL November 2013


Casselton, ND December 2013


Timmons, Onterio February 2015

Leading Causes of Train Derailments: Quantifying accurate statistics on the causality of train derailments tends to remains elusive, in great degree due to the lack of transparency of railroad records. A study reported by Scientific American in May 2015 indicated "broken rails and welds are the most common cause of train derailments. They account for more than 15 percent of derailments, according to data from the Federal Railroad Administration."[12]



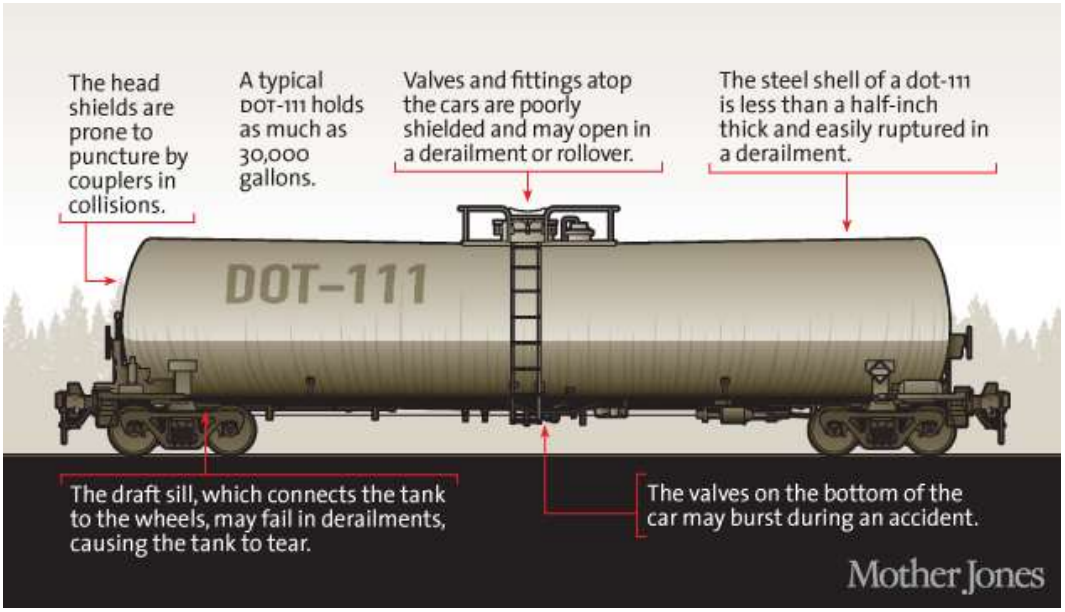
"Broken rails and welds were more than twice as likely to have been the cause of train derailments than the second and third leading causes—track geometry and bearing failure. Track geometry, which includes such things as train alignment, gauge and elevation, was responsible for 7.3 percent of derailments and bearing failure was responsible for 5.9 percent."

The catastrophe in Lac-Megantic was caused by crew improperly setting the air brakes. When the air pressure dropped, the brakes released, causing the train to careen into town without crew.

The cause of the Mosier incident was a "fastener system that connects the railroad tie to the rail is what failed in this incident and is what caused the derailment," said company spokesman Justin Jacobs.[13] More accurately, the lag bolt(s) that held two rails together broke, allowing the rails to spread apart. This section of track had been inspected 4 days before the incident, with inspectors detecting no defects.

With so many possible causes for derailment, it seems implausible that rail companies can make needed improvements in derailment prevention anytime in the near future.

Oil Tanker Car Design Considerations: The original tanker car design, the DOT-111, dates back to the 1960's and sufficiently dangerous that the National Transportation Safety Board (NTSB) has mandated they be phased out by 2023. Mother Jones reported about 3 years ago that roughly 78,000 of these cars were in service transporting crude oil and other flammable liquids. [14]



The NTSB) has long recognizes the high risk of the DOT-111, and in the wake of the Lac-Megantic disaster pressed for significant design changes and retrofits to decrease the risk of rupture [15] This resulted in the model called the CPC-1232. The rail cars that crashed in Mosier and Galena used the CPC-1232 tankers, with no apparent improvement in safety.

