Westway Expansion Project

Final Environmental Impact Statement

Appendix A – Part 2



CITY OF HOQUIAM

DEPARTMENT OF ECOLOGY
State of Washington

September 2016

APPENDIX A

Scoping Comments

Part 1

Appendix A **Scoping Comments**

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Part 2

Attachment A2 **Hard-Copy Comment Letters**

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Part 3

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Attachment A2
Hard-Copy Comment Letters

A2-1 Federal Agencies

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
OFFICE OF NATIONAL MARINE SANCTUARIES
Olympic Coast National Marine Sanctuary
115 East Railroad Avenue, Suite 301
Port Angeles, WA 98362-2925

May 27, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Ave, Suite 550
Seattle, WA 98104

Re: Scoping comments on Westway and Imperium facilities EISs

This letter provides comments on scope of the environment impact statements (EISs) required for the proposed Westway Bulk Liquid Facility Project and the Imperium Bulk Liquid Facility Project in Grays Harbor.

Olympic Coast National Marine Sanctuary (OCNMS or sanctuary) was designated in 1994 as one of our nations marine protected areas, spanning 3,189 square miles of marine waters off the western Olympic Peninsula. The sanctuary is home to many species of marine mammals and seabirds, diverse populations of kelp and intertidal algae, productive commercial and recreational fisheries and thriving invertebrate communities. Along this coast are hundreds of islands where many of the largest seabird breeding colonies in the region thrive under the federal protection provided by the Washington Islands National Wildlife Refuges. The mainland shore adjacent to the sanctuary is owned by Native Americans (the Makah, Ozette, Quileute, Hoh, and Quinault Reservations) or Olympic National Park. South of the Quinault Reservation, the shoreline is designated as the Washington State Seashore Conservation Area. The Grays Harbor estuary hosts concentrations of wildlife and is a seasonally important feeding or foraging area for wildlife. The estuary is a critical nursery and foraging area for juvenile salmonids and Dungeness crab. Commercial aquaculture and wild capture fisheries are a large part of regional economy. The various natural and cultural resource conservation designations along this coast substantiate the ecological importance of this special place. In addition, the economies of outer coast communities are strongly reliant on the abundance of natural resources to support commercial fisheries.

Although the Westway and Imperium projects are not within the sanctuary, products spilled in Grays Harbor could flush from the estuary and be carried into sanctuary waters and onto adjacent shorelines. In addition, each of these projects anticipates a significant increase in petroleum product transport through Grays Harbor and along the outer Washington coast, which increases the risk for petroleum spills in open ocean areas. In this letter, OCNMS limits comments to the increased risk of petroleum product spills into estuary and marine waters, and the private and public capacity to respond effectively in the event of a spill with potential to affect the sanctuary.

The draft EIS outline provided with these projects' Determination of Significance documents include two topics for analysis where OCNMS requests a strong focus - "Oil spill prevention, preparedness, response" and "Vessel Traffic".

The vast majority of shoreline habitat in the Grays Harbor estuary is characterized through the environmental sensitivity index as the shoreline type most severely impacted by an oil spill. Within Grays Harbor, highest priority should be placed on prevention, but rapid and effective containment and response capacity for a worst case spill is needed. This need is reinforced by the types of petroleum products associated with these terminal projects, Bakken crude and biofuels, which are difficult, if not impractical or impossible, to recover during spill response in estuarine or marine areas.

Grays Harbor Geographic Response Plan shows the area includes water bodies with a wide range of response classifications including shallow, calm and protected water, high current, open water, and open rough water (>6' wave height). According to the Region 10 Regional Response Team/Northwest Area Committee listing of regional spill response equipment, all the equipment available, with the exception of perhaps 2 small emergency response trailers, is owned and/or managed by one response organization, Cowlitz Clean Sweep. Response equipment in the immediate vicinity of Grays Harbor and the adjacent offshore area appears to be quite limited in both quantity and suitability for response under various conditions.

Specific recommendations for this EIS scoping are:

- A vessel traffic risk assessment (similar to one completed in March 2014 by George Washington University for northern Puget Sound) is recommended because of the significant increase in commercial vessel traffic anticipated with these proposals. This study and analysis of spill response capacity and needs should be completed before permits are issued for these projects.
- With or without a vessel traffic risk study, the EIS should review regional changes in tanker and tug/barge traffic risk associated with these projects, including the hazardous crossing of the bar into Grays Harbor estuary and increased vessel traffic in the shipping lanes in the estuary and river.
- The EIS should include analysis of the existing spill response capacity for the area and the required expansion of response capacity if each project is operational. This analysis must include both Grays Harbor and the adjacent outer coast of Washington. A professional and unbiased analysis will be required to determine if available equipment includes boom and response vessels appropriate for response in a variety of conditions and spill scenarios, including response to a spill near the estuary entrance or open marine waters. It appears that existing response capacity for the area is minimal and certainly will require significant investment to match the expanded fuel transport scenarios anticipated with these projects.
- The EIS should include analysis of the response options associated with the different fuel types and probable fate of spilled materials for the full geographic

scope of the projects - at the facilities, within the estuary, and along the coast outside of the estuary.

- The costs to the public of modifications to the regional response capacity should be identified clearly.
- The proposed U.S. Development Corp project would also increase spill risk and can be considered a reasonably foreseeable project. Therefore, this project should be included in the vessel risk and response capacity analyses.
- The EIS should include analysis and description of requirements for channel dredging beyond what is currently completed for existing vessel traffic through the estuary and river.
- The EIS should include modeling of spill trajectories and analyze potential impacts to coastal resources in the event of a major spill, including the potential for a spill in either estuary or open ocean areas to reach and injure sanctuary resources.

We appreciate the opportunity to provide comments on these proposed projects.

Sincerely,



Carol Bernthal
Sanctuary Superintendent

United States Department of the Interior

NATIONAL PARK SERVICE
Pacific West Region
333 Bush Street, Suite 500
San Francisco, California 94104-2828

In reply refer to:
1.A.2. (PWRO-NR)

May 19, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

To Co-Lead Agency Representatives:

The National Park Service (NPS) appreciates the opportunity to provide scoping comments on the Environmental Impact Statements (EISs) for the Imperium and Westway bulk liquid facility projects proposed at the Port of Grays Harbor in Hoquiam, Washington. We understand that while a separate EIS will be developed for each project, Washington Department of Ecology and the City of Hoquiam are conducting a joint scoping process for the facilities. Imperium is proposing to expand capacity at their existing facility to allow for maximum throughput of 30,000,000 barrels of bulk liquid per year, which would include petroleum products, crude oil and renewable fuels. The company estimates terminal operations would handle a maximum of 730 unit trains and up to 200 ships or barges per year. Westway is proposing to expand its existing facility to accommodate receipt of crude oil by train and shipment of crude oil by marine vessels. Maximum throughput would be 17,855,000 barrels per year. The company estimates the terminal would handle 458 unit trains and 99 -119 barges per year.

In general, in order to fulfill the requirements of Washington's State Environmental Policy Act, we believe the Imperium and Westway EISs should fully evaluate all direct and indirect effects of the bulk liquid distribution projects, including rail and marine shipment, port operations and climate change impacts associated with eventual fuel refining and combustion. Prior to completion of the projects, the companies and their contracted haulers should be required to work with local responders to develop robust mitigation and emergency response plans for the entire length of the supply and distribution lines. These plans should consider both winter and summer conditions and should provide a rapid response in the event of a train derailment or marine oil spill.

Specifically, we are concerned about potential project impacts on natural and cultural resources, visitor use and enjoyment, and employee and public safety at several areas managed or administered by the NPS. Washington Department of Ecology's website does not provide any

details about the proposed rail or marine shipping routes. We, therefore, assume crude oil will be moved along rail lines from the Midwest, through the Columbia River Gorge to Vancouver, Washington, north to Chehalis, then west to the Port of Grays Harbor. We further assume marine shipping could take place along the Pacific coast south to refineries in California or north to refineries in Puget Sound. Based on these assumptions, we have determined the following national park areas could potentially be affected by the Imperium and Westway projects: Glacier National Park (NP) in Montana; sections of the Lewis and Clark National Historic Trail (NHT), Oregon NHT and Ice Age Floods National Geologic Trail (NGT) along the Columbia River in Oregon and Washington; Fort Vancouver National Historic Site (NHS) in Vancouver, Washington; Lewis and Clark National Historical Park (NHP) near Astoria, Oregon; Olympic NP in northwest Washington; San Juan Island NHP and Ebey's Landing National Historical Reserve (NHR) on Whidbey Island. Our concerns are discussed in detail below.

Glacier NP

Glacier NP preserves more than a million acres of forests, alpine meadows, lakes, rugged peaks and glacial-carved valleys in the Northern Rocky Mountains. Its diverse habitats are home to nearly 70 species of mammals including the grizzly bear, wolverine, gray wolf and lynx. Over 270 species of birds visit or reside in the park, including such varied species as harlequin ducks, dippers and golden eagles. The park is named for its prominent glacier-carved terrain and remnant glaciers descended from the ice ages of 10,000 years past. Bedrock and deposited materials exposed by receding glaciers tell a story of ancient seas, geologic faults and uplifting, and the movement of giant slabs of the earth's ancient crust overlaying younger strata. The result of these combined forces is some of the most spectacular scenery on the planet.

The BNSF railroad runs adjacent to, and at times forms the southern boundary of, Glacier NP. The rail line borders Bear Creek and the Middle Fork Flathead River, a designated wild and scenic river that is world-renowned for whitewater rafting and fishing. The railroad also crosses several park streams and well-established avalanche chutes. We are very concerned about potential impacts from oil spills and train derailments on gateway communities, as well as on park water quality and aquatic life--specifically the federally-threatened bull trout (*Salvelinus confluentus*) and the westslope cutthroat trout (*Oncorhynchus clarkii lewisi*), a state species of concern. These impacts should be evaluated in the EISs for the Imperium and Westway projects.

The 1977 Clean Air Act amendments include requirements to protect air quality in 156 mandatory Class I national parks and wilderness areas, including Glacier NP. The Clean Air Act also directs the NPS to protect air pollution-sensitive resources, including visibility, streams, lakes, vegetation, soils and wildlife in Class I areas. Accordingly, the EISs should evaluate the impact of train emissions on air quality in the park.

Visitor and employee safety is a concern at Glacier NP because several high use and developed areas are adjacent to the railroad tracks and more rail traffic increases the likelihood of derailments. In addition, research has shown the current traffic level of about 30 trains per day affects wildlife movement and survival. For example, from 1998-2011, thirty-one out of 290 (11%) confirmed deaths of threatened grizzly bears in the Northern Continental Divide Ecosystem of Montana were due to collisions with trains. Train collisions represent the fourth most common form of

human-caused mortality in the Northern Continental Divide Ecosystem grizzly bear population (U.S. Fish and Wildlife Service, 2013). Increased rail traffic could further restrict wildlife movement and increase mortality in and near the park.

National Historic and National Geologic Trails

In Washington and Oregon, the Lewis and Clark NHT follows the Columbia River from its confluence with the Snake River near Kennewick, Washington, to its mouth on the Pacific coast. The Oregon NHT joins the Columbia River east of the Deschutes River in Oregon and follows it west to Vancouver, Washington. Ice Age Floods NGT includes the entire Columbia River basin. The three trails provide unique interpretation of the area's cultural and natural history and include several viewpoints along the Columbia River. The Imperium and Westway EISs should evaluate how increased rail traffic could affect visitor access to, and enjoyment of, trail viewpoints and interpretive displays.

Fort Vancouver NHS

Fort Vancouver NHS encompasses 209 acres and contains numerous cultural resources associated with American Indians, the Hudson's Bay Company colonial establishment and the first U.S. Army post in the Pacific Northwest. During World War I, Sitka spruce was brought from the Coast Range, including areas of Olympic NP, by railroad to be milled on the grounds of the National Park unit into aviation-grade lumber to support the war effort. The affiliated sites of the Vancouver National Historic Reserve include the City of Vancouver's Old Apple Tree Park, where the region's oldest living survivor of the early colonial days of Fort Vancouver still lives. There are numerous archaeological resources associated with Fort Vancouver NHS including the Fort Vancouver Village ("Kanaka" Village), the pond and Waterfront Complex, and underwater sites within the Columbia River (the Quartermaster East and Benoit sites). The entire area is a listed National Register District. Today, over one million visitors come to the park and its affiliated sites each year to learn more about the history of the Pacific Northwest.

The BNSF railroad runs through Fort Vancouver NHS and a portion of the lines are on an easement that dates back to 1906 when the original Spokane, Portland, and Seattle (SP&S) Line was built across the U.S. Army post. The Imperium and Westway EISs should evaluate the potential for the projects to adversely affect Fort Vancouver NHS and its affiliated areas of the Vancouver National Historic Reserve. In particular, we are concerned about increased rail traffic associated with the projects. This increased rail traffic could have direct and indirect effects on the historic properties of Fort Vancouver NHS. Increased rail traffic may increase the risk of a derailment that could damage irreplaceable cultural resources, and could pose hazards to visitors enjoying the site. For example, some of the areas immediately adjacent to the railroad contain highly sensitive and significant subsurface and submerged archaeological resources associated with the colonial period of the Pacific Northwest. A derailment in these areas could directly damage or destroy these resources. The EISs should include an analysis to address the increased risk of a derailment, or other accident, and how contingency plans would minimize harm of an oil spill on fragile and significant cultural resources on land and potentially in the Columbia River.

Visitor and employee safety is also a concern, including at the heavily-used land bridge trail that runs alongside, and goes underneath, the tracks. Obviously, an accident could endanger visitors

that are using the Waterfront, Old Apple Tree Park, or the Confluence Project Land Bridge. The EISs should analyze the increased risk to human health associated with increased train traffic.

We are concerned the increased rail traffic for the Imperium and Westway projects could introduce visual and audible elements that might diminish the ability of visitors (including American Indians and Native Hawaiians) to make connections to the historic properties of the district, including in particular, aspects of feeling and setting. Views from inside and adjacent to the Fort, Village and Waterfront Complex may be disrupted, affecting the ability of the visitor to orient to the historical context of the site. Some of these sites may have a special significance to American Indian tribes. The increased rail noise will be a constant distraction that could further diminish the integrity of the setting and feeling of the Fort, Village and Waterfront. The EISs should address indirect effects associated with the increased rail traffic through Fort Vancouver NHS and its affiliated areas.

Lewis and Clark NHP

Lewis and Clark NHP encompasses seven sites totaling 3,400 acres in the lower Columbia River estuary and along the Pacific Ocean in Clatsop County, Oregon, and Pacific County, Washington. The park preserves a variety of ecosystems from coastal dunes, estuarine mudflats and tidal marshes to shrub wetlands, temperate rainforests and swamps. Extensive wetlands in the park include fringing saltmarshes on the lower Columbia River, the tidally-influenced lower Lewis and Clark River and many low-gradient brackish sloughs and marshes. These wetlands provide valuable habitat for a diversity of mammals, birds, reptiles, amphibians and fish.

The Imperium and Westway EISs should evaluate the impacts of potential oil spills from marine vessels traveling south from Grays Harbor to California on natural resources and visitor use and enjoyment at Lewis and Clark NHP. In particular, the analysis should address the effect that oil spills in the lower Columbia River estuary would have on critical habitat for federally threatened and endangered species that rear in and migrate through NPS waters in the estuary including but not limited to: Pacific eulachon (*Thaleichthys pacificus*), coho salmon (*Oncorhychus kisutch*), Chinook salmon *Oncorhynchus tshawytscha*), chum salmon (*Oncorhynchus keta*) and steelhead (*Oncorhynchus mykiss*). The analysis should also include potential impacts to water quality and the aquatic environment.

Olympic NP

Olympic NP's 73-mile long wilderness coast is a rare treasure in a country where much of the coastline is prime real estate. The rocky headlands, beaches, tide pools, offshore sea stacks topped by nesting seabirds and wind-sheared trees are a remnant of a wilder America. The intertidal areas, where the Pacific Ocean tides shape life, arc also within the boundary of the Olympic Coast National Marine Sanctuary. The offshore islands with their colonies of nesting seabirds and rocky haul-outs for seals and sea lions, lie within the Washington Maritime National Wildlife Refuge Complex. The EISs should assess potential impacts of oil spills from marine vessels traveling north from Grays Harbor to refineries in Puget Sound on the coastal and offshore natural resources of Olympic NP. The analysis should include potential impacts on the park's seven anadromous fish species, many populations of which are listed as threatened under the Endangered Species Act: bull trout, steelhead, and chinook, chum, coho, sockeye (*Oncorynchus nerka*) and pink salmon (*Oncorynchus gorbuscha*).

San Juan Island NHP
A key attraction for visitors at San Juan Island NHP is watching marine wildlife, including the iconic Puget Sound orcas. We are concerned about potential harmful effects on endangered orcas, as well as on anadromous fish species such as salmon and steelhead, from increased ship traffic, noise and potential oil spills. The park protects more than six miles of shoreline, and one of the best public beaches in the San Juan Islands. The analysis should include potential impacts to tourism.