The Tesoro Savage project promises to use an even better design, the DOT-120 phasing the new design in over the next 15 to 20 years. The DOT-120 features thicker head shields and shells, hoping to decrease the risk of rupture. "While it is noteworthy that the company is improving its fleet with the type of upgrade the industry has largely resisted, the planned upgrade, when studied in context, is exceedingly minor and will do very little to make the proposed Vancouver Energy project safer." [16] Test data quantifying the improvements for the DOT-123 is not publicly available.

Speed is also a big factor. The train in Mosier was only going 25 MPH when it crashed, breached and exploded. Trains normally go twice that fast, packing 4 times the kinetic energy. One way to substantially decrease risk of fire would be drastically limit the train's speed, which would not be practical for other reasons.

Since the transition to safer tanker cars will be very slow, the public can expect an increase in oil train explosions roughly proportional to the increase in oil train traffic for at least the next decade, and perhaps much longer.

The only practical solution to improve oil train safety is to put a complete and permanent moratorium on oil train traffic.

Sources and More Information:

[1] http://www.chem.info/news/2016/06/oil-train-derails-oregon-%E2%80%94-track-failure-likely-cause?cmpid=verticalcontent&__hstc=97553472.20da9a8dee24e6a53471edd30df70ceb.1449609612243.1465597298416.1465847139834.19&__hssc=97553472.2.1465847139834&__hsfp=1333291337

[2] http://thinkprogress.org/climate/2014/04/30/3432820/train-derailment-lynchburg/

[3] http://www.chem.info/news/2016/06/oil-train-derails-oregon-%E2%80%94-track-failure-likely-cause?cmpid=verticalcontent&__hstc=97553472.20da9a8dee24e6a53471edd30df70ceb.1449609612243.1465597298416.1465847139834.19&__hssc=97553472.2.1465847139834&__hsfp=1333291337

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[5] http://www.sightline.org/2015/05/06/oil-train-explosions-a-timeline-in-pictures/

[6] . http://www.wbrc.com/story/23913896/train-derailment-causes-fire-and-crude-oil-spill-near-aliceville and http://www.commondreams.org/news/2013/11/10/300-foot-flames-crude-oil-train-derails-and-explodes-rural-alabama

and http://grist.org/climate-energy/alabama-wetland-still-infested-with-oil-four-months-after-train-accident/

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http://news.nationalgeographic.com/news/energy/2013/12/131231-north-dakota-oil-train-fire/

[8] http://thinkprogress.org/climate/2015/02/17/3623474/west-virginia-derailment/

[9] http://thinkprogress.org/climate/2015/02/16/3623379/oil-train-derails-in-canada/

[10] http://thinkprogress.org/climate/2015/03/06/3630622/another-bakken-oil-train-derailment/

[11] http://thinkprogress.org/climate/2015/05/06/3655595/north-dakota-oil-train-derailment-fire/

[12] http://www.scientificamerican.com/article/broken-rails-are-leading-cause-of-train-derailments/

[13] http://www.opb.org/news/series/oil-trains/oregon-mosier-oil-train-derailment-union-pacific-rail-fastener-failure/

[14] http://www.motherjones.com/environment/2014/05/oil-tank-trains-bakken-crude-accidents

[15] http://www.ntsb.gov/safety/mwl/Documents/MWL_2015_Factsheet_05.pdf

[16] http://www.sightline.org/2015/12/15/tesoros-new-oil-train-cars-too-few-and-still-too-dangerous/

Robert N. Low
Western AgTech Solutions, LLC
14013 SE Bella Vista Circle
Vancouver, WA 98683
Mobile: 360-607-3747
Bob@WesternAgTech.com

To: Mr. Bill Lynch
And the entire EFSEC Review Board

Subject: Please Reject the Tesoro Oil Terminal
Date: 3/9/2017

Your panel is currently reviewing the Tesoro proposal to install an oil terminal less than 2 miles west of Vancouver's city center. As you know, the Port conducted a meeting Tuesday, listening to testimony for and against the proposed terminal, and in a split decision decided to extend the Tesoro lease for 3 months.

I am writing today asking for your support for the greater Vancouver community, and to reject Tesoro's proposal based on overall economic impact. I have been a Vancouver resident for nearly 30 years, and love our community, and this terminal will devastate our quality of life. Here is a summary of some of the reasons cited during the 5+ hours of testimony Tuesday:

- With the terminal's close proximity to the city, VOC emissions will create a hideous aroma, even with Tesoro's modern vapor capture systems. The oil stench will permeate downtown and the Old Evergreen corridor where I live, having devastating impact on the vitality and livability for those who are down wind. This will depress business in the downtown area, drive down property values, and inflict residents with additional health risks. I believe Tesoro can meet VOC emission requirements, but those regulations are not reflective of the degradation of quality of life for the community, or the associated economic hit.
- There was extensive discussion about the high levels of VOC turning Vancouver into an "oil town" like Vallejo, or Compton, or Anacortes… where the value of the land downwind plummets, and the community degrades into slum like conditions. The discussion would be different if the site were far from town.
- Tesoro has a terrible safety record, and habitually violates a wide range of regulatory requirements. Most residents don't trust Tesoro's follow-through, or that they will be diligent in self-regulation. We don't feel safe.
- The terminal will be built on relatively unstable sandy soils, making it impossible to avoid soil liquefaction in a substantial earthquake, which would result in an environmental catastrophe. The "big one" and "Cascadia event" were mentioned several times in testimony as a substantive threat.
- There have been over 26 serious fiery oil train accidents in recent years, resulting in catastrophic fires and oil spills despoiling the environment. I have compiled a flier with details of these incidents, and will supply it in a separate document. Others testified about similar disasters at facilities (like the Tesoro explosion in Anacortes killing 5) and major pipeline ruptures. Most of these disasters still are awaiting cleanup and relief years after the incident.
- In his final analysis reflecting on the testimony he heard, Brian Wolfe argued the new Barrel Tax on crude transported by rail mitigates the risks listed above, helping fund cleanup and disaster relief. This does nothing to compensate the community for the economic impact associated with decreased livability.
- Tesoro boasts the great benefit creating jobs, but suggest they will ramp up to 110 permanent living wage jobs at most, and a few hundred temporary construction jobs. Jobs are good. But these jobs are more than offset by job losses when the town smells like oil. The secondary economic effects inflicted on the community far outweigh the added Port revenue and jobs.

- There are many other environmental concerns. While I am an environmentalist at heart, I believe the terminal can be rejected strictly based on the serious local economic impact. It simply isn't worth destroying the economic viability of a community for a few dozen jobs.
- Brian Wolfe had the swing vote. He indicated that the countervailing factor in his decision to extend the lease was he "had to consider what is good for the Port," and that the monthly revenue for the Port was reason enough to extend the lease. In this case, what is good for the Port is not good for the community.
- Jerry Oliver was less diplomatic. He railed "I am sick and tired" of environmentalists obstructing job creation, in an oratory that resonated with Labor. This terminal doesn't create jobs, in net it destroys jobs, businesses and property value. It seems the community impact is outside the Port's purview. The EFSEC review process appears to be the only hope to objectively weigh the net impact on our community, and reject the proposal.

I recognize that you are in a difficult position. Tesoro is following due process, albeit slowly. Denying industry the opportunity to create jobs and tax revenue might not play well with conservatives, and could create talking points that the state isn't friendly to attract industry. On the other hand, permitting an environmentally unfriendly terminal will infuriate some of the Governor's strongest base like me. I respectfully suggest that the best solution politically is for EFSEC to deny this permit simply on the basis that the net economic value is negative, and then let the Governor concur with your findings.

Thank you for your thoughtful consideration. Feel free to contact me if you have questions, or if I can assist in any way.