Ebey's Landing NHR
Ebey's Landing is the nation's first historical reserve, created in 1978 to protect a rural working landscape and community on central Whidbey Island. The reserve contains 17,500 acres, 18 working farms, 400 historical structures, native prairies, two state parks, miles of shoreline, a network of trails and the second oldest town in Washington. The Imperium and Westway EISs should evaluate the impacts of potential oil spills from marine vessels on natural resources and visitor use at the historical reserve.

National Park Service staff can provide guidance on cultural and natural resource impact assessments for our areas. Please contact Tonnie Cummings, Regional Air Resources Specialist, at 360-816-6201 or Tonnie_Cummings@nps.gov for additional information.

Sincerely,

Christine Lehnertz
Regional Director, Pacific West Region

Reference cited:
U.S. Fish and Wildlife Service. 2013. Draft NCDE Grizzly Bear Conservation Strategy. U.S. Fish and Wildlife Service, Missoula, Montana, USA.

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Washington Fish and Wildlife Office
510 Desmond Dr. SE, Suite 102
Lacey, Washington 98503

In Reply Refer To:
01EWFW00-2014-CPA-0020

MAY 23 2014
RECEIVED
MAY 28 2014

Sally Toteff, Southwest Regional Office Director
Washington State Department of Ecology
and
Brian Shay, City Administrator
City of Hoquiam
regarding
Westway and Imperium EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, Washington 98104

Dear Ms. Toteff and Mr. Shay:

On April 4, 2014, the Washington State Department of Ecology (Ecology) and City of Hoquiam, Washington (City), announced their intent to prepare State Environmental Policy Act (SEPA) Environmental Impact Statements (EISs) for proposals submitted by the Westway Terminal Company (Westway) and Imperium Renewables (Imperium). Ecology and the City have determined that these proposals are likely to have significant adverse impacts to the human and natural environment. While the Westway and Imperium proposals are separate, requiring independent approvals and permits, the SEPA Co-Leads have opted for a single, or joint, scoping comment period. The SEPA Co-Leads held public meetings on April 24 and April 29, 2014, and requested SEPA scoping comments from the public by May 27, 2014. This letter transmits the U.S. Fish and Wildlife Service's (Service) SEPA scoping comments.

Westway and Imperium each independently operate existing bulk fluid storage and transloading/shipping operations at the Port of Grays Harbor (Port). Westway's current operations store, transload, and ship methanol. Imperium's current operations store, transload, and ship biodiesel. The Westway and Imperium proposals would redevelop portions of the Port's Terminal 1 facility and would expand existing and construct new bulk fluid storage and transloading/shipping infrastructure. Both proposals would accommodate future crude-by-rail deliveries and shipping (CBR).

The Westway proposal is described as follows (Ecology 2014b):

> "Westway proposes expanding its existing bulk liquid storage terminal to allow for the receipt of crude oil unit trains, storage of crude oil from these trains, and shipment of crude oil by vessel and/or barge from Port of Grays Harbor Terminal 1." "Five new storage tanks would be constructed … [with a] total storage capacity of 1 million barrels (42 million gallons). The annual maximum throughput would be 17.8 million barrels (749.9 million gallons) per year. The tanks would be surrounded by a concrete containment wall." "The existing rail facility on the site would be expanded from two short spurs … to four longer spurs, with a total of 80 loading/unloading spots. The rail car containment area would have the capacity to contain the total volume of a single rail car plus an allowance." "A new pipeline would connect the new tanks, via an existing pipeline bridge, to the Port's Terminal 1. Work performed on the terminal dock would be limited to the addition of loading arms and parts of a marine vapor combustion system. There would be no in-water work." "[Westway] estimates that terminal operations would handle 458 unit trains a year (loaded and empty) or 1.25 trains per day. [Westway] estimates that the terminal operations would handle 99 to 119 barges a year (198 to 238 entry and departure transits), or approximately one every two days."

The Imperium proposal is described as follows (Ecology 2014c):

> "Imperium proposes to expand its existing bulk liquid storage terminal to allow for the receipt, storage, and shipment of biofuels … and feedstocks for biofuel production … petroleum products including naphtha, gasoline, vacuum gas oil, jet fuel, No.2 fuel oil, No. 6 fuel and kerosene; crude oil; and renewable fuels such as renewable diesel and renewable jet fuel. Imperium is also applying for permits to store these bulk liquids. The bulk liquids could be shipped by rail, trucks, ships, or barges to and from the facility from the Port of Grays Harbor Terminal 1." "Up to nine storage tanks would be constructed … [with a] total storage capacity of up to 720,000 barrels (30.2 million gallons). The annual maximum throughput for the entire Imperium facility, including the expansion, would be 30 million barrels (1.26 billion gallons) per year. The tanks would be surrounded by a concrete containment wall." "The existing rail facility would be expanded. Approximately 6,100 feet of track in multiple new rail spurs would be constructed … The rail car containment area would have the capacity to contain the total volume of a single rail car plus an allowance." "Pipelines would be installed connecting Terminal 1 with the tank farm … following a similar route as the existing Imperium tank farm piping. A marine vapor combustion unit would be installed … [and] a new building or buildings would be constructed … to replace existing mobile trailers … No in-water work is proposed." "[Imperium] estimates that the terminal operations would handle a maximum of 730 unit trains a year (loaded and empty) or 2 trains per day. [Imperium] estimates that the terminal operations would handle up to 200 ships or barges a year (400 entry and departure transits), or one per day."

The SEPA Co-Leads have requested scoping comments and public input on the following: study disciplines, areas, and items for the EISs; potentially significant impacts, and the methods of study or analysis needed to assess these impacts; recommended measures to avoid, minimize,

and mitigate (or offset) impacts; and, alternatives. The study disciplines or areas include Earth, Air, Water, Plants and Animals, Environmental Health, Land and Shoreline Use, Recreation, Historic and Cultural Preservation, and Transportation.

The Service's Washington Fish and Wildlife Office has responsibility for managing or co-managing a variety of Federal trust resources, including sensitive species which are listed under the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (ESA), their habitats and designated critical habitat, Federal wildlife refuges, and other fish and wildlife trust resources. Along the lower Chehalis River, and in Grays Harbor, these trust resources include the following: 1) Coastal/Puget Sound bull trout (*Salvelinus confluentus*, threatened), 2) marbled murrelet (*Brachyramphus marmoratus*, threatened), 3) western snowy plover (*Charadrius alexandrinus nivosus*, threatened), 4) streaked horned lark (*Eremophila alpestris strigata*, threatened); 5) designated critical habitat for the bull trout, western snowy plover, and streaked horned lark; 6) the Grays Harbor National Wildlife Refuge (Grays Harbor NWR), located on Bowerman Basin in Hoquiam, Washington; 7) Grays Harbor shorebird, waterfowl, and migratory bird populations; and 8) jointly managed Tribal, commercial, and recreational fisheries (fin fish and shellfish). The Service is committed to implementing the goals, objectives, and policy principles outlined in our *Native American Policy* (U.S. Department of the Interior, 1994) and *Secretarial Order 3206* (U.S. Department of the Interior and U.S. Department of Commerce, 1997). The Service shares in the Federal government's responsibility for accomplishing greater recognition and protection of treaty-protected resources and rights.

Thank you for the opportunity to provide SEPA scoping comments. Thank you also for holding the public meetings convened on April 24 and April 29, 2014. The meetings were well attended, and many of the Service's concerns were shared by the participants.

Our summary comments, concerns, and suggestions, organized by study discipline or area (Water, Plants and Animals, Environmental Health, Transportation, etc.), are provided below. These comments are summary in nature. We would welcome the opportunity to further engage on these proposals and issues with Ecology, the City, the Port, and other interested stakeholders.

Earth

This discipline or study area should include consideration of seismic events, seismic preparedness, tsunami events, and tsunami preparedness.

Stakeholders have voiced concern that existing Port infrastructure is vulnerable to seismic instability and resulting liquefaction. New and expanded bulk fluid storage and transloading/shipping infrastructure would be put at-risk, and resulting environmental costs and damages could be severe, in the event of a large earthquake.

Ecology and the City should investigate the seismic stability and readiness of existing Port infrastructure, and make this information (including geotechnical and engineering analyses) available to the public.

Concerns have also been voiced that existing Port infrastructure is vulnerable to tsunami. New and expanded bulk fluid storage and transloading/shipping infrastructure would be put at risk, and resulting environmental costs and damages could be severe, in the event of a large earthquake and resulting tsunami.

Ecology and the City should investigate the risks associated with a major event along the Cascadia Subduction Zone (Ecology 2014d), and should document tsunami preparedness, and the readiness and vulnerabilities of existing Port infrastructure. Ecology and the City should make this information (including geotechnical and engineering analyses) available to the public.

Air

Carbon-dioxide emissions are a cause for ongoing ocean acidification. Ocean acidification poses well-documented threats to marine food webs, sensitive marine and coastal resources, and Tribal, commercial, and recreational fisheries.

During 2009, the Washington State Legislature approved the *State Agency Climate Leadership Act E2SSB 5560*, which established greenhouse gas (GHG) emission reduction limits for State agencies. This State law directs agencies "…to quantify GHG emissions, develop strategies to meet the GHG reduction targets, and report on actions taken to reduce GHG emissions (See RCW 70.235.050 and RCW 70.235.060)" (Ecology 2014e).

Ecology and the City should document and assess how these proposals would contribute to increased carbon-dioxide and GHG emissions. And, because these emissions would act cumulatively with the emissions associated with other petroleum and coal export facilities/proposals pending in Washington State, the EIS(s) should provide comprehensive information explaining how fossil fuel exports from ports in Washington State do or do not comport with the leadership direction established in State law.

Water

Our comments regarding potential water quality issues and concerns are included below, under *Plants and Animals*, and *Environmental Health.*

Plants and Animals

Grays Harbor and the lower portions of its major tributaries provide habitat for threatened anadromous bull trout originating from coastal Washington core areas to the north (the Quinault, Queets, and Hoh River core areas). Current information indicates that the major tributaries do not support bull trout spawning, rearing, or local populations. However, Grays Harbor is designated as bull trout critical habitat, and this habitat is essential to maintaining connectivity between the Olympic Peninsula Management Unit's bull trout core areas and local populations. Both historical and more current surveys indicate that bull trout are present in Grays Harbor and the lower Chehalis River from mid-February through early-July. Bull trout have been captured, or detected in the nearshore waters, infrequently and in low numbers. Most recently, during April 2014, when biologists working for the Washington State Department of Transportation

reported having successfully captured and released without harm a single subadult bull trout that was entrained within their bridge pontoon casting basin in Aberdeen, Washington (Mike McDowell pers. comm. 2014).

The threatened marbled murrelet is a wide-ranging seabird known to occur in the coastal and in-land marine waters of California, Oregon, Washington, and Canada (British Columbia). The species nests in mature coniferous forests located less than 70 miles from marine waters. The marbled murrelet faces a variety of threats, including loss of nesting habitat, decline in forage fish resources, and oil spills. Populations located in Washington have experienced significant declines since the species was listed in 1992. Available summer and winter survey data for Grays Harbor document low numbers throughout the year, generally near the mouth. And available anecdotal data, including Christmas bird counts conducted from 1995 to 1999, and again in 2009, place nearly every documented occurrence of the species close to the mouth of Grays Harbor (i.e., at the "Bottle Beach," "John's River Road," or "Ocean Shores" bird count stations)(USFWS 2010).

Habitats located on Damon Point and at Oyhut State Wildlife Recreation Area (Oyhut) are designated as critical habitat for the threatened western snowy plover (77 FR 36805; June 19, 2012; Unit WA 2 – Damon Point). The species occupies sandy beaches, inland dune systems, salt flats, mud flats, seasonally exposed gravel bars, and dredge spoil sites. Western snowy plovers forage in the tide zone and typically nest nearby (i.e., on the upper beach). Oil spills and habitat loss are recognized as threats to this species across its range (77 FR 36754; June 19, 2012).

Threatened streaked horned larks nest and winter on Damon Point and at Oyhut, where critical habitat has been designated (78 FR 61561; October 3, 2013; Unit 3A – Damon Point/Oyhut). Low-growing vegetation and an open landscape provide the physical and biological habitat features that are essential to the species. Habitat loss and inbreeding depression are recognized as threats to this species.

According to draft planning documents (USFWS 2014, p. 1-3):

> "The [Grays Harbor] estuary's 94 square miles of open water, saltmarshes, and mudflats provide crucial habitat for a variety of wildlife and aquatic species, including hundreds of thousands of shorebirds." The "Grays Harbor estuary is one of four major staging areas for migrating shorebirds [on the Pacific Coast of] North America, and hosts one of the largest concentrations of shorebirds … south of Alaska. In 1996, [the estuary] was designated as a Western Hemisphere Shorebird Reserve Network Site of Hemispheric Significance, and a Washington Important Bird Area." "Neotropical songbirds stopover on their north and south migrations and some are residents throughout the year."
>
> "In 1996, the greater Grays Harbor estuary … was designated … as a Western Hemisphere Shorebird Reserve Network Site of Hemispheric Significance in the Pacific Flyway. The relatively undisturbed estuary habitats were identified as subtidal (open water), intertidal (mudflat), rocky shore (harbor mouth), intertidal emergent (salt marsh and scrub/shrub), palustrine forested (forested wetland/willow), palustrine emergent, and

> palustrine emergent spoil (fill). To receive [this] designation, the site must support over 500,000 shorebirds during a year (WHSRN 2009)." "The greater estuary … provides spring and fall stopover habitat where shorebirds can forage on abundant invertebrates and rest during migration … [and] provides habitat and food for wintering shorebirds. Most of the shorebirds identified … as having primary importance within the region use the greater Grays Harbor estuary." (USFWS 2014, p. 1-27)

Grays Harbor and its major tributaries support large and important fisheries, both fin fish and shellfish. These fisheries are important (socially, economically, and culturally) to the citizens of Grays Harbor, the State of Washington, and to the Quinault Indian Nation (QIN), whose usual and accustomed areas include Grays Harbor. These fisheries support traditional industries that are vital to the economy of the region and the State, including fishing, crabbing, tourism, shellfish culturing, boat building, and marine support services.

Based on the information that's available to us today, the Service believes that redevelopment proposals bringing CBR to properties managed by the Port, including but not limited to the current Westway and Imperium proposals, would pose unacceptable risks to fish and wildlife trust resources managed and co-managed by the Service. These proposals would dramatically increase the Port's throughput of hazardous materials.

Recently, when assessing the economic viability of the Grays Harbor Navigation Improvement Project, the U.S. Army Corps of Engineers (Corps) and Port assumed that petroleum would become the dominant commodity moved through the Port by 2017 (Corps 2014, pp. 22, 24, 26, 29). "[Oil] tankers do not play a major role in the commodity movements within the Port of Grays Harbor. This is expected to change in the near (1 year) to intermediate (5 year) future" (p. 22) "[Petroleum] forecasts … were taken from Permits (Hoquiam 2013) and other public and private sources" (p. 24). The Corps and Port have assumed that petroleum will account for approximately 80 percent of the Port's throughput (by tonnage) by 2017, and will continue in this pattern for the foreseeable future (p. 26).

Proposals bringing CBR to properties managed by the Port, including but not limited to the current Westway and Imperium proposals, would present a corresponding, inherently higher cumulative risk over time of significant hazardous material releases to the terrestrial and aquatic environments. These risks would be significant wherever the rail network traverses over or through wetlands and watercourses associated with the lower Chehalis, Satsop, Wynochee, Wishkah, and Hoquiam Rivers, including the lower Chehalis River tidal surge plain (WDNR 2014).

We have serious concerns regarding proximity of these proposals to the Grays Harbor NWR and vulnerable habitats that support ESA-listed species. The Grays Harbor Federal Navigation Channel (Channel) runs the length of the Gray Harbor NWR at close proximity, lies directly south of Damon Point and Oyhut at a distance of approximately 1.5 miles, and traverses more than 12 linear miles of fairly pristine subtidal estuarine and marine habitat ("downstream" of the Port). Vast acreages of biologically productive and important sand and mud flat, saltmarsh, shallow shoals, sand islands, and spits surround the Port and Channel. The Service believes, and

would argue, that these are Aquatic Resources of National Importance, per the resource-based threshold factors implementing Section 404(q) of the Clean Water Act (EPA, 2011).

The current Westway and Imperium proposals would dramatically increase rail and marine vessel transport volumes of hazardous materials. We and other interested stakeholders have communicated a long list of concerns regarding transport safety, security, spill response and readiness, and inherent vulnerability along the entire transport corridor (Meeting Notes, Public Meetings, April 24 and 29, 2014). Please see below, where we have highlighted some of these concerns (*Environmental Health*, *Recreation*, *Historic and Cultural Preservation*, and *Transportation*).

Adequately addressing these concerns will require that Ecology and the City conduct and make publically available a comprehensive evaluation of rail infrastructure, local responder, and spill response readiness and deficiency. Ecology and the City should demonstrate in a convincing way that bulk fluid storage and transloading/shipping operations at the Port will be held to the highest possible performance standards. And, the dramatic increase that these proposals would cause to marine vessel traffic must be evaluated for associated cumulative risk over the functional life of the proposed facilities (e.g., a 50-year minimum of operations).

The Grays Harbor Safety Committee, of which Ecology and the City are participating members, should broaden its scope to better address these concerns, and should invite and encourage the active participation of additional members (e.g., concerned citizen and environmental groups, the QIN). The Harbor Safety Plan(s) should be assessed for adequacy in light of current and future bulk fluid proposals, and should be revised as necessary with input from all interested stakeholders.

In the absence of comprehensive regional and State-wide planning, which today appears lacking, we hope and expect that Ecology will outline, openly communicate to the public, and apply acceptable siting criteria. As evidenced by participation at the public meetings convened on April 24 and April 29, 2014, there is significant local community opposition to siting CBR operations on the lower Chehalis River and Grays Harbor (Meeting Notes, Public Meetings, April 24 and 29, 2014). Furthermore, there is a strong emerging State and regional consensus that CBR proposals pose unacceptable risks, and that associated costs and damages may exceed the economic benefits that accrue to local communities and the State.

In addition to these principle concerns regarding potential impacts to biological resources, Ecology and the City should also address ship wake erosion (shoreline forms and stability), ship wake stranding (effects to juvenile fish), and the incidence of marine mammal vessel strikes.

Environmental Health

This discipline or study area should include consideration of oil spill prevention, preparedness, and response, risk of fire or explosion, and potential releases of toxic or hazardous materials.

The Service is aware that stakeholders have communicated a long list of concerns regarding transport safety, security, spill response and readiness, and inherent vulnerability along the entire

transport corridor (Meeting Notes, Public Meetings, April 24 and 29, 2014). Ecology and the City should address and explain how the "patchwork quilt" of authorities and responsibilities will, or will not, function to adequately address each of these concerns.

We also recognize, concerns have been voiced that the existing rail infrastructure is deteriorating, deficient, vulnerable, and the cause for an ongoing pattern of accidents and events (e.g., recent derailments between Aberdeen and Montesano)(Q13Fox.com, 2014). Concerns regarding the risk of fire or explosion, and rail proximity to community resources (schools, churches, town centers, etc.), have also been voiced. We understand that stakeholders have expressed doubt whether local first responders will have the staff and resources to address and mitigate these risks. And, first responders themselves have questioned the adequacy of current resources made available for the purposes of ensuring marine vessel safety and a prompt and effective spill response on the waters of the lower Chehalis River and Grays Harbor (Meeting Notes, Public Meetings, April 24 and 29, 2014).

Ecology and the City should not fail to consider the unique properties and behavior exhibited by some of the "new" oil products. The highly volatile light crude originating from the Bakken shale deposits in Montana and North Dakota, and the diluted bitumen originating from the tar sands in Alberta, are both very different products from those originating from our conventional, historic sources. Gary Shigenaka, of the Office of Response and Restoration at the National Oceanic and Atmospheric Administration, has described some relevant and important differences (G. Shigenaka pers. comm. 2014): Bakken crude is highly incendiary and volatile, it presents an extreme risk of ignition, explosion, and fire, and may present hazards too great to allow for an immediate or prompt first response; recoverable product may persist for as little as 4 to 8 hours after release to waters, and (based on limited observations) is quick to dissipate as a thin sheen that may often be unrecoverable using conventional technologies; diluted bitumen (or "dil-bit") contains proprietary diluents of uncertain chemical composition, and is highly variable in its properties and behavior; there have been recent, high-profile, spill events where diluted bitumen appears to have mixed with soils/sediments, or encountered other site-specific conditions, that caused some of the released material to sink rather than float (e.g., the 2010 Enbridge Line 6B release to the Kalamazoo River, Michigan); and again, diluted bitumen may often be unrecoverable using conventional technologies.

Ecology and the City should consider the findings of the *Report on Implementation of the Oil Pollution Act of 1990* (U.S. Department of Homeland Security, United States Coast Guard, Updated April 9, 2014):

> "The level of funds in the Oil Spill Liability Trust Fund (OSLTF) at the end of FY 2004 was $842 million. Based on past spending trends and current forecasts, the OSLTF is expected to be depleted by FY 2009 … By FY 2007, the level of funds … may not be sufficient to cover all anticipated uses … a single major or catastrophic oil spill could have a significant impact on the OSLTF balance and these projections."
>
> "There have been 19 oil spill incidents since 1992 that are known to have resulted in removal costs and damages in excess of liability limits. All such incidents involved vessel spills."

> "The long-term viability … is questionable unless additional sources of revenue can be identified and put into place … The current structure of the OSLTF as it has evolved is not self-sustaining. Despite a continuing demand on its resources, its principal revenue sources … have expired."
>
> "The OSLTF is the ultimate insurer for oil spill removal costs and damages when those responsible do not pay. In many incidents, liable responsible parties cannot be located, do not have the ability to pay, or have defenses or limits to their liability. Therefore, recoveries from liable parties cannot fully reimburse the removal costs and damages."
>
> "The impact … is significant and far-reaching. First, if the OSLTF would not be available to fund cleanup of oil discharges, Federal responses will either have to be terminated or funded from alternative revenue sources such as annual Federal appropriations. Second, without a viable OSLTF, those persons that incur removal costs or damages as a result of an oil spill may not be compensated. Significantly, state and local governments will be deprived of important compensation for their qualifying spill response projects."

When ruling to invalidate the SEPA Mitigated Determination of Non-Significance issued at an earlier date for proposals brought by Westway and Imperium, the State of Washington Shoreline Hearings Board ruled that, "…an appropriate evaluation of SEPA impacts by the Co-leads did not require Westway to make a showing of compliance with RCW 88.40.025 (a statute requiring a facility to demonstrate financial responsibility in an amount determined by Ecology to compensate the affected state and local counties and cities for damages from a worst case spill of oil into the waters of the state), and further that nothing in the SMA or local SMP required such a showing" (Washington State Shoreline Hearings Board 2013). This determination should heighten stakeholder concerns that spill response capacities may be inadequate, and that the burden of these responsibilities will be borne by the citizens of the State, local governments, and local communities.

There is a strong emerging State and regional consensus that CBR proposals pose unacceptable risks, and that associated costs and damages may exceed the economic benefits that accrue to local communities and the State.

Land and Shoreline Use

Ecology, the City, the Port, and other parties with regulatory authority, including the Coast Guard, should carefully consider proximity to vulnerable and irreplaceable coastal and marine ecological resources when making siting determinations. The Service recognizes that the Port has a responsibility to manage public resources for economic development and other legitimate objectives. However, the Port must also mitigate and manage associated risks and potential effects to public resources that are not their own. Port operations are a preferred, water-dependent use of State-owned aquatic lands, but such use should not damage coastal, estuarine, and marine habitats that cannot be replaced. Siting determinations must evidence a thorough consideration of these factors.

Based on the information that's available to us today, the Service believes that redevelopment proposals bringing CBR to properties managed by the Port, including but not limited to the current Westway and Imperium proposals, would pose unacceptable risks to fish and wildlife trust resources managed and co-managed by the Service. Ecology, the City, the Port, and other parties with regulatory authority, should fairly consider alternatives that would achieve the same or similar economic development objectives. If better, safer, and more compatible uses of the Port's facilities are not given equal and fair consideration, they should expect that the Service and other interested stakeholders will seek every opportunity to reinforce our stated concerns.

Recreation

Congress authorized the establishment of the Grays Harbor NWR in 1988. Managed by the Service as part of the National Wildlife Refuge System, Grays Harbor NWR was established in 1990. The refuge encompasses approximately 1,500 acres of intertidal mudflats, salt marsh, and uplands, located on Bowerman Basin.

According to draft planning documents (USFWS 2014, pp. 1-2, 1-3):

> "The Refuge only occupies two percent of the [Grays Harbor] estuary land base, but [supports] up to fifty percent of the migrating shorebirds." "The Service owns approximately 1,408 acres, and leases 64 acres from the Port of Grays Harbor." "The Refuge provides important migratory habitat for a variety of shorebirds … Unique conditions found in Bowerman Basin … make it a migratory shorebird focal feeding and resting place. This basin is … the last area to be flooded at high tide and first to be exposed as the tide recedes, affording thousands of migrating shorebirds the maximum time … to forage for food."
>
> "The Refuge receives an annual visitation of approximately 13,000 [people] … [and] Refuge staff conduct environmental education programs." (USFWS 2014, p. 1-3) The Grays Harbor NWR, City of Hoquiam, and Grays Harbor Audubon Society host the annual Grays Harbor Shorebird Festival.
>
> "The Refuge System is the world's largest network of public lands and waters set aside specifically for conserving wildlife and protecting ecosystems." "The needs of wildlife and their habitats come first on refuges, in contrast to other public lands that are managed for multiple uses. Refuges are guided by various federal laws and executive orders, Service policies, and international treaties. Fundamental are the mission and goals of the National Wildlife Refuge System … and the designated purposes of the refuge unit, as described in … legislation, executive orders, or other documents establishing, authorizing, or expanding a Refuge." (USFWS 2014, p. 1-7).

The "purposes for establishing [the] Grays Harbor NWR [include]: (1) [to] conserve fish and wildlife populations and their habitats, including but not limited to those of western sandpiper, dunlin, red knot, long-billed dowitcher, short-billed dowitcher, other shorebirds, and other migratory birds, including birds of prey; (2) to fulfill international treaty obligations of the United States with regard to fish and wildlife and their habitats; (3) to conserve those species

known to be threatened with extinction; and (4) to provide an opportunity, consistent with the purposes set forth in paragraphs (1), (2), and (3), for wildlife-oriented recreation, education, and research." (USFWS 2014, p. 1-10).

The Service believes, and would argue, that the Grays Harbor NWR is an Aquatic Resource of National Importance, which provides irreplaceable biological and ecosystem services, and affords important opportunities for wildlife-oriented recreation, education, and research.

We have serious concerns regarding proximity of the proposals to the Grays Harbor NWR. The Grays Harbor Channel runs the entire length of the Gray Harbor NWR at close proximity. Based on the information that's available to us today, the Service believes that redevelopment proposals bringing CBR to properties managed by the Port, including but not limited to the current Westway and Imperium proposals, would pose unacceptable risks to this valuable national resource.

Historic and Cultural Preservation

Grays Harbor supports large and important fisheries, both fin fish and shellfish. These fisheries are important, socially, economically, and culturally, to the citizens of Grays Harbor, the State of Washington, and to the QIN, whose usual and accustomed areas include Grays Harbor. These fisheries support traditional industries that are vital to the economy of the region and the State, including fishing, crabbing, tourism, shellfish culturing, boat building, and marine support services.

The U.S. Department of the Interior recognizes the sovereignty of Native American governments, and Federal courts have recognized the treaty-reserved rights of Tribes: "The treaty right to fish is a property right of the tribes and is protected under the Fifth Amendment of the U.S. Constitution, our treaties, and the U.S. Supreme Court affirmation of this right." (Treaty Indian Tribes in Western Washington, 2011) "The QIN has the right to take fish at its usual and accustomed fishing grounds, which include the Chehalis River and Grays Harbor … [These are] resources our members depend upon, now and in the future." (QIN 2014, pp. 1, 3)

When commenting on the Corps' Grays Harbor Navigation Improvement Project, the QIN stated, "As a trustee required to protect the QIN's treaty resources, the [Corps] must be held accountable for and be fully transparent about the potential for its actions to facilitate development of [petroleum exports]. We do not believe it has … The Corps cannot separate [the Grays Harbor NIP] from the ... [pending] proposals ... It is simply not realistic and not responsible … We demand full answers to our questions and a full explanation of how [the Grays Harbor NIP] was justified." (QIN 2014, p. 3) And, "The QIN does not oppose progress or increased growth in Grays Harbor. We do oppose irresponsible development that threatens the Federally-protected treaty rights and resources our members depend upon now and in the future … We have many concerns … including … increasing vessel transits." (QIN 2014, p. 3) The QIN has stated that it will "…continue to vehemently oppose ... [Port redevelopment] projects proposed by Imperium, Westway, and U.S. Development." (QIN 2014, p. 2)

The QIN has voiced legitimate concerns about the current Westway and Imperium proposals, and about the protection of their treaty-reserved rights. The Service is committed to greater recognition and protection of these rights. We hope and expect that the siting determinations reached by Ecology and the City will give protection of treaty-reserved rights the high priority consideration that it warrants and demands.

Transportation

This discipline or study area should include consideration of rail infrastructure, traffic, and safety, and marine vessel traffic and safety.

The current Westway and Imperium proposals would dramatically increase rail and marine vessel transport volumes of hazardous materials. Proposals bringing CBR to the Port, including but not limited to the current Westway and Imperium proposals, would present a corresponding, inherently higher cumulative risk over time of significant hazardous material releases to the terrestrial and aquatic environments. These risks would be significant wherever the rail network traverses over or through wetlands and watercourses associated with the lower Chehalis, Satsop, Wynochee, Wishkah, and Hoquiam Rivers, including the lower Chehalis River tidal surge plain (WDNR 2014).

We and other interested stakeholders have communicated a long list of concerns regarding transport safety, security, and inherent vulnerability along the entire transport corridor (Meeting Notes, Public Meetings, April 24 and 29, 2014). Concerns have been voiced that the existing rail infrastructure is deteriorating, deficient, vulnerable, and the cause for an ongoing pattern of accidents and events (e.g., recent derailments between Aberdeen and Montesano) (Q13Fox.com, May 17, 2014). The bar entrance at the mouth of Grays Harbor is widely regarded as the "second most dangerous harbor entrance on the west coast", second only to the Columbia River bar. Concerned citizens have recalled the events of December 1988, when the fuel barge *Nestucca* spilled 231,000 gallons of heavy fuel oil offshore to the entrance of Grays Harbor; the spill killed or injured an estimated 56,000 seabirds, and fouled beaches from Coos Bay, Oregon (in the south), to Vancouver Island, B.C. (in the north)(Ecology 2010). Commercial fisherman, speaking with an intimate knowledge and experience of weather conditions in Grays Harbor, have warned that typical winter weather conditions and storm events can render the bar entrance impassable for days on end (Meeting Notes, Public Meetings, April 24 and 29, 2014).

These rail and marine vessel transport conditions, arguably deficiencies, suggest a high likelihood of release(s) and damage to the human and natural environments over the functional life of the proposed facilities (e.g., a 50-year minimum of operations). Bar conditions, the widely fluctuating wind, wave, tidal, and shoal conditions that prevail inside Grays Harbor, and the properties and behavior of "new" oil products, all combine to suggest that spill response and containment will be difficult, and perhaps unreliable or ineffective, if approached with conventional practices.

Adequately addressing these concerns will require that Ecology and the City conduct and make publically available a comprehensive evaluation of rail infrastructure, local responder, and spill response readiness and deficiency. Ecology and the City should demonstrate in a convincing

way that bulk fluid storage and transloading/shipping operations at the Port will be held to the highest possible performance standards. And, the dramatic increase that these proposals would cause to marine vessel traffic must be evaluated for associated cumulative risk over the functional life of the proposed facilities (e.g., a 50-year minimum of operations).

The Grays Harbor Safety Committee should broaden its scope to better address these concerns, and should invite and encourage the active participation of additional members. The Harbor Safety Plan(s) should be assessed for adequacy in light of current and future bulk fluid proposals, and should be revised as necessary with input from all interested stakeholders.

In the absence of comprehensive regional and State-wide planning, we hope and expect that Ecology will outline, openly communicate to the public, and apply acceptable siting criteria. As evidenced by participation at the public meetings convened on April 24 and April 29, 2014, there is significant local community opposition to siting CBR operations on the lower Chehalis River and Grays Harbor (Meeting Notes, Public Meetings, April 24 and 29, 2014). Furthermore, there is a strong emerging State and regional consensus that CBR proposals pose unacceptable risks, and that associated costs and damages may exceed the economic benefits that accrue to local communities and the State.

In addition to these principle concerns, Ecology and the City should also address rail car disruptions to local community access and continuity (including timely access to essential services), and related disruptions to local businesses and economies. The QIN have stated that increasing vessel transits would threaten their Federally-protected treaty rights and resources (QIN 2014, p. 3), an acute issue that will require satisfactory resolution if the Westway, Imperium, or other future bulk fluid proposals are to go forward.

Other (Including Economic Justification or Cost-Benefit Analyses)

When conducting an economic analysis of the Grays Harbor Navigation Improvement Project, the Corps and Port failed to account for important externalities, including social and environmental risks and damages. "Cost[s] that are accumulated outside of the actual vessels entering or exiting the harbor, such as fixed cost, tug assistance cost, pilot cost, terminal fees, and externalities, are not captured by the model … Hinterland transportation costs are not included in the model … [and] External factors such as weather, emergencies, laws, or policies are not captured in the model." (Corps 2014, p. 43)

Similarly, during 2013, when Westway and Imperium commissioned a report evaluating the economic impacts of their Port redevelopment proposals, important externalities were excluded from consideration. The report clearly states and acknowledges, "The analysis … does not measure non-economic and environmental costs and benefits" (ECONorthwest 2013, p. 10).

These failures to account for social and environmental risks and damages should be remedied. If not remedied, these economic analyses will be incomplete, and will offer decision-makers and the public only a partial description of true long-term costs and benefits.

Ecology and the City should monetize and provide to the public a thorough and comprehensive accounting of all the foreseeable risks, costs, and damages that are likely to result from the current Westway and Imperium proposals. This documentation should address impacts in each discipline or study area (i.e., Earth, Air, Water, Plants and Animals, Environmental Health, Land and Shoreline Use, Recreation, Historic and Cultural Preservation, and Transportation).