Robert Low

From:	Lynch, Bill (UTC)
To:	Aitken, Joan (UTC); Mastro, Tammy (UTC)
Subject:	FW: Updates from the Vancouver Area
Date:	Monday, April 03, 2017 10:28:41 AM

Docket# EF-131590
Tesoro Savage CBR
Public Comment #874

Please post this email that was forwarded to us on our website. Thanks, Bill

From: Phillips, Keith (GOV)
Sent: Wednesday, March 1, 2017 3:47 PM
To: Lynch, Bill (UTC) <bilynch@utc.wa.gov>
Subject: FW: Updates from the Vancouver Area

Bill – for your project file, and any notice as appropriate, please.

Thanks.

Keith

From: Don Steinke [mailto:crvancouverusa@gmail.com]
Sent: Wednesday, March 01, 2017 3:04 PM
To: Davis, Chris (GOV); Phillips, Keith (GOV); Bellon, Maia (ECY)
Subject: Updates from the Vancouver Area

From Don Steinke, Vancouver

To Chris Davis, Keith Phillips, Maia Bellon

Re: Updates on Kalama Methanol and Vancouver Oil

Hello everyone,

Kalama Methanol

Yesterday, the Cowlitz County Shorelines Hearing examiner approved permits for Kalama Methanol. Supposedly, the process moves to the Department of Ecology next.

According to the Air Discharge permit, the project will produce at least 1 million tons of CO2e per year. We can't afford to put that much CO2 into the air. Doing so will make it much more expensive for existing industries to meet the legislated emissions reduction targets.

It would be nice if Governor Inslee and Ecology would come out against the project!

Vancouver Oil

Last year, the Port of Vancouver and Tesoro Savage both agreed to extend the lease until March 31 this year. If no action is taken prior to that date, the lease is automatically extended

3 months.

The Port has in its “sole and absolute discretion”, the option to cancel the lease. I believe that Port Commissioner Wolfe recognizes the proposal is a bad idea, but he want the process to decide, not him.

I told him, and so did former EFSEC chair, Jim Luce, that regardless of what Governor Inslee decides, the process will tie up the Port for at least 2-3 years, and

If finally approved, we’ll have a project that our Attorney General says is not in our best interests. And he said that . . . before it was revealed that Tesoro was fined $400 million last year.

The Commissioners will decide on March 7, whether or not to end the lease extension.

Sources

Jim Luce Op-Ed
http://www.columbian.com/news/2017/feb/26/local-view-port-should-cancel-vancouver-energy-lease-move-forward/

Record Fines for Tesoro

http://www.columbian.com/news/2016/jul/18/air-pollution-settlement-reached-for-6-refineries/

-

fyi

Don Steinke

From:	Lynch, Bill (UTC)
To:	Aitken, Joan (UTC); Mastro, Tammy (UTC)
Subject:	FW: FYI, 2001563-The Honorable Dean Takko (Intranet Quorum IMA00384913)
Date:	Monday, April 03, 2017 10:30:04 AM
Attachments:	WF Attachment 4016906 Takko Dean.pdf IQFormatFile.txt

Docket# EF-131590
Tesoro Savage CBR
Public Comment #875

This letter which was forwarded to us should also be put on our website. Thanks, Bill

From: Phillips, Keith (GOV)
Sent: Monday, March 13, 2017 5:11 PM
To: Lynch, Bill (UTC) <bilynch@utc.wa.gov>
Subject: FW: FYI, 2001563-The Honorable Dean Takko (Intranet Quorum IMA00384913)

Bill – please add this letter to your project record, according to your procedures.

Thanks.

Keith

From: Office of Governor Inslee (imailagent) [mailto:govoutbound@iq.governor.wa.gov]
Sent: Monday, March 13, 2017 3:33 PM
To: Phillips, Keith (GOV)
Cc: Adams, Angie (GOV); Hoss, Schuyler (GOV)
Subject: FYI, 2001563-The Honorable Dean Takko (Intranet Quorum IMA00384913)

Generated from CSU | Office of the Governor | 3/13/2017
IQ ID: 2001563 | Mail Stop: 40002

When responding to this email, please do not change the subject line.