The Service and other interested stakeholders believe that these proposals pose a significant threat to traditional industries that are vital to the economy of the region and the State, including fishing, crabbing, tourism, shellfish culturing, boat building, and marine support services. There is a strong emerging State and regional consensus that CBR proposals pose unacceptable risks, and that associated costs and damages may exceed the economic benefits that accrue to local communities and the State.

Ecology, the City, the Port, and other parties with regulatory authority, should fairly consider alternatives that would achieve the same or similar economic development objectives. If better, safer, and more compatible uses of the Port's facilities are not given equal and fair consideration, they should expect that the Service and other interested stakeholders will seek every opportunity to reinforce our stated concerns.

We appreciate the opportunity to comment and express our concerns regarding these proposals. If you or your staff have any questions, if our comments require further explanation, or you would like to meet and further discuss the SEPA process, please contact Ryan McReynolds (ryan_mcreynolds@fws.gov; 360-753-6047) or Bridget Moran (360-753-6044; bridget_moran@fws.gov), of this office.

Sincerely,

for Ken S. Berg, Manager
Washington Fish and Wildlife Office

cc:
WDOE, Olympia, WA (D. Butorac)
WDOE, Olympia, WA (D. Jensen)
Port of Grays Harbor, Aberdeen, WA (M. Horton)
USFWS, Nisqually NWR, WA (G. Nakai)
USFWS, Nisqually NWR, WA (D. Roster)
Quinault Indian Nation, Taholah, WA (K. Allston)
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Quinault Indian Nation, Taholah, WA (J. Schumacker)
EPA, Seattle, WA (J. Barton)
NMFS, Lacey, WA (G. Kreitman)
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WDFW, Montesano, WA (S. Kalinowski)
Coast Guard, Portland, OR (R. Berg)
PMSA, Seattle, WA (Capt. M. Moore)

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PERSONAL COMMUNICATIONS

Mike McDowell pers. comm., 18 April 2014.

Gary Shigenaka pers. comm., 30 April 2014.

Meeting Notes, Public Meetings - SEPA Scoping, Westway and Imperium Expansion Projects (Port of Grays Harbor), April 24 and 29, 2014.

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Brian Shay, City Administrator
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A2-2 State Agencies

May 23, 2014

Imperium and Westway EISs
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To whom it may concern,

We greatly appreciate the opportunity to participate in the environmental review process for the proposed Westway and Imperium expansion projects. Please consider this letter as part of the public record for the proposed bulk liquid storage facility expansions at the Port of Grays Harbor in Hoquiam.

In evaluating the impact of these projects, we urge the co-lead agencies to thoroughly examine the projects' impact to the natural environment, as well as impacts to Washington's built environment. In light of the expansive ongoing review of the Gateway Pacific and Millennium coal export terminal projects, we feel that a similarly comprehensive review is appropriate for the expansion projects at Westway and Imperium. As with the coal export terminal projects, we are particularly interested in ensuring that this review process accurately identifies and assesses the full range of potential externalities and impacts, not just in the area immediately surrounding the project site, but statewide, in a comprehensive and cumulative fashion.

Due to the gravity of the proposed projects and the widespread nature of the potential impacts, we recommend that the agencies broaden the scope of the review process to include the impacts felt by cities and counties across Washington. We also encourage the agencies to consider the cumulative impact of other large-capacity fuel export proposals in the Pacific Northwest. This letter summarizes some of the far-reaching effects of the Westway and Imperium projects that should be, at a minimum, analyzed within the scope of the environmental impact statement.

I. Increased threat of oil spills

By increasing the volume of oil that is transported across the state and through our waterways, the proposed expansion projects necessarily increase the risk of large-scale oil spills. The lack of tug escorts available to tankers, the lack of appropriate staffing requirements for oil barges, and the lack of appropriate emergency response planning given the proposed expansion projects are all factors that heighten the risk of a catastrophic oil spill. Additionally, the Bakken crude that is likely to be moved through the proposed projects poses risks above and beyond those of other types of oil. It has been shown to be more explosive (due to a lower flash point) and more difficult to clean up when spilled (due to the fact that it sinks). The EIS must carefully consider the full range of economic and environmental impacts that an oil spill would have on Grays Harbor and on the state as a whole.

II. Impacts of additional rail and vessel traffic

The Westway and Imperium expansion projects will significantly increase rail traffic along Washington rail lines and vessel traffic through Washington waterways, and the impacts of this additional traffic must be reviewed by the agencies.

Rail traffic will likely cause congestion at rail crossings, increased air and noise pollution along rail corridors, and increased rail maintenance and improvement costs. Out-of-state oil shipments are also likely to have an impact on the movement of key commodities within Washington, as the agriculture and aerospace industries, among many others, rely on rail to transport goods. Vessel traffic has the potential to interfere with marine wildlife, congest already busy shipping lanes, and impact local fisheries.

III. Net economic impacts

Given the array of potential impacts that are likely to result from the expansion projects, we feel strongly that an apples-to-apples accounting of the net costs and benefits is critical before we can make an informed decision that sufficiently protects the interests of Washington State. The creation of full-time, family wage jobs and the associated tax revenue are legitimate benefits that must be objectively quantified. The externalities of creating those jobs, however, are equally important to examine and quantify.

In the course of conducting an analysis of the net economic impacts of the proposed projects, we must inevitably examine our state's rail infrastructure and what public investment would be necessary to allow for growth in the future. As oil shipments are added to our increasingly congested railways, a detailed accounting of the taxpayer dollars required for infrastructure expansions and upgrades is necessary. This analysis is critical as we strive to ensure a world-class transportation infrastructure for the coming decades.

Similarly, a look at the net economic impacts of the Westway and Imperium projects must include consideration of the other bulk fuel export projects that are under consideration in the Pacific Northwest. As a trade-dependent state focused on steady economic development, a thorough analysis of oil export impacts is necessary to ensure that project proposals fit within current growth projections and are consistent with existing industries. For example, we would be remiss to ignore the potential impact that oil trains would have on the transport of other goods, or the possible complications to vehicle movement that might arise as a result of increased rail traffic. While economic growth is a priority for our state, we must diligently and objectively review the net impacts of each proposal to ensure that we choose the right path forward for Washington.

In conclusion, we reiterate the critical importance of ensuring an informed decision making process with respect to the proposed expansion projects. The far-reaching impacts of these projects, especially the impacts to Washington's economy, warrant a thorough and comprehensive analysis; an analysis at least as thorough as the process already underway for the Gateway Pacific and Millennium Bulk coal export terminals. We must not abdicate our

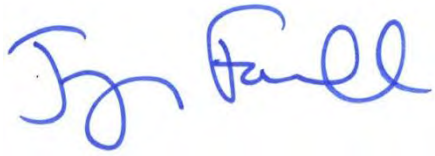
fiduciary duty to review and protect our state's interests, and for this reason we urge you to a broad and robust review.

Thank you for your consideration,

Undersigned



Rep. Reuven Carlyle – 36th District



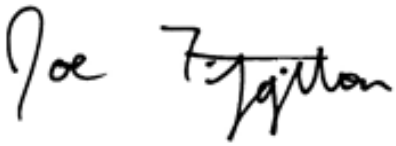
Rep. Jessyn Farrell – 46th District



Rep. Gael Tarleton – 36th District



Rep. Gerry Pollet – 46th District



Rep. Joe Fitzgibbon – 34th District



Sen. Jeanne Kohl-Welles – 36th District



Rep. Ruth Kagi – 32nd District



Sen. John McCoy – 38th District

State of Washington
Department of Fish and Wildlife

48 Devonshire Road, Montesano, Washington 98563-9618 (360) 249-4628 FAX (360) 249-1229

May 27, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

RE: Imperium and Westway Environmental Impact Statement Scoping Comments

The Washington Department of Fish and Wildlife (WDFW) is mandated to preserve, protect, and perpetuate the fish and wildlife resources on behalf of the citizens of the State of Washington. In addition, WDFW has the responsibility to maintain the economic well-being of the fishing industry and promote outdoor recreation. In recognition of our responsibilities, we submit the following comments on the scope of the environmental reviews for the Westway Expansion Project and the Imperium Renewables Proposal.

While WDFW is concerned about the broader ecosystem effects associated with all of the areas identified for discussion in the Environmental Impact Statement (EIS), we are focusing these initial comments on the potential threats to fish, wildlife, their habitats and in some cases, the commercial and recreational fisheries and coastal communities dependent upon the health of those resources, resulting from these proposals.

WDFW understands that these are separate proposals, which will have separate EIS documents; however, as the proposals have common elements, such as the addition of bulk liquid storage tanks for crude oil (and, in the Imperium Renewables proposal, for other hazardous materials), expansion of rail facilities, and new pipelines, our comments are relevant to both projects. The project area of potential effect should be analyzed at three scales: the project site, the project vicinity, and the broader project shipping prism. In addition, impacts to natural resources from the increase in rail transportation associated with the delivery of crude oil to the distribution terminal also must be addressed. These proposed projects will significantly increase the amount of oil transiting Grays Harbor and the surrounding areas by trains (1,188 new train movements per year), pipelines, and vessels/barges (428 new vessel/barge movements per year).

While WDFW recognizes that there are existing storage tanks, pipelines, and rail facilities bordering the Harbor now that pose potential threats to marine life, we are concerned about the greater risks associated with the dramatic expansion of this infrastructure, the increase in the amount of product being handled, and the additional rail activity that will occur in the area bordering the estuary and throughout the western Washington region.

Potential Impacts to the Marine Environment

WDFW has serious concerns about the potential impacts to marine life, which could occur during the transport of crude oil or other hazardous products via rail, shipping vessel, or pipeline, or at the bulk liquid storage facility adjacent to Grays Harbor.

The Westway Expansion Project would involve the construction of five new storage tanks on the site to the south of Westway's existing bulk storage tanks. The new tanks would each have a capacity of 200,000 barrels (8.4 million gallons) for a project total storage capacity of 1 million barrels (42 million gallons). The annual maximum throughput would be 17.8 million barrels (749.9 million gallons) per year. Up to nine storage tanks would be constructed on the site to the north/northwest of Imperium's existing bulk storage tanks. The new tanks would each have a capacity of 80,000 barrels (3.36 million gallons) for a project total storage capacity of up to 720,000 barrels (30.2 million gallons). The annual maximum throughput for the entire Imperium facility, including the expansion, would be 30 million barrels (1.26 billion gallons) per year.

The proposed increase in storage and associated systems for each of these projects will significantly increase the risk of an accidental oil release. In addition, the proposed volume of storage exponentially increases the impacts associated with any given release. Oil storage facilities can fail for a variety of reasons, including industrial accidents, unusual weather conditions such as severe storms and flooding, and other natural disasters such as earthquakes and tsunamis—all of which pose a high risk.

Grays Harbor is an area particularly sensitive to the adverse effects of oil spills. Salt marshes and sheltered tidal flats are found throughout the harbor and are vital to salmon, birds, and marine mammals. Grays Harbor is also an area vital to migrating shorebirds, supporting upwards of one million birds during their spring migration.

If there were to be a spill, the volume of product being considered for this project would likely lead to a catastrophic loss of habitat, and the potentially affected area could be much larger than just the Grays Harbor vicinity. Depending on the location and timing of the incident, the area affected by an oil spill could extend throughout the Grays Harbor estuary, its tributaries, and to offshore waters where the spill could reach a broad expanse the Washington coast and beyond. As an illustration of this, the Nestucca Barge incident (1998) released ~213,000 gallons of oil near the entrance of Grays Harbor. While the majority of the oil washed ashore near Ocean Shores, beaches as far away as Oregon and Vancouver Island, British Columbia were impacted. The habitats within Grays Harbor and the nearshore areas are particularly sensitive to oil spill impacts, notoriously difficult to clean of oil, and are likely to suffer years of degraded function following a spill event.

Such an incident would cause irreparable harm to the marine fish, shellfish, wildlife, and greater ecosystem for decades. The estuary is important nursery and foraging area for juvenile salmonids including stocks of coastal cutthroat trout; winter and summer steelhead; fall, spring, and summer Chinook; fall chum and coho salmon. Herring spawning areas occur in eelgrass

beds at several locations within the estuary, and Grays Harbor is also nursery ground for sixgill and sevengill sharks.

The nearshore Pacific Ocean waters are designated as critical habitat for species listed under the Endangered Species Act (ESA), such as the leatherback sea turtle, green sturgeon, and Eulachon, and as Essential Fish Habitat for West Coast salmon (including ESA-listed stocks), groundfish, forage fish, and coastal pelagic sharks. The adjacent nearshore waters are important areas for thresher sharks and juvenile and adult rockfish, including species that are under rebuilding plans, such as canary and yelloweye rockfish. These rockfish and pelagic sharks are long-lived, slow-growing species with low productivity whose populations take decades to recover to healthy levels.

With regard to shellfish, the estuary is a major nursery area for juvenile Dungeness crab, which contributes significantly to the adult population along the outer coast. Portions of the estuary are under active commercial oyster culture. While much of tidelands and oysters are privately owned, commercial oyster beds provide much the same habitat benefits to native fish and shellfish as do natural beds. Eastern soft-shell clams, horse clams, Manila clams and cockles are also found at various locations throughout the estuary.

Relative to wildlife, a wide variety of birds and marine mammals also frequent the Grays Harbor area, its tributaries, nearshore ecosystem, and offshore waters. Grays Harbor is an important foraging and resting area for migratory shorebirds and waterfowl. Waterfowl concentrations occur from fall through spring, especially in North Bay. Grays Harbor is a shorebird site of world significance, supporting up to one million birds during the spring migration, as well as large numbers of fall-migrating and wintering shorebirds. The Oyhut/Damon Point area is one of only three nesting areas in Washington for the federally threatened Snowy plover. Bald eagles and great blue herons nest throughout the region and forage in the bay, and Peregrine falcons are common during peak shorebird abundance in spring.

Migrating Gray whales commonly feed in the bay during the northward migration from about March through June. Occasional resident grays may also be seen, especially around the mouth of the bay. Grays Harbor is also home to thousands of harbor seals and California Sea Lions from mid-spring through early fall, and is one of the largest seal pupping areas in the state. Pupping occurs throughout the bay with concentrations around Sand Island and in North Bay.

Sea otters are fairly rare in the immediate vicinity of Grays Harbor, but there is a recovering population living on the outer coast north of Point Grenville with a significant portion of this population found around Destruction Island. It is possible that a large spill in the Grays Harbor area could be transported by wind and currents to the north coast area where sea otters would be impacted. Sea otters are particularly susceptible to oil injury due to their reliance on dense fur, rather than blubber, for thermal protection; once the pelt of sea otters is oiled, it loses most of its thermally protective qualities and the animal would likely succumb to hypothermia.

Southern Resident Orcas periodically utilize the offshore waters near Grays Harbor and the Columbia River entrance particularly in the winter and early spring where they prey on salmon

and other fish. Orcas suffered high rates of mortality following the Exxon Valdez oil spill; the same would likely happen here if a similar sized spill occurred while they were present. ESA-listed Southern Resident Orcas rely heavily on Chinook salmon for prey, and an oil spill in Grays Harbor would eliminate a large portion of these preferred prey items from the area.

Potential Impacts to the Upland and Freshwater Environments

Each of the proposed projects will significantly increase the number of train transits through the area. These additional trains would transit tracks from Centralia to Aberdeen passing adjacent to, or crossing, numerous salmon bearing waters including the Chehalis, Black, Satsop, Wynoochee and Wishkah Rivers as well as numerous other fish bearing creeks and streams. There are 20 rail crossings of documented salmon spawning streams in Grays Harbor County alone. Loss of oil into these waters could have a significant impact on resident and anadomous fish runs. Additionally, there are no effective oil spill containment and collection procedures identified for these waterways. The uncontrolled release of even one tank car could cause oil impacts for many miles downstream.

Around ten years ago, grain cars derailed on the Wynoochee Bridge, spilling grain onto pasture lands adjacent to the Wynoochee River. Had this been oil instead of grain, the river would have delivered this oil to the Chehalis and the surge plain immediately below it. This surge plain is protected by the Washington Department of Natural Resources as a natural area, and is one of the largest preserved natural surge plain habitats on the west coast. Spilled oil would be impossible to remove from this critical habitat. This year, there have been three derailments over the course of less than three weeks—one involved more cars immediately adjacent to the Chehalis River in Aberdeen and another was near the Wynoochee River. These recent incidents significantly reduce our confidence in the safety of this form of oil delivery to Grays Harbor.

Increased rail traffic also leads to potential increased train and wildlife interaction, including mortality from collisions. There are likely to be some hotspots for wildlife mortality along the rail and these are likely to correspond to adjacent habitats, migration/travel corridors, and/or human caused funneling of habitat. The loss of lactating females and adult nesting birds also often results in secondary mortality to dependent offspring, which should be considered.

Potential Impacts to Recreational and Commercial Fisheries

Grays Harbor and adjacent ocean waters are home for many healthy marine fish and shellfish stocks, which are harvested in Washington's recreational and commercial fisheries, and upon which our coastal communities depend, including Dungeness crab, Pacific halibut, Pacific whiting, salmon, lingcod, sablefish, nearshore flatfish and rockfish species, forage fish—including anchovy, sardines, and mackerel—and oysters and razor clams. The average ex-vessel revenue for Washington's coastal commercial fisheries for the past five years exceeds $109 million, and commercial oyster growing operations in the harbor contribute significantly to the state's economy as well. It is imperative that the potential impacts to recreational and commercial fisheries resulting from a catastrophic event, such an oil spill, and secondary effects, such as from airborne pollutants from train diesel engines, and the subsequent effects on the

economies of the local communities and broader state be analyzed and considered in this decision-making process.

Recommendations

The Department of Ecology and the City of Hoquiam must assess the proposed action's significant indirect and cumulative effects on fish, wildlife, and their habitats and the subsequent effects on recreational and commercial fisheries and commercial aquaculture facilities. The very real and significant risks that increased transport, storage, and shipping operations resulting from these proposals would present to vulnerable coastal and marine fish and wildlife need to be addressed.

Again, while WDFW recognizes that there are existing facilities that pose potential threats to marine life now, the risks of a spill event significantly increase with the expansion of one or both of these facilities. Recovery from the devastating impacts associated with a spill on fish and wildlife resources will take decades and the economies of our coastal communities will undoubtedly suffer long term impacts that will have negative consequences on the fabric of the communities.

In general, WDFW recommends:

- Those entities with regulatory authority, both states and federal, consider the relative proximity to vulnerable and irreplaceable fish and wildlife resources and their habitats when considering project approval and siting determinations.

- Creation of new jobs must be balanced with placing existing jobs and businesses at risk. A thorough analysis of the existing jobs and their reliance on a healthy and vibrant ecological environment must be completed to understand the risks and consequences of a spill.

- While outside the scope of these two particular proposals, we recommend against siting any bulk fluid storage and transloading/shipping operation at Terminal 3. A decision to site crude-by-rail facilities on land immediately adjacent to the U.S. Fish and Wildlife Service's Wildlife Refuge poses an unacceptable risk to this critical habitat.

More specifically, to address the concerns we have identified, WDFW strongly recommends:

1. A series of status determination studies for key fish and wildlife populations in the Grays Harbor and nearshore Pacific Ocean waters to establish a baseline prior to the expansion of these facilities. The key populations would include forage fish, such as anchovy, herring, and smelt; nearshore and juvenile rockfish; nearshore flatfish; seabirds and shorebirds.

2. As a mitigation measure, should one or both of these projects move forward, we recommend adequate funding be provided to WDFW for ongoing annual monitoring studies for the populations listed in item # 1.

3. The Department of Ecology and the City of Hoquiam should host a series of inter-agency discussions that include WDFW, the Quinault Indian Nation, and the Chehalis Tribe, to properly coordinate with these other entities with substantial interests before continuing to advance proposals that would bring additional bulk fluid storage and transloading/shipping operations to Grays Harbor. A focus should be placed on the areas of port safety, spill prevention measures, stand-by resources for spill containment, and contingency planning.

4. A Vessel Transportation Impact Analysis (VITA) be conducted relative to these specific proposals. This analysis should include evaluation of the items listed below, and should provide recommended solutions and mitigation measures to minimize any risks identified.

    a. The risk associated with each proposal's traffic (including the number and size of ships) increase relative to existing conditions, and the cumulative effects of both proposals combined with existing conditions.

    b. The risk associated with the combined Imperium and Westway Terminals traffic increase relative to existing navigation safety throughout the navigation channels associated with the Salish Sea (Strait of Juan de Fuca, Puget Sound, Georgia Basin, etc.), in Grays Harbor, and along the Washington coast.

    c. The risk associated with the combined Imperium and Westway Terminals traffic increase relative to potential increases of petroleum shipments from terminals with the Salish Sea (Strait of Juan de Fuca, Puget Sound, Georgia Basin, etc.)

    d. The capability of current tugs to control disabled vessel movements under the most adverse prevailing weather conditions in the area and respond to incidents in the harbor, outside the harbor entrance, and within a safe distance of the Washington shoreline, given that there is no ocean capable rescue tug stationed in Westport.

    e. The emergency tug availability from Neah Bay and Columbia River, include availability during severe weather or bar closures.

f. How vessels will be managed offshore if the bars associated with Grays Harbor or the Columbia River are closed.

g. The risks of incidents and measures to mitigate the risk for potential groundings, collision/allisions/loss of propulsion or oil spill while underway within the harbor and along the outer coast.

5. The EIS should include, at a minimum, the following analyses:

a. Short- and long-term impacts of oil spills on the sensitive marine habitats and wildlife resources found within the project area, including on: State and federally listed threatened and endangered species; resident and migratory birds and marine mammals; salt marshes, tidal flats, and other sensitive shallow water habitats; other WDFW-listed Priority Habitat and Species (PHS); the marine fish and shellfish species important to recreational and/or commercial fisheries and commercial aquaculture activities.

b. An economic analysis of the current status of and potential impacts to recreational and commercial fisheries resulting from the direct or indirect effects of one or both of these projects.

c. Impacts to recreational and commercial fisheries resulting from additional shipping traffic during peak salmon runs, the possibility of shipping conflicts with fishing gears, and the potential for displacement of fish away from normal fishing grounds due to increased shipping.

d. The effects that increased barge and ocean going vessel traffic would have on fish, birds, and marine mammals. For example, gray whales are particularly susceptible to ship strikes, and the burrowing shrimp on which they feed are both susceptible to mortality from oil toxicity and would become vectors for delivery of sub-lethal doses of toxic compounds in oil to whales, green sturgeon, and other shrimp predators.

e. WDFW has documented active bald eagle and great blue heron nests in the bay approximately one mile from the proposed site. The potential effects of construction noise should be addressed if it occurs during times that overlap with the breeding season, and the impacts associated with increased barge and vessel traffic passing by these nests within relative close proximity to the colonies should be analyzed.

f. The risks associated with potential train derailments, and resulting oil spills, to freshwater ecosystems along rail corridors and the likely impacts to the associated aquatic organisms; evaluations should keep in mind the specific physical characteristics associated with individual products being transported along the rail lines.

g. The EIS include an analysis of the potential cumulative effects resulting from airborne pollutants from diesel engines from increased rail activity on the terrestrial and marine environment, including fish and wildlife.

6. The project proponent(s) monitor train/wildlife collisions and create appropriate wildlife crossing structures to avoid collisions when and where hotspots for mortality are identified.

Thank you for the opportunity to review and offer comments on the Westway Expansion Project and the Imperium Renewables Proposal. We hope that Ecology and the City of Hoquiam are willing to engage WDFW and other entities potentially impacted with the proposed course of action. As you know, Grays Harbor is the fourth largest estuary in the nation and it deserves our best effort to protect it for future generations and the natural resources that its supports.

If you have questions regarding our comments and/or recommendations, please feel free to contact me at (360) 249-1211 or Michele.Culver@dfw.wa.gov.

Sincerely,

Michele K. Culver

Michele K. Culver
Regional Director

cc: Phil Anderson
Jeff Davis
Amy Spoon
Lisa Veneroso

WASHINGTON STATE DEPARTMENT OF
Natural Resources
Peter Goldmark - Commissioner of Public Lands

Caring for
your natural resources
... now and forever

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MAY 27 2014

May 27, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle WA 98104

To Whom It May Concern:

Please accept these comments from the Washington State Department of Natural Resources (DNR) regarding the scope of the Environmental Impact Statement (EIS) for two proposed Westway and Imperium expansion projects. DNR is the manager of over 3 million acres of trust lands comprised of forest, range, commercial, and agricultural lands, and 2.6 million acres of state-owned aquatic lands. In addition, DNR administers the state Forest Practices Rules on more than 12.7 million acres of non-federal, public, and private lands. DNR is committed to sustainably managing the state's resources, relying on sound science, and making transparent decisions in the public's interest and with the public's knowledge throughout the environmental review process.

DNR is regarded as possessing special expertise under Washington State's Environmental Policy Act rules, Washington Administrative Code (WAC) Chapter 197-11-920, related to the following areas: water resources and water quality of state-owned aquatic tidelands, shorelands, harbor areas, and beds of navigable waters; natural resources development; energy production, transmission, and consumption (geothermal, coal, and uranium); land use and management of state-owned or managed lands; recreation; and burning in forests.

Imperium Renewables is a bulk liquid storage terminal and currently handles the receipt, storage, and shipment of biofuels such as ethanol, biodiesel and additional feedstocks for biofuel production. The expansion project involves expansion of its existing bulk liquid storage terminal to allow for the receipt, storage, and shipment of petroleum products including crude oil renewable diesel and renewable jet fuel. The project includes construction of new storage tanks, expanded and improved rail infrastructure, pipelines, and a marine vapor combustion unit to incinerate vapors displaced during vessel loading. Terminal operations would handle up to 200 vessels a year (400 entry and departure transits).

The Westway project involves a two phase expansion of the existing bulk liquid storage terminal to allow for the receipt of crude oil unit trains, storage of crude oil, and shipment of crude oil by ship or barge from the Port of Grays Harbor Terminal 1 (shared by both Imperium and Westway).

The existing dock would be modified to add loading arms and parts of a marine vapor combustion system. Phase I would result in 128 vessel/barge movements and Phase II would result in 238 new vessel entry and departure transits and 17 million barrels of thru-put per year. No in-water work is proposed for either project.

The upland areas associated with the two projects are owned by the Port of Grays Harbor (Port). The actual footprint of the marine terminal is state-owned aquatic lands, and managed by the Port for the state of Washington under a specific delegation of authority. The Port has authority to authorize infrastructure development and operational management in the area. The Port must manage the state-owned aquatic lands consistent with all laws and regulations pertaining to aquatic lands management and all regulations and policies adopted by the Board of Natural Resources. DNR has direct control of most bedlands and state-owned tidelands and shorelands along the coast of Washington.

DNR appreciates the opportunity to submit comments on the scope of the EIS, which are provided in the attachment to this letter. The attachment identifies project alternatives to the proposal that should be considered in the EIS. The comments that follow identify analyses for each element of the environment identified under WAC Chapter197-11-444 where DNR has identified probable, significant adverse impacts needing analysis in the EIS. For each issue of concern identified in this letter, DNR requests that the EIS identify the potentially affected resources; analyze the probable impacts to those resources; and identify measures to avoid, minimize, and mitigate effects of the proposal. DNR may submit additional scoping comments as we increase our understanding of the proposal and its impacts.

Should you have any questions regarding this letter, please do not hesitate to contact me, at (360) 902-1034.

Sincerely,

Megan Duffy
Deputy Supervisor for Aquatic Resources and Geology

Attachment

Attachment
Westway and Imperium Project Comments on EIS Scoping

The following comments identify potential local, regional, and statewide impacts of the proposed projects which may affect state resources managed by DNR. The first section of the letter identifies project alternatives to the proposals that should be considered in the EIS. Next, probable project impacts in the immediate vicinity of the project area and to other areas of the state are identified. Impacts are further organized according to elements of the environment identified in Chapter 197-11-444, Washington Administrative Code. For each identified issue of concern, DNR requests the EISs identify the potentially affected resources, analyze the probable impacts to those resources, and identify the measures to avoid, minimize, and mitigate the effects of the proposal. DNR may submit additional scoping comments as we increase our understanding of the proposal and its impacts.

PROJECT ALTERNATIVES

Design Analysis

The project proposes to expand an existing facility and increase existing operations. The increased scale of the proposal warrants the same consideration as a new facility. The design analysis should address possible configurations which will be required to accommodate maximum projected volumes. Equipment design should include options available to reduce operational risks. Basic design parameters should include scenarios of high water and catastrophic events.

Overwater structure modifications should identify options that avoid and minimize impacts to the aquatic environment as well as minimizing risk of spill impacts. Increased operations should be examined with regard to dredging requirements, including the use of smaller, shallower-draft vessels. Future structural requirements which might be required to achieve full capacity should be identified and impacts quantified.

Operational factors including vessel size, frequency and loading speeds should be considered within maximum design parameters and extreme conditions. Impacts of perceivable advances in technology should be integrated with vessel traffic predictions.

Vessel Operations

The EIS should analyze alternative berthing times and seasonal restrictions to ensure that cargo vessel and tug operations do not adversely affect the spawning and migration behavior of salmon, eulachon, sturgeon, migrating and resident shorebirds, marine mammals, and other species that utilize the proposed project area. The potential impacts by the proposed expansion projects' activities to spawning beach areas and Pacific herring spawning and holding areas in Grays Harbor need to be considered in the EIS.

Rail Corridor Expansion

The EIS should identify any necessary expansion of rail corridors or infrastructure that may be utilized by the proposed project and possible alternative rail routes or pipeline options. If any necessary expansions of rail corridors or infrastructure are identified, alternatives should be identified that avoid and minimize impacts to aquatic habitat and water quality. The railroad should coordinate with DNR prior to expanding any railroads crossings onto state-managed land (such as the Satsop and Wynoochee Rivers), to determine whether a use authorization may be required.

IMPACTS IN THE IMMEDIATE PROJECT VICINITY

Natural Environment:

Earth

Will the project result in the need for or encourage dredging of aquatic lands beyond those currently dredged, such as the mouth of Grays River Harbor? Portions of the harbor currently are too shallow for Panamax size ships. Will an increase in the number and size of vessels and need for deep turnaround or queuing areas affect the need to dredge additional areas?

Geologic Hazards

Per Washington State Department of Natural Resources' 2004 Liquefaction Susceptibility Map of Grays Harbor County, Washington, the projects are proposed in an area with moderate to high liquefaction susceptibility. What measures will be taken to avoid spills or overflows associated with earthquakes? What measures will be taken to make sure spills or overflows do not occur due to tsunami waves?

DNR recommends the EIS analyze the potential for geologic hazards at the site using the following methodology:

a) Identify both shallow and deep-seated landslide hazards using DNR's GIS Statewide Landslide database and then create a site-specific geologic map. In areas with no existing landslide inventory, create a shallow landslide database using historic aerial imagery and other spatial data in a GIS.
b) Evaluate riverbank sloughing and subaqueous landslide hazards using bathymetry or similar DEM data.
c) Identify potentially unstable slopes using DNR's Shalstab model or other comparable slope stability modeling program in a GIS.
d) Identify slope hazards associated with slope modification or vegetation removal at construction areas.
e) Evaluate earthquake hazards including earthquake-induced ground failures.
f) If dredging for port access, identify potential hazards to adjacent beaches and bluffs from loss of subaqueous buttressing, and
g) Identify tsunami inundation hazards from both local faults and a Cascadia subduction zone event, or through subaqueous or terrestrial landslides. Explicitly address increased risk of inundation resulting from climate change and sea level rise.

Plants and Animals

The project property is situated along the shoreline of Grays Harbor which is inhabited by riverine and estuary fish including Pacific salmon species, bull trout (*Salvelinus confluentus*), green sturgeon (*Acipenser medirostris*), and Pacific eulachon (*Thaleichthys pacificus*). Many fish species use Grays Harbor for migration, rearing, and foraging. Federally listed bull trout, green sturgeon, and eulachon are known to use the harbor for foraging and migration. Spawning beaches for species of forage fish such as surf smelt, Pacific herring, and sand lance occur in the outer areas of Grays Harbor. The nearshore marine areas from the mouth of Grays Harbor north to the Washington/Canada border, and Grays Harbor is designated as critical habitat for the Southern DPS of green sturgeon (NOAA 2009). This includes coastal waters with depths less than 360 feet (110 meters) and bays and estuaries upstream to the extent of tidal influence. Portions of the Chehalis River and the marine waters of Grays Harbor are designated by the USFWS as critical habitat for the Coastal-Puget Sound bull trout. The EIS should analyze how vessels, including barges, propose to navigate or dock at the proposed facility, and how adverse impacts of the proposed alignment and vessel operations on eulachon, salmon, marine mammals, riverine and estuarine vegetation, and other biological resources and species will be mitigated. What are the potential impacts of vessel traffic, and increased risks of spills on these species and their habitats?

Grays Harbor Estuary is one of four major staging areas for shorebirds in North America and one of the largest concentrations of shorebirds on the west coast, south of Alaska. Shorebirds gather here in the spring to feed, store up fat reserves, and rest for the non-stop flight to their northern breeding grounds. Arctic-bound shorebirds come from as far south as Argentina and from June through October the shorebirds return to the estuary in lesser concentrations on their way south during the longer fall migration period. Thousands of shorebirds, primarily dunlin, stay for the winter. The EIS should identify potential, adverse impacts on storage and transport of crude oil on shorebirds and their habitat, with special emphasis on spill prevention and response.

Operational Noise

The EIS should analyze the amount of noise that will likely be generated during operation at full capacity. Both periodic and cumulative impacts of noise generated from this project on eulachon migratory and spawning behavior, salmon, sturgeon, marine mammals, shorebirds, and other species, during operation of the proposed terminal should be examined. How will any changes in noise be monitored over time to assure there are no adverse impacts to eulachon and other species?

Artificial Lighting

The EIS should analyze impacts of any increase in lighting installations or time periods associated with project operations on aquatic species. A study should be conducted to investigate the potential changes in species abundance and dominance resulting from increased prey access under artificial lighting and address ways to reduce or eliminate any identified impacts.