REFERRAL DIRECTIONS

Referred To:	Mr. Keith Phillips Governor's Policy Office
Routing Instructions:	ICYMI - Please share as you deem appropriate.
Action:	FYI
CC:	angie.adams@gov.wa.gov; Schuyler.Hoss@Gov.WA.Gov;
Message	Letter to Commissioners Jerry Oliver, Brian Wolfe, and Eric LaBrant from Senators Dean Takko and Ann Rivers and Representatives Brian Blake, Vicky Kraft, Liz Pike, Paul Harris, Ed Orcutt, and Richard DeBolt regarding their support of the proposed Vancouver Energy terminal project at the Port of Vancouver.
Referral Date:	March 13, 2017
Due Back:	
Send Questions and Response To:	Jeanne Blackburn

CONTACT INFORMATION

From: The Honorable Dean Takko
House of Representatives PO Box 40600 Olympia, WA 98504-0600

Phone(s):
Business: Cell: Home: Fax:



From:	Lynch, Bill (UTC)
To:	Aitken, Joan (UTC); Mastro, Tammy (UTC)
Subject:	FW: FYI, 2001563-The Honorable Dean Takko (Intranet Quorum IMA00384913)
Date:	Monday, April 03, 2017 10:30:04 AM
Attachments:	WF Attachment 4016906 Takko Dean.pdf IQFormatFile.txt

Docket# EF-131590
Tesoro Savage CBR
Public Comment #876

This letter which was forwarded to us should also be put on our website. Thanks, Bill

From: Phillips, Keith (GOV)
Sent: Monday, March 13, 2017 5:11 PM
To: Lynch, Bill (UTC) <bilynch@utc.wa.gov>
Subject: FW: FYI, 2001563-The Honorable Dean Takko (Intranet Quorum IMA00384913)

Bill – please add this letter to your project record, according to your procedures.

Thanks.

Keith

From: Office of Governor Inslee (imailagent) [mailto:govoutbound@iq.governor.wa.gov]
Sent: Monday, March 13, 2017 3:33 PM
To: Phillips, Keith (GOV)
Cc: Adams, Angie (GOV); Hoss, Schuyler (GOV)
Subject: FYI, 2001563-The Honorable Dean Takko (Intranet Quorum IMA00384913)

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IQ ID: 2001563 | Mail Stop: 40002

When responding to this email, please do not change the subject line.

REFERRAL DIRECTIONS

Referred To:	Mr. Keith Phillips Governor's Policy Office
Routing Instructions:	ICYMI - Please share as you deem appropriate.
Action:	FYI
CC:	angie.adams@gov.wa.gov; Schuyler.Hoss@Gov.WA.Gov;
Message	Letter to Commissioners Jerry Oliver, Brian Wolfe, and Eric LaBrant from Senators Dean Takko and Ann Rivers and Representatives Brian Blake, Vicky Kraft, Liz Pike, Paul Harris, Ed Orcutt, and Richard DeBolt regarding their support of the proposed Vancouver Energy terminal project at the Port of Vancouver.
Referral Date:	March 13, 2017
Due Back:	
Send Questions and Response To:	Jeanne Blackburn

CONTACT INFORMATION

From: The Honorable Dean Takko
House of Representatives PO Box 40600 Olympia, WA 98504-0600

Phone(s):
Business: Cell: Home: Fax:



From:	Lynch, Bill (UTC)
To:	Posner, Stephen (UTC)
Cc:	Mastro, Tammy (UTC); Aitken, Joan (UTC); Bumpus, Sonia (UTC)
Subject:	FW: letter re Vancouver project
Date:	Friday, January 27, 2017 9:01:46 AM
Attachments:	WF Attachment 4000964 Stuhlmiller John.pdf IQFormatFile.txt

Docket# EF-131590
Tesoro Savage CBR
Public Comment #877

From: Phillips, Keith (GOV)
Sent: Thursday, January 26, 2017 7:15 PM
To: Lynch, Bill (UTC) <bilynch@utc.wa.gov>
Subject: letter re Vancouver project

Bill -- please enter this letter into the official record for this project.

Thanks.