Aquatic Vegetation

The EIS should analyze any potential for dock operations, and increases in vessel traffic to scour sediments or disrupt or harm riverine and estuarine vegetation or other benthic habitats. How will impacts to riverine and estuarine vegetation damaged during construction or operations through displacement, shading, burial, and scour be avoided?

Air

What is the potential for vapors associated with loading and unloading cargo to be discharged into the atmosphere and being deposited into surface waters? What is the potential for air pollution from normal tanker engine operations to be deposited into surface waters?

Water

Point and Nonpoint Discharges

Stormwater and wastewater discharges can carry heavy metals and other pollutants that may be harmful to fish and wildlife. The EIS should include a characterization of the source, quality and quantity, and potential impacts of all stormwater runoff generated by the projects that may enter state waters, whether treated or untreated. How will contaminated stormwater runoff be prevented from entering surface waters? The EIS needs to identify a monitoring regime adequate to confirm design assumptions.

What are the cumulative impacts of stormwater, other pollutants, and any other wastewater discharges generated by the projects, when considering all other stormwater and wastewater discharges in the lower Chehalis River system? The EIS should include an ambient water toxicity study, using protocols accepted by Ecology and EPA to evaluate the cumulative effects of existing industrial wastewater and stormwater outfalls on species survival and water quality. Biologic monitoring design should include studies of bioaccumulation of polycyclic hydrocarbons (PAH), pentacholorophenol (PCP), and heavy metals in caged mussels. Future PAH, PCB, and heavy metal concentrations should be modeled based on the various alternatives being considered. The EIS should evaluate the ways in which hydrocarbons may escape the rail cars and enter the marine environment and Chehalis River, including wind, stormwater, and spills.

Spills

The EISs should analyze the increased risk of Bakken, Tar Sands oil or other fuel spills that may occur during cargo loading and offloading, through vessel collisions that may result from the increase in vessel traffic at the river's mouth, along the coast, or through train collisions along the Chehalis River. Imperium's flange connection location has a 52 gallon catch basin per USCG requirements; is this sufficient to capture all potential spills? Imperium and Westway currently have no requirements for pre-booming due to speed of current and safety measures. Is there any way to design a pre-booming strategy to minimize chance of release should a failure occur during transfer? Westway currently has no spill response plan. How will spills be contained and prevented from spreading to sensitive areas, especially given the presence of hundreds of thousands of shorebirds nearby? What measures will be taken to ensure prevention and timely response to oil spills to avoid impacts to water and sediment quality, habitats, and species? What are the risks of oil spills associated with the need for vessel traffic maneuvering and queuing within and outside the harbor?

What are the risks of spills associated with increased rail transportation carrying crude oil and how will these risks be mitigated? The state's oil spill response program is funded through a crude oil tax on vessels that does not apply to rail. What is timeline for implementation in comparison to timeline for crude oil transport operations to begin?

Vessel Fueling and Pumpouts

Will vessels refuel at the site? The EISs should address the potential, adverse impacts of any fueling activities, potential spills, and the handling of sewage and gray water.

Ballast Water

The EISs should discuss ballast water management and examine impacts from potential discharges into the estuarine environment. Management of ballast water should be consistent with the Washington State Ballast Water Management Act.

Invasive Species

The EISs should analyze the potential for the project to introduce invasive species to the ecosystem and how any potential, adverse impacts will be mitigated to prevent introduction. If an invasive species is found to occur on a vessel associated with the project, what actions will be implemented to prevent spread of the species into riverine and estuarine waters?

Built Environment

Environmental Health

Please refer to the earlier comment regarding hazardous substances associated with any rail corridor expansions. Any expansion of rail corridors on state-managed lands to support the project should analyze the potential for soil contamination and include mitigation measures that reduce and prevent the potential for short- and long-term impacts to ground and surface water, soil, and wetlands from cumulative hazardous material buildup.

Land and Shoreline Use

How might the additional train and vessel traffic affect DNR's agricultural and commercial lessees' lands and the ability to get their commodities, such as wheat, grains, potatoes, and timber to the market? The EIS should include a cumulative impacts analysis of these potential effects.

Public Services and Utilities

The EIS should analyze whether any uses of state-managed lands would need to be increased to accommodate the construction, operation, and any future maintenance activities of rail corridors and infrastructure. This includes but is not limited to: all excavation of material, placement of construction materials and tracks, equipment movement and placement of equipment. The EIS should analyze how state resources, including the Chehalis River, wetlands and forests within and outside directly affected areas, will be protected. Will the project require re-configuring of existing wetlands? The EIS should analyze the location and design of bridges and culverts needing to be upgraded due to the project.

Fire Risk

The EIS should analyze additional wildlife risk for lands covered by DNR fire suppression responsibilities along existing rail rights-of-way that will anticipate increased traffic carrying crude oil. How will the increased volatility of Bakken crude oil be mitigated? Chapter 76.04, RCW and Chapter 332-24, WAC provide requirements regarding landowner and operator responsibilities related to fire prevention and fire hazard abatement. The EIS should identify all reasonable measures to prevent and minimize the start and spread of fire on forested areas adjacent to rail corridors. Construction site safety operating procedures should include compliance with the substantive requirements of Chapter 332-24-301, WAC (Industrial restrictions) and Chapter 332-24-405, WAC (Spark emitting requirements).

Analysis and proposed mitigation measures should be undertaken that will anticipate increased rail traffic associated with Bakken and Tar Sands oil. The EIS should analyze the potential increased risk of explosion and resulting wildfire from the additional train traffic through or adjacent to forest and grass lands.

Transportation

Marine Vessels

The EIS should include a detailed vessel traffic analysis and assessment of traffic management needs. The analysis should provide information on vessel drift, ballast water management, frequency of entry, egress, and moorage time anticipated for the different types of vessels and sizes of vessels, and their potential impact on aquatic natural resources. It should be based on a robust model that relies on the most recent United States Coast Guard vessel tracking system data for the region, including existing or projected traffic from adjacent industrial facilities, upstream shipping terminals, and nonindustrial vessels. The study should evaluate multiple alternatives for reducing potential incidents.

The EIS should analyze the potential for the projects' proposed vessel operations to adversely impact or interfere with adjacent industrial operations, including facility access. How will vessel traffic between the two entities sharing the marine terminal be coordinated? If a vessel can't access one of the facilities and has to moor temporarily, how might this affect other industrial operations and vessels transiting through the harbor, or the risk of collision?

The greatly increased ship activity has the potential to impact sediment quality. Diesel burning by the ships can create greenhouse gases, PAHs and dioxins, which can contribute to localized ocean acidification as well as contaminate the sediments in the area through atmospheric deposition, especially if diesel fuel is burned while the container ships are idling while at the terminal. The EIS should analyze the cumulative impacts of engine exhaust from the cargo vessels and tugs and upland machinery operations, and the potential for pollutants to the Chehalis River from atmospheric deposition, or from vessel machinery, or loading operations.

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Washington State
Department of Transportation

Lynn Peterson
Secretary of Transportation

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May 22, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

RE: Westway and Imperium Renewables Expansion Projects Environmental Impact Statement (EIS) Scoping Comments

Dear Co-Leads:

Thank you for providing the Washington State Department of Transportation (WSDOT) with this opportunity to comment on the scope of the Westway and Imperium Renewables Expansion Projects Environmental Impact Statements (EISs). WSDOT's responsibility to the citizens of Washington State is to provide a safe and efficient transportation system that supports our economy, communities and the environment. It is therefore essential for the agency to ensure that proposed actions that can adversely impact this mission are carefully assessed to identify conflicts and necessary mitigation strategies.

With respect to the Westway and Imperium Renewables Expansion Project proposals, WSDOT's comments focus on potential impacts to state highway operations.

The proposals estimate that combined operations for both facilities will include 3.25 daily train trips, including both inbound and outbound trains. Train traffic to and from both facilities will utilize the Puget Sound and Pacific Railroad (PSAP) Grays Harbor Line between the Port of Grays Harbor and Centralia, Washington. Rail transportation beyond Centralia will occur primarily via BNSF Railway corridors. The EISs should evaluate possible rail-related impacts to state highway grade crossings and intersections located along the PSAP rail corridor, which crosses a SR-507 couplet in Centralia and continues northwest more or less parallel to US 12.

WSDOT has identified 25 state highway intersections and one limited access interchange along the PSAP Grays Harbor Subdivision where operations may be adversely impacted due to delays at nearby highway-railroad grade crossings. Some of these locations already experience delays under existing train volumes and may not be able to adequately absorb additional delays without mitigation measures. Of particular concern are possible highway operational impacts along US 12 between mileposts .60 and .74 within the City of Aberdeen. This segment is located within a busy commercial area of the city, and the respective configuration of the highway, tracks, and commercial/retail businesses makes it particularly susceptible to significant operational and

potential safety impacts from additional train traffic. A list of the 25 state highway locations is attached.

WSDOT requests that the scopes of the EISs include analysis of how these 25 locations would be affected by the projected increase in rail traffic that would result from both proposals, including determining and factoring in the typical length of trains serving the facilities. WSDOT is not only interested in impacts to state highway railroad grade crossings, but also how increased delays at railroad grade crossings situated near state highway intersections and interchanges may impact those state highways. This analysis should include impacts to:

- Levels of service at affected state highway intersections/interchanges;
- Vehicle delay and queuing at state highway grade crossings and state highways impacted by local agency grade crossings;
- Emergency response capabilities; and
- Highway-rail grade crossing safety (i.e., whether modification of warning devices or grade separation might be warranted with the projected increase in rail traffic).

We also understand that speed restrictions related to aging railway infrastructure and track geometry are in place along portions of the PSAP Grays Harbor Line, including at least one restriction within the City of Aberdeen over the Wishkah River Bridge and track curves at the PSAP and BNSF Railway interchange point in Centralia that limit train speeds to 10 and 5 miles per hour respectively. Train speed restrictions that will tend to exacerbate state highway impacts along the PSAP line should be identified and appropriately factored into the analysis.

WSDOT is aware of at least one other proposal which would add traffic to the PSAP line. WSDOT requests that the scopes of the EISs include a cumulative analysis for crossings and intersections that have the potential to experience significant impacts.

Once identified, the EISs should identify and examine strategies to mitigate any adverse impacts from the projected increase in train traffic and associated operational limitations such as train speed restrictions, including restrictions related to bridges and track geometry. This should include estimating the cost of implementing those strategies and determining the source(s) of investment that would be required.[1]

We understand that at least one of the expansion proposals may use trucks for additional material transport. If there is a potential for a significant long term increase in heavy truck traffic, we request the EISs analyze the indirect effects on US 101 bridges in Aberdeen and Hoquiam. These bridges could need repairs or replacement sooner than currently projected.

The current proposals include running 3.25 additional trains per day that could be carrying volatile liquids. If a catastrophic event occurred and one or more of the rail cars were to rupture, we see the potential for a spill or explosion to impact WSDOT property and highway operations

[1] WSDOT understands that the PSAP Railroad may be working with various local agencies to assess highway-rail safety and operational impacts along the Grays Harbor Line, as well as possible relief for speed restrictions over the Skookumchuck, Wishkah and Wynoochee river RR bridges. Depending on timing, opportunities may exist for this effort to inform the EIS for highway impacts and mitigation strategies.

near rail lines. We request that the project proponents work with WSDOT to develop an emergency spill prevention and response plan for what will happen to restore state highway operations in such an event.

Thank you for the opportunity to comment on these proposals. We look forward to working with Ecology and the City of Hoquiam, the SEPA co-lead agencies, in addressing our concerns in the EISs. Please contact me at (360) 705–7480 if you have any questions or would like to discuss any of these comments.

Sincerely,

Megan White, P.E., Director
Environmental Services Office

MW:eg

Attachment: List of 25 state highway locations

Puget Sound and Pacific Railroad

USDOT Number	City	County	Road Name	Railroad Company	Comments	Railroad Milepost	Warning Devices (information obtained from FRA inventory)
092546N	Centralia	Lewis	SR-507 Tower (MP 2.12)	PSAP	Adding Gates 2014	0.82	Crossbucks & Cantilever Mntd - 12" lens
092547V	Centralia	Lewis	SR 507 Pearl (MP 2.12)	PSAP	Adding Gates 2014	0.89	Crossbucks & Mast Mntd - 12" lens
092569V		Thurston	Joselyn St SW (MP 44.42)	PSAP	Adjacent to US-12	8.46	Crossbucks & stop sign
092571W		Thurston	Private Drive, Business (MP 43.72)	PSAP	Adjacent to US-12	9.17	None listed
092573K		Thurston	183rd Ave SW (MP 42.85)	PSAP	Adjacent to US-12	10.05	Crossbucks, pavement marking, & Mast Mntd FL
092585E	Oakville	Grays Harbor	Murray St (MP 35.43)	PSAP	200' from US-12	33.40	Crossbucks
092583R		Grays Harbor	Access to Blockhouse Rd	PSAP	Adjacent to US-12	32.50	Crossbucks
092586L	Oakville	Grays Harbor	N Newton St (MP 35.19)	PSAP	580' from US-12	33.60	Crossbucks
092593W		Grays Harbor	Shelton Rd (MP 32.01)	PSAP	Adjacent to US-12	36.70	Crossbucks
092595K		Grays Harbor	Elma Gate Rd W (MP 30.14)	PSAP	Adjacent to US-12	38.50	Crossbucks
092603A		Grays Harbor	Porter Creek Rd W (MP 27.24)	PSAP	Adjacent to US-12	41.49	Crossbucks
096510U		Grays Harbor	Dunlap Rd (MP 24.50)	PSAP	Adjacent to US-12	44.20	Crossbucks
096515D		Grays Harbor	BlockHouse Rd N (MP 22.35)	PSAP	Adjacent to US-12	45.30	Crossbucks
096518Y		Grays Harbor	BlockHouse Rd S (MP 23.45)	PSAP	Adjacent to US-12	46.30	Crossbucks
096652K		Grays Harbor	Monte Brady Rd (MP 14.76)	PSAP	825' from US-12	53.33	Crossbucks
096658B		Grays Harbor	Monte Brady Rd (MP 12.57)	PSAP	600' from US-12	55.41	Crossbucks, pavement marking, Mast Mntd & Cantilevere Mntd FL
096672W	Elma	Grays Harbor	SR-12-SR-107 I/C (MP 9.88 and 10.10)	PSAP	Possible impacts from local traffic impacts at Main St Crossing	57.72	Crossbucks, Mast Mntd, & Cantilevere Mntd FL
096687L	Aberdeen	Grays Harbor	Sargent Blvd (MP 1.74)	PSAP	800' from US-12	67.14	Crossbucks and pavement marking
096688T	Aberdeen	Grays Harbor	S Fleet St (MP 0.60)	PSAP	Adjacent to US-12	68.14	Crossbucks
096029N	Aberdeen	Grays Harbor	WishKa Mall/S Tyler St (MP 0.54)	PSAP	Adjacent to US-12	68.20	Crossbucks and pavement marking
096691B	Aberdeen	Grays Harbor	S Chehalis St (MP 0.39)	PSAP	Adjacent to US-12	68.36	Crossbucks & Mast Mntd FL
096693P	Aberdeen	Grays Harbor	S Newell St (MP 0.33)	PSAP	Adjacent to US-12	68.47	None listed
096695D	Aberdeen	Grays Harbor	E Heron St (MP 0.23)	PSAP	Adjacent to US-12	68.50	Mast Mntd, & Cantilevere Mntd FL
096711K	Aberdeen	Grays Harbor	WishKa Mall (MP 0.45)	PSAP	Adjacent to US-12	70.15	Crossbucks, pavement marking & Mast Mntd FL
096790Y	Hoquiam	Grays Harbor	S Adams St (MP 0.74)	PSAP	900' from SR 109	73.30	Crossbucks

Yellow: State Highway crossing

Green: Adjacent to or near a state highway intersection

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A2-3 Regional and Local Agencies

My overarching concern is for the safety and well-being of the city and county. I remind you of the 4 derailments between Aberdeen and Centralia over the last couple of weeks. With the first one, the train was sitting in the yard and simply tipped over spilling its contents. The rest were rolling trains. Thankfully, they were just grain. The railroad says itâ€™s because it rains here â€“ to use their words. Is that not all the more reason not to bring volatile, poisonous crude oil here? There is no spill response for this area. If an oil spill happens east of town in the swamp land, no vehicle can get to it. There is no water passage, there are no roads. Imperium and Westway can store crude oil if they wish, just not here. Following reprinted by permission: One of the major arguments in favor of such construction is that of the jobs such a facility will bring to the area. Crude oil storage does indeed bring a certain number of employment positions. But my question is how many jobs will there be. In reviewing such facilities across the country, the number of jobs promised has always been grossly overinflated. Factoring in such things as the size and number of facilities to be built here, there cannot logically be more than 10 to 12, or perhaps 15 positions at the automated facilities. Say, for the sake of argument, that there are 50. An important question to ask is: are those jobs, or any others, worth the cost of 10 to 20 times that number should an accident arise and petroleum is spilled into the harbor - a scenario which seems increasingly likely. As to the vast amount of money that is said to be coming into this area from such an operation, we could just as well offer to store nuclear waste. We would likely be able to garner not only vast sums more money but the eternal gratitude of a grateful nation for taking what no one else will. But would not that money simply go to the port of Grays Harbor anyway? Would we the city of Aberdeen and its good citizens see any of it? Another point that I hear often is that at meetings of people opposed to oil storage on the harbor and mile and a half long oil trains, one always sees the same people attend time after time. Really? Perhaps. However setting aside the fact that that is not literally true, if one turns the tables and were to attend meetings of supporters of the project, would one not see all the same people at those meetings albeit probably a different group? I have attended several of the meetings against oil storage and while most of the attendees are those that show up at all of the meetings, there is a constant stream of new faces. The argument that since I drive a car that has an engine powered by gasoline, therefore I cannot be against the storage of crude oil is a hollow and pointless one. It is true I drive a vehicle that runs on petroleum fuel but had I the money to do so, I would change that situation in an instant. As my financial situation improves I shall do just that. I drive a gas powered, car because I have no choice. Lastly, petroleum is a dead technology and one with no future. It is only one of millions of commodities which can be transported to and from Grays Harbor. Support of a petroleum storage and shipping facility, or as I am led to understand multiple facilities, is not in the interests of the Grays Harbor area. The benefits are insignificant when weighed against the probable cost â€“ a cost which will be paid by the entire area. I further remind you of the FRA's own statement that transporting crude oil by rail cannot be made safe. That sentiment was echoed by the Canadian Government. Imperium was billed and built as a biofuel production facility. That is all well and good but the vast majority of people in this area feel betrayed and are against this proposal. We all urge rejection of the permit to allow storage of crude oil.

As the Interim Fire Chief in Chehalis my concern is the increase in rail traffic transporting crude oil and the possibility of a spill or fire. Chehalis has several crossings over the rail system that the fire department uses to access emergencies on the West side of the city. We do have an overpass that we can utilize so rail traffic cannot completely cut us off from the West side but can delay or slow our response. There have been numerous derailments throughout the US and Canada involving trains transporting crude oil. I am encouraged that the rail industry is in the process of providing specialized training to emergency responders on how to respond to these emergencies. . I would ask that the following be studied as part of the EIS: â€¢ An analysis of the fire and life safety risk and probability of error based on the volume of crude oil and transport type, including risks to homes and businesses along the rail system. â€¢ An examination of the impacts on the fire department's ability to respond to emergencies and an identification of deficiencies and needed mitigations such as training or equipment. â€¢ An evaluation of the proposed fire and spill protection systems along the rail system.

05-27-14 Clark County Fire & Rescue is pleased to participate in the 2014 comment period for the Imperium Renewables and Westway Terminal Company, who are each proposing to expand existing bulk liquid storage terminals located at the Port of Grays Harbor Terminal 1. The Fire District neither advocates nor discourages development projects of any kind. This proposed project is examined for impact upon the Fire District operations. Our recommendations are based on best fire suppression practices, and the 2012 International Fire Code and the City of Ridgefield Fire Code. Fire Protection Analysis â€¢ Clark County Fire & Rescue provides fire/rescue service for the north/south main BNSF rail line as it passes through our fire district and the cities of Ridgefield and Woodland, Washington. This rail line will serve the projects listed above. Fire District Concerns â€¢ The addition of trains carrying hazardous materials will compound fire and health risks to the residents of the fire district. â€¢ Access to remote sections of the rail line is problematic for the fire district. Provisions for fire district access should be made by BNSF. â€¢ Firefighting equipment access and Emergency Medical Service access must be provided. â€¢ Equipment for the transport of the sick and injured should be provided by BNSF. â€¢ Methodology for the rapid application of firefighting foam in these remote locations. The Fire District has no provision for the application of firefighting foam in these locations. BNSF should provide local foam resources to meet this need. Rail Crossings â€¢ Clark County Fire & Rescue protects the BNSF rail crossings in the cities of Ridgefield, Washington and Woodland, Washington. The Fire District is concerned about the public safety issues surrounding these busy rail crossings. â€¢ These tracks and crossings have a deadly history. The increase in rail activity will compound the problem. â€¢ The improvement of the rail crossings in the city of Ridgefield and in the city of Woodland must be provided by BNSF â€¢ Additional financial support from BNSF is needed for the Port Of Ridgefield Overpass Project. We believe that these engineering requirements are essential for firefightersâ€™ access and public safety in emergency situations. Tim Dawdy Battalion Chief â€“ Fire Marshal - PIO Clark County Fire & Rescue 911 N 65 Ave Ridgefield, WA 98642 (360) 887-4609 tim.dawdy@clarkfr.org

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STATE OF WASHINGTON

May 20, 2014

Department of Ecology
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Regarding comments on Imperium and Westway EISs

To Whom It May Concern:

This letter is related to petroleum transport by rail through Grays Harbor County and the State of Washington and my support of adoption of state legislation and federal regulations; state assessment of risks; railroad company restriction of petroleum transport through Grays Harbor County; and update of County incident response plans to address the potential safety, environmental, and economic impacts of petroleum transport by rail.

New technologies have resulted in the development of unprecedented amounts of both domestic and foreign oil, natural gas, tar sands, bitumen, and other petroleum products and derivatives, which will significantly increase the volume of petroleum and petroleum products moving by rail through Oregon and Washington from the first dedicated train in 2012 to a possible volume of nearly 800,000 barrels per day, if all proposed projects are built; and

The volume of petroleum-by-rail moving through Grays Harbor County is expected to significantly increase; and

The primary source of the petroleum anticipated to be transported by rail through Grays Harbor County is from the Bakken formation, which the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration has determined may be more flammable than traditional heavy crude oil; and

The rail lines that will carry this petroleum run through and by Grays Harbor communities, business and industrial areas, and along our waterfront, creeks, and other sensitive natural areas; and

Recent derailments, spills, and fires, such as the recent derailment and explosion in Casselton, North Dakota, illustrate the potential catastrophic impacts which could occur to our community and environment from the transport of petroleum by rail; and

As a County Commissioner of Grays Harbor, I am deeply concerned about the threat to life, safety and the environment of potential spills and fires from the transport of petroleum by rail,

As a Grays Harbor County Commissioner, I strongly urge the State of Washington to adopt legislation requiring disclosure of the volumes, types of petroleum, petroleum products, and petroleum derivatives; transportation routes; and the frequency and duration of transfers of petroleum, so that the state and local communities can be fully informed of and plan for the risks posed by the transport of petroleum by rail.

I strongly urge the U.S. Department of Transportation (DOT) to increase federal tank car design and operation regulations for petroleum product shipments and aggressively phase out older-model tank cars used to move flammable liquids that are not retrofitted to meet new federal requirements.

I also strongly urge the Washington Department of Ecology and the Military Department Emergency Management Division, in collaboration with the Washington Department of Fish and Wildlife, the Coast Guard and local government emergency response entities, to assess the impact to public safety, the environment, the economy, and traffic of petroleum transport by rail through Grays Harbor County and the State of Washington.

I request that the Governor of Washington, the Washington Department of 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 Grays Harbor County and other Washington communities until the cumulative environmental and safety impacts of these projects are studied and addressed.

I also request that any railroad company that operates rail lines adjacent to Grays Harbor rivers, streams, and wetlands consider restrictions on the shipment of petroleum products along those routes until adequate study by relevant state, local, and federal government agencies have determined that the transport of petroleum by rail meets established public safety and environmental protection standards.

I will work with the Grays Harbor County Emergency Management, and if needed, to update the County's incident response plans for the increasing risk imposed by the transport of petroleum by rail.

Sincerely,

BOARD OF COMMISSIONERS
GRAYS HARBOR COUNTY

Frank Gordon

Cc: Senators Maria Cantwell and Patty Murray
U. S. Representatives Derek Kilmer and Jaime Herrera Beutler
Washington State Senators Jim Hargrove and Brian Hatfield
Washington State Representatives Brian Blake, Dean Takko, Kevin Van DeWege, Steve Tharinger

✓ = emailed 5/20/14 BH

RESOLUTION NO. 2014 – _____

A RESOLUTION of the City Council of the City of Hoquiam, Washington, related to petroleum transport by rail and vessel through the City of Hoquiam, Grays Harbor County, and the State of Washington, urging regulatory agencies to study public safety, environmental, and economic impacts of petroleum transport by rail and vessel.

WHEREAS, the City of Hoquiam is committed to the protection of its citizens and protection of the environment, and is concerned about the potential economic impacts of petroleum transport by rail and vessel; and

WHEREAS, recent train derailments in Grays Harbor County, as well as other regions, together with spills, fires and explosions involving trains transporting petroleum illustrate the potential catastrophic impacts which could occur to our community and environment from the improper transport of petroleum by rail; **NOW THEREFORE,**

BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF HOQUIAM, WASHINGTON, IN REGULAR MEETING DULY ASSEMBLED, AS FOLLOWS:

SECTION 1. The City of Hoquiam supports the creation of clear Federal guidelines to immediately implement safety regulations concerning older-model tank cars used to transport petroleum, train speeds, and other identifiable hazards associated with petroleum.

SECTION 2. The City of Hoquiam strongly urges the U.S. Department of Transportation to increase Federal tank car design and operation regulations for petroleum product shipments by rail and aggressively phase out older-model tank cars used to move flammable liquids that are not retrofitted to meet new Federal requirements.

SECTION 3. The City Council of the City of Hoquiam urges the State Department of Ecology and City of Hoquiam staff responsible for the permitting of petroleum terminals to address and study the following issues prior to the issuance of any permits:

- Potential impacts associated with oil spills athe project site or during transit by rail or vessel.
- Disruption to vehicle traffic during construction and after operation of the facilities commences, including the potential for increased emergency response delays.
- Vehicle safety at railroad crossings.
- Analysis of train and vehicle delays and safety issues.
- Potential for increased rail congestion and delays that would contribute to safety concerns including the potential for increased vehicle delays at railroad crossings.
- Analysis of safety considerations related to transport of petroleum associated with infrastructure, including an evaluation of trackage, railroad crossings, water crossings, and the safety of cars transporting oil.
- Analysis of effects on public transit, pedestrian access and parking within Hoquiam, and Grays Harbor County.
- Potential for and extent of increased risk of spills, fires, and explosions during rail transport, from infrastructure failing, accidents, or natural disasters.
- Evaluation of emergency response, including preparedness planning.

- Identification of responsible parties and required emergency response, including equipment and materials, to address worst-case scenarios.

JACK DURNEY – MAYOR

ATTEST:

MIKE FOLKERS – Finance Director

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JEFFERSON COUNTY
WASHINGTON

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Port Townsend, WA 98368

Phil Johnson, District 1 David W. Sullivan, District 2 John Austin, District 3

May 27, 2014

Westway and Imperium Renewables Expansion Project EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

RE: Westway and Imperium Expansion Proposals - EIS Scoping

The purpose of this letter is to comment on the scope of the EIS for these proposals to expand existing bulk liquid storage, and to allow receipt of crude oil, at the Port of Grays Harbor.

The Westway and Imperium projects will increase the risk of oil spills in Grays Harbor, a particularly sensitive estuarine environment of nation-wide importance both ecologically and commercially, and to cause other serious and enduring environmental harms and economic impacts to the region. The projects, by facilitating the release of carbon dioxide to the atmosphere, also add to the growing risks of catastrophic climate disruption, sea level rise and ocean acidification. Consequently, the broadest possible scope and a comprehensive approach to the EIS are necessary and justified.

We understand that the Westway and Imperium expansion proposals would result in at least a 300% increase in the number of vessel entry and departure transits over 2012 levels (168 to 688), and a 133% increase in the number of train transits (730 to 1703), and the train "units" will include at least 100 train cars. The total storage liquid fuel storage capacity will increase by 72.2 million gallons and up to 749.9 million gallons would pass through the facility each year. A third proposal from US Development, now under consideration by the City of Hoquiam, will add an additional 42 million gallons of storage capacity and another train transit every two days. [1]

The proposed expansion sites and rail corridor are located on fill and other soils prone to liquefaction, post liquefaction settlement, and lateral spreading in the event of Cascadia Subduction Zone Interplate events (earthquakes) which "have occurred in the prehistoric past and will occur in the future." [2] The site and corridors also coincide with, or are adjacent to, flood and tsunami hazard zones and critical habitat for ESA-listed species.

The Board of Jefferson County Commissioners strongly recommends that:

1. EIS scoping be delayed until the 2014 Marine and Rail Oil Transportation Study is complete and its findings reviewed in the context of other proposed tank farms and coal terminals in Washington State.

Phone (360) 385-9100 Fax (360) 385-9382 jeffbocc@co.jefferson.wa.us

2. The EIS for the Westway and Imperium proposals consider the cumulative effects of oil transport through Grays Harbor, to include US Development's Grays Harbor Rail Terminal (and tanks)[3], on vessel and train traffic and patterns, on levels of environmental risk, on existing economic activities and on the quality of life for people living in the region.

3. The EIS consider potential failures, of structures or processes, that would cause oil to spill into the environment – such as derailments or other damage caused by earthquakes of various magnitudes, river flooding and associated debris, or tsunamis.

4. The EIS determine what additional infrastructure, plans, procedures and equipment should exist in order to minimize damage to the environment from a forecasted tsunami and to coordinate with the evacuation and other needs of the local population.

5. The EIS identify and quantify any new costs to the public of effective emergency response such as costs to station an ocean rescue tug in Grays Harbor and costs to upgrade emergency response capacity on land.

6. The EIS characterize how the risks of derailments and other train wrecks in the Grays Harbor Region would change as a result of the proposals.

7. The EIS describe in detail the direct and indirect effects of a major spill of 1). Crude oil from the Bakken Formation and its associated impurities (fracking chemicals) and 2). Canadian tar sands and associated impurities (synthetic crude and butimen with diluents) on the ESA-listed western snowy plover (*Charadrius alexandrinus nivosus*), streaked horned lark (*Eremophila alpestris strigata*), and their designated critical habitats.

Thank you for this opportunity to comment.

Sincerely,

John Austin, Chairman David Sullivan, Member Phil Johnson, Member

[1] http://cityofhoquiam.com/rail-terminal/GHRT-Shoreline-Permit-App.pdf
[2] http://cityofhoquiam.com/rail-terminal/GHRT-Geotech-Report.pdf
[3] http://cityofhoquiam.com/rail-terminal

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Olympia, WA 98502

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Imperium & Westway EIS
c/o ICF Int'l
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Seattle, WA 98104

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Ken Estes, Mayor
City of Montesano
112 N Main St
Montesano, WA 98563

May 21, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Scoping Comments:

The following is from me as personal comments, and my opinion and the opinion of two other Montesano City Council members.

Old Rail Bridges – We know that unless there is a contract to bring CBR to the harbor the Rail Road has no incentive to make any changes. The bridges currently support Car (vehicle) Carriers and Midwest Grain cars without a problem, however they look rusty and should be upgraded to guarantee safety.

Rail Safety – Each of the three slow speed derailments were caused by poor maintenance and should have been caught by their own inspectors. I believe under the rules of shipping crude, the federal inspectors will take control of inspections.

Oil Spills – I do not live in fear. I know the stars can fall, planes fall from the sky and an earth quake can happen at any second. I would prefer to see the RR and the applicants be required to maintain massive insurance—say a billion dollars between them IF there were a spill. No bankruptcy should allow them to get off in the event of a spill.

Safety – is my number one concern. The tankers carrying crude should be the safest that can be acquired and the tracks should be equal to federal standards—they are carrying the same products. Employees should be trained and ready for anything that comes their way. I used to work for Shell Oil in a refinery and know what Shell put the employees through, weekly. How to spot problems and what do if you saw one, as well as how to fight a spill or a fire was pounded into us. To my knowledge that refinery never had a serious incident. Rail Road, Tank storage and ship transport should have the quality of safety that Senator Patty Murray has and is promoting through bills she has proposed.

The Harbor's economy is struggling - the Port has done many smart things in the past few years. Bringing crude by rail to the Harbor is taking advantage of a struggling economy with the promise of a better life for the harbor—five family wage jobs equal one new job in the community. They buy newer homes and hire people to paint, mow, etc. Please remember if the plan submitted for the EIS is solid, there is no reason to stop the procedure.

This letter expresses my endorsement and the endorsement by two other Montesano City Councilor as **approval of the EIS for the applicants Westway and Imperium to handle, store, and ship Crude Oil**, as permitted during the scoping process.

Ken Estes, Mayor

Not printed with city expense

Signing for:
Pam McElliot, Councilor
Lyle Powell, couoncilor

City of Montesano
Home of the Tree Farm

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Montesano, Washington 98563

www.montesano.us

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May 21, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Scoping Comments:

Rail Traffic - Increased one-way traffic of 3.25 trains per day (Imperium 2 per day, Westway 1.25 per day). The increased noise, train emissions, blockage of traffic, potential release of hazardous chemicals within and in close proximity to wetlands, rivers, and creeks will affect quality of life issues of a rural community. Increased rail traffic may reduce tourist traffic to business core when the main entrance to downtown is blocked by trains.

Old Rail Bridges - near our city over the Satsop and the Wynooche rivers flow to the ocean and have been documented by citizens of their apparent deteriorating condition, create an environmental concern should a train derail and crude oil be spilled into those water ways.