Keith

From: Office of Governor Inslee (imailagent) [govoutbound@iq.governor.wa.gov]
Sent: Thursday, January 26, 2017 4:29 PM
To: Phillips, Keith (GOV)
Cc: Hoss, Schuyler (GOV)
Subject: MAIL.WF.UDF.ACTION.MERGE, 2000107-John Stuhlmiller (Intranet Quorum IMA00384035)

Generated from CSU
IQ ID: 2000107

Office of the Governor
Mail Stop: 40002

12/14/2016

ICYMI: My apologies if I already sent this correspondence. Some communications were sent through Outlook while we underwent our constituent relations management software transition. We are now fully operational in the new software environment, so you may get things from me a second time. I apologize in advance.

When responding to this email, please do not change the subject line.

REFERRAL DIRECTIONS

Referred To:	Mr. Keith Phillips Governor's Policy Office
Routing Instructions:	MAIL.WF.UDF.ROUTINGINSTRUCTIONS.MERGE
Action:	MAIL.WF.UDF.ACTION.MERGE
CC:	Schuyler.Hoss@Gov.WA.Gov;
Message	Letter to the Governor from the Washington Farm Bureau, urging his support for Vancouver Energy's proposed terminal at the Port of Vancouver, WA.
Referral Date:	January 26, 2017
Due Back:	
Send Questions and Response To:	Jeanne Blackburn

CONTACT INFORMATION

From: John Stuhlmiller
CEO Washington Farm Bureau 975 Carpenter Rd NE, Ste. 301 Olympia, WA 98504-0001
johns@thurston.com

Phone(s):
Business: Cell: Home: Fax:



WASHINGTON FARM BUREAU

975 Carpenter Rd NE, Suite 301
Lacey, WA 98516

RECEIVED
DEC 09 2016
Office of the Governor

December 6, 2016

Governor Jay Inslee
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Dear Governor Inslee:

On behalf of the 47,000 Washington Farm Bureau member families, I am writing to urge your support for Vancouver Energy's proposed terminal at the Port of Vancouver, Washington. This project would markedly enhance our state's trade capacity for agricultural goods while providing millions of dollars in private safety upgrades to our overall infrastructure system.

This project represents an important investment in our state's trade infrastructure network, one that will directly benefit the farmers and ranchers who depend on the safe and timely transport of their commodities to foreign and domestic markets. As the most trade-dependent state in the nation, it is imperative that we continue to find ways to invest in our trade infrastructure; this project is one such means to address those upgrades.

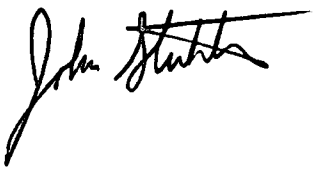
The development of the Vancouver Energy terminal will require substantial private investments not only by Tesoro, but by BNSF and the rail industry. Just this year, BNSF has invested $220 million to expand rail capacity. This is in addition to the $550 million invested over the last three years. Next to aerospace, Washington's agricultural industry is our strongest export. Those improvements will have direct implications for our members and for our state's overall trade industry as we look to boost our export capacity.

Additionally, this project will substantially enhance Washington state's rail lines, which are the safest means of transporting bulk commodities — with the least impact on the environment. Absent a highly efficient rail system, Washington state's agricultural community would be hard pressed to move the volume of products it does each year. Vancouver Energy will help ensure better rail service to ports, which ultimately impacts our state's trade-based economy.

Finally, I also want to underscore Vancouver Energy's commitment to the people and the state of Washington, as evidenced by recent revisions to its throughput growth on the safety performance of the terminal and its rail and marine partners. By demonstrating incremental success, Vancouver Energy seeks to earn the trust of all of its partners. We believe the project merits positive consideration, given this revised application.

Washington's agricultural community stands in support of the Vancouver Energy project and the benefits it would yield for trade-based industries like ag. Thank you for your consideration of our letter, and our concerns about protecting one of Washington's leading export industries.

Sincerely,



John Stuhlmiller
Chief Executive Officer
Washington Farm Bureau

Cc: Energy Facility Site Evaluation Council

WASHINGTON FARM BUREAU
www.wsfb.com

☐ 975 Carpenter Road NE, Suite 301, Lacey, WA 98516

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Governor Jay Inslee
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