Rail Safety - Due to the geography close to the flood plain, annual rainfall, and moisture content of the soil, the increased traffic and weight may not be supported by the current rail infrastructure. There have been three slow speed derailments within 16 days, two blamed on water under the ties.

Oil Spills - Not only are there multiple points of concern in which a train can derail and allow for crude oil to flow into the local waterways, the impact of such a spill would be catastrophic. Grays Harbor offers a rich environment, one that has been taken advantage of since it was developed for logging. Shellfish, fishing and wild game are just a few things that the Harbor depends on for its economy that would be impacted.

Safety - One just has to look at the recent derailment near Walmart that occurred a few days ago. This is the third derailment. It may argued that tankers may occasionally crash on the highway, but the fact is, that the highway's infrastructure, proximity to an extremely vulnerable ecosystem and environment, safety response/responders does not even compare to railroads.

The Harbor's economy is struggling - the Port has done many smart things in the past few years. Bringing crude by rail to the Harbor is taking advantage of a struggling economy with the promise of a few jobs, without consideration for the damage and complete devastation it would bring the Harbor should a spill occur, one in which the Harbor may never recover from.

I have been directed by vote of the city council, to write this letter expressing the Council's concern of Rail transport of Crude Oil, as permitted under the scoping process.

Ken Estes
Mayor

City of Montesano
Home of the Tree Farm
112 N. MAIN STREET
MONTESANO, WASHINGTON 98563

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Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

DYA-S5F 98104

Subject: Scoping Comments on Proposed Imperium and Westway EIS The City of Ocean Shores is on a peninsula at the mouth of Grays Harbor. If crude by rail is approved for the Port of Grays Harbor, millions of barrels of crude oil would travel by rail right through our Washington communities, out through Grays Harbor, and then both up and down our coast. As a down-stream community from rivers and streams that would be impacted by spills due to derailments, etc., as well as being on the Harbor and Ocean where the crude would be shipped out Ocean Shores is vulnerable to serious and lasting environmental and economic impacts. Shipping energy products by rail and barge (or ship) has serious safety implications that must be dealt with before we consider implementation. Washington Senator Patty Murray addressed rail problems in a recent congressional address indicating that â€œsince July there have been major rail accidents involving crude oil in Quebec, Alabama and North Dakota. These accidents have resulted in lost lives, forced entire towns to evacuate, caused over $1.2 billion in property damage, and contaminated the environment. As the NTSB pointed out in January, our current regulations were written long before anybody could imagine how much oil would move over rail.â€ Human error and track defects, says Sen. Murray, cause two-thirds of train accidents. Not only must we address our safety policies from point of origin to point of final delivery, but the infrastructure must be overhauled to prevent accidents. We also need to fund enforcement. We need to require increased safety training. With three derailments in the past month in Grays Harbor County, we must also require increased maintenance of tracks, track beds, and ties. We need to develop policies to require oil firefighting capability all along the rail lines. We also need to require accessible equipment and trained personnel to respond to spills and/or fires along the rails, in fresh waterways, and in our harbors and along the barge/shipping routes to delivery. During winter storms, ships and barges will be at risk, and cleaning up spills and leaks are difficult, if not impossible. This is a massive effort, yet requirements must be in place before we seriously consider crude by rail through our Washington communities and out through our shipping channels. Storage of volatile commodities in our seismically active area is also of great concern. With the Cascadia Subduction Zone nearby, we are being encouraged by multiple federal and state agencies to plan for tsunami events. Adding oil spills or fires to already inadequate or impossible preparedness seems illogical. Washington has a lot to lose. Our environment provides human food sources such as shellfish, crab, cranberries, and more. It also feeds the animals and birds that live in and visit our byways and shorelines. Our environment creates millions of dollars through tourism that would disappear if we were hit with oil spill accidents. In addition, the livability of our communities would be drastically affected in any of the possible events discussed.

As a Pacific County commissioner and Willapa Harbor native, I am very concerned about the potential for a Grays Harbor oil-related disaster affecting the very clean waters of Willapa Bay. Recent derailments and an obviously shaky railroad infrastructure point to potential disaster. This is not good. We have worked hard for generations to take care of our bay and the potential for pollution from an outside source is very disheartening. We have a robust shellfish industry thanks to the folks who have treated our waters with respect for over a century. We have earned the right to have our waters respected. Steve Rogers Pacific County Commissioner Chair, South Bend School District Board of Directors President, Pacific County Historical Society President, Kiwanis of South Bend.

Imperium and Westway EIS

c/o ICF International

710 Second Ave, Suite 550

Seattle, WA 98104 April 24, 2014

The Port of Grays Harbor is the landlord for both of the proposed projects. Consequently we have participated in numerous community forums hosted by both proponents and opponents of these projects. From those forums the prevailing concerns centered on safety concerns of handling crude oil. As landlords we have worked with both tenants for several years handling a variety of liquid bulk materials and have absolutely no concerns about their commitment or ability to perform safe handling of hazardous materials.

Our primary concerns for the EIS is addressing the economic and social impact of proposed projects as well as the impact of the "no action "alternative. For example;

1. When reviewing the economic impact of the proposed projects we would like to see what the impact would be on the funding of community services such our schools, hospitals, fire departments, police departments, emergency response, cities and county government i.e. the amount of sales tax, property tax, B&O tax etc... consequently the no action alternative would not generate any of those future benefits to the support of our local services.
2. The job creation both direct and indirect the projects would create including additional rail, waterfront and maritime jobs.
3. What is the cost of providing the additional emergency response for the proposed projects?
4. If you measure the impact of a potential spill the positive impact cleanup should be included.
5. The impact of "no action" on our maritime resources. For example the benefit of having tractor tugs on station in Grays Harbor is a safety to enhancement to Grays Harbor and the SW Coast of Washington that would not be sustainable without the additional vessel traffic created by crude shipments.
6. What will the no action alternative have on both proponents' current operations? Is the future of both Westway and Imperium contingent on expanding their business to include crude oil storage and transfer? The no action alternative should address the loss of business and jobs if the projects are co-dependent with current operations.

We look forward to the results of your study. It will be nice to have a study produced that is based on the actual operating plans of the project proponents rather than use of blatant opponent fabrication to project the impacts the proposals.

If the only thing that comes out of this EIS process is setting the record straight and putting to rest the fear mongering we have been subjected to these last twelve months then I would deem both projects an overwhelming success.

Regards

Gary G. Nelson, Executive Director
Port of Grays Harbor

cc. Port of Grays Harbor Commissioners
Sally Toteff, DOE SW Region Office Director
Brian Shay, City Administrator, City of Hoquiam

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Ronald Onslow, Mayor
Sandra Day, Councilmember
John Main, Councilmember
Donald Stose, Councilmember
David Taylor, Councilmember
Lee Wells, Councilmember
Darren Wertz, Councilmember

May 27, 2014

Via Electronic Mail

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: WESTWAY AND IMPERIUM EXPANSION PROJECTS

Dear Responsible Officials,
These scoping comments are submitted to you on behalf of the City of Ridgefield for consideration in determining the scope of the environmental impact statements (EISs) for the Westway and Imperium Expansion Projects. These projects, if approved, will result in a significant increase in the amount of petroleum products transported through Ridgefield by rail. In total the two projects are estimated to generate three unit trains a day. There are three at-grade crossings in Ridgefield with residential and commercial uses lining both sides of the tracks.

The City requests that the EIS analysis include the entire range of probably significant adverse environmental impacts associated not only with the proposed project sites, but also with the transportation of the commodities to the project sites by rail and the potential impacts to communities through which the additional train traffic will pass. Our highest priority is to include analysis of environmental and safety risks associated with the increased train traffic carrying petroleum products through Ridgefield and the adjacent Ridgefield National Wildlife Refuge.

The EIS should review the following:

Environmental Impacts

- Exposure to toxic chemicals:
  A full study of the impacts of the potential emissions on the population, including impact to those in poor health.
- Noise:
  There are at three at-grade crossings within Ridgefield city limits adjacent to developed areas. Impacts from train horn, locomotive and rail car noise to nearby residents or employees should be studied in the EIS.
- Flora & fauna:
  The trains will pass through and adjacent to the Ridgefield National Wildlife Refuge, with its mandate to provide wintering habitat for waterfowl, especially the dusky Canada geese. The EIS should study the impacts of increased train traffic to the variety of habitats, birds, and other species that make up the Refuge.

Safety

- Crossing Delays:
  The closure of the at-grade crossings in Ridgefield creates delays of 1 to 5 minutes depending on the length and speed of the trains. Typical delays can have deadly consequences in emergency situations when first responders cannot cross the tracks to respond to a situation in a timely manner. The crossing delays and potential impacts for emergency response time should be analyzed as part of the EIS, particularly for the length of trains proposed.
- Risk of Fire, Spills and Explosion:
  Bakken crude oil is recognized as being highly volatile, as are all petroleum products that may be shipped to the new terminals. The disaster at Lac-Megantic, Quebec, in which 47 lives were lost, demonstrates beyond question the danger posed by shipping this commodity through population centers. Analysis should include a review of the Federal Railroad Administration's "Operation Classification" undertaken due to its "specific safety concerns about the proper classification of crude oil being shipped by rail, the subsequent determination or selection of the proper tank car packaging used for transporting crude oil, and the corresponding tank car outage requirements." The EIS needs to identify the potential for the risks of explosion and if and how those can be mitigated to nonsignificant levels. The mitigation measures to be analyzed need to include the proper equipping of first responders. The EIS must also identify the risks for spills and potential impacts associated with release of petroleum products.

Land and Shoreline Use

The City of Ridgefield and the Port of Ridgefield are collaborating on a 41-acre mixed use waterfront development with 820,000 square feet of office, retail and residential space along Lake River that has the railroad as its eastern boundary. The preliminary plat for the subdivision was approved in February 2014 (PLZ-14-0003), the City has adopted Comprehensive Plan and zoning regulations to shape development of the site, and the Port has invested in the first two of three phases for a new overpass to improve site access. The EIS needs to identify the impacts of the projects on the Lake River waterfront development and identify how these impacts will be reduced to nonsignificant levels. The EIS should also address impacts to other adjacent land uses, including the mixed-use city center area directly east of the railroad tracks and residential areas to the south and north.

Housing

The EIS should address impacts associated with additional train traffic to residential areas along the railroad tracks, including noise impacts, changes to property values, and changes to access affecting existing and proposed residential development.

Transportation

The EIS should address impacts to all modes of transportation, including rail, personal vehicles, and trucks. The six additional trains running through Ridgefield daily (three inbound and three outbound) are reported to each be 1.5 miles long. The EIS should address:

- The cumulative impacts to vehicular transportation caused by the increase in rail traffic associated with the projects when added to existing and proposed rail traffic.
- Any rail infrastructure improvements needed to accommodate the increased rail traffic related to these projects.

- Any impediments to vehicular access at the three crossings created by additional rail traffic.

Public Services

The EIS should examine any increased need for public services, including fire protection, police protection, and health care. The Ridgefield waterfront, which includes a 52-unit floating home marina, boat launch and marina, offices, and the city wastewater plant and is planned for 820,000 square feet of mixed use development, could be entirely cut-off from emergency services for longer periods of time and with increasing frequency due to the proposed increase in rail traffic and their length. Emergency responders may have few alternatives to access these areas, creating potentially life-threatening situations. A January 2013 fire at the marina claimed the lives of two dogs trapped inside a burning floating home when fire trucks were delayed for five-minutes by a slow-moving train blocking the crossing. To prevent any similar situations, the EIS must address potential need for additional police officers, fire fighters, and other first responders to ensure they can access all areas of the city in the event a train is blocking access. The EIS must also address the potential need for specially trained responders, including health service providers, to respond to spills, fires, releases of contaminants.

The City of Ridgefield appreciates the opportunity to submit comments of the scope of the upcoming EISs. The City urges you to engage in a full and comprehensive review of the impacts associated with these projects.

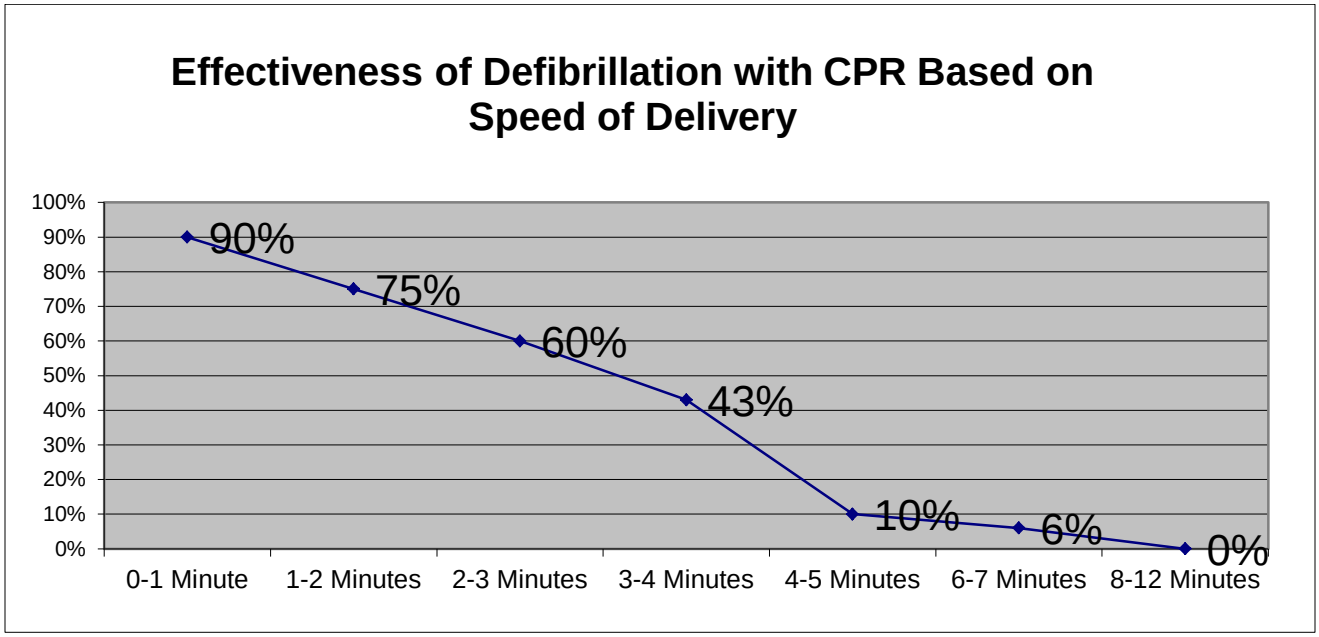
Sincerely,
The City of Ridgefield

Steve Stuart
City Manager

The Riverside Fire Authority provides full service response to fire, EMS, rescue and hazardous material emergencies to approximately 26,000 residents living in Northwest Lewis County and including the city of Centralia, Washington. These services are provided from eight fire stations to a geographic area of approximately 184 square miles comprised mostly of rural properties. There are two primary modes of commerce transportation through the Riverside Fire Authority's jurisdiction. They are Interstate 5 and the Burlington Northern Santa Fe Rail line which parallel one-another in a North/South orientation through the community. In addition, the Puget Sound and Pacific Rail line intersects with Burlington Northern Santa Fe in Centralia. This is the line proposed to be used to transport the commodity for the Westway and Imperium projects. This rail line crosses 9 residential streets and 2 major arterials along with 4 roads serving industrial complexes in the jurisdiction. The Riverside Fire Authority Governance Board adopted Response Time Objectives as a part of its Regional Fire Service Plan on August 7, 2007. The criteria which formulated the response time objectives is derived from the American Heart Association's recognition that once the heart stops beating, "there is a six minute window of opportunity for resuscitation and beyond that six minute window, there is only the slimmest margin of success." In addition, it is recognized that a fire originating in a room doubles in size for every minute of time lapse. At approximately 8 minutes a condition known as flashover occurs which means everything in the room of origin is involved in fire and the space is untenable for sustaining human life. The Riverside Fire Authority requests a study be conducted as to how the additional rail traffic will impact our ability to meet the response time objectives outlined in the Regional Fire Authority Service Plan. Moreover, the Riverside Fire Authority has limited capacity to provide fire and life safety service to its citizens threatened by a catastrophic release of the product carried in the tank cars. In fact, the city of Portland has gone on record to indicate that it lacks sufficient class B foam capacity to mitigate a fire involving the oil volume from a single tank car. Notwithstanding the predictably devastating environmental impact to a catastrophic release of product, the Riverside Fire Authority has a limited supply of foam product capable only of suppressing a very small class B fire. Finally, in most cases, there are only four on-duty firefighters in the Riverside Fire Authority to mount a response to emergencies. We have calculated certain acceptable risks to existing facilities, infrastructure, equipment and transportation emergencies. The addition of three oil trains daily increases the risk not only to the trains themselves, but to all existing facilities, infrastructure, equipment and transportation in the event of a catastrophic release.

Appendix C: Response Time Objectives

DEFIBRILLATION AND CPR: The following graphic (figure 1) shows how the success of cardiac defibrillation erodes as time goes by. At 3 – 4 minutes the chances of defibrillation being successful are less than 50/50. At 6 minutes, successful resuscitation rarely occurs. The participating fire jurisdictions currently provide defibrillation as well as significantly higher levels of emergency medical services by delivering advanced life support (ALS) via dual trained Firefighter/Paramedics.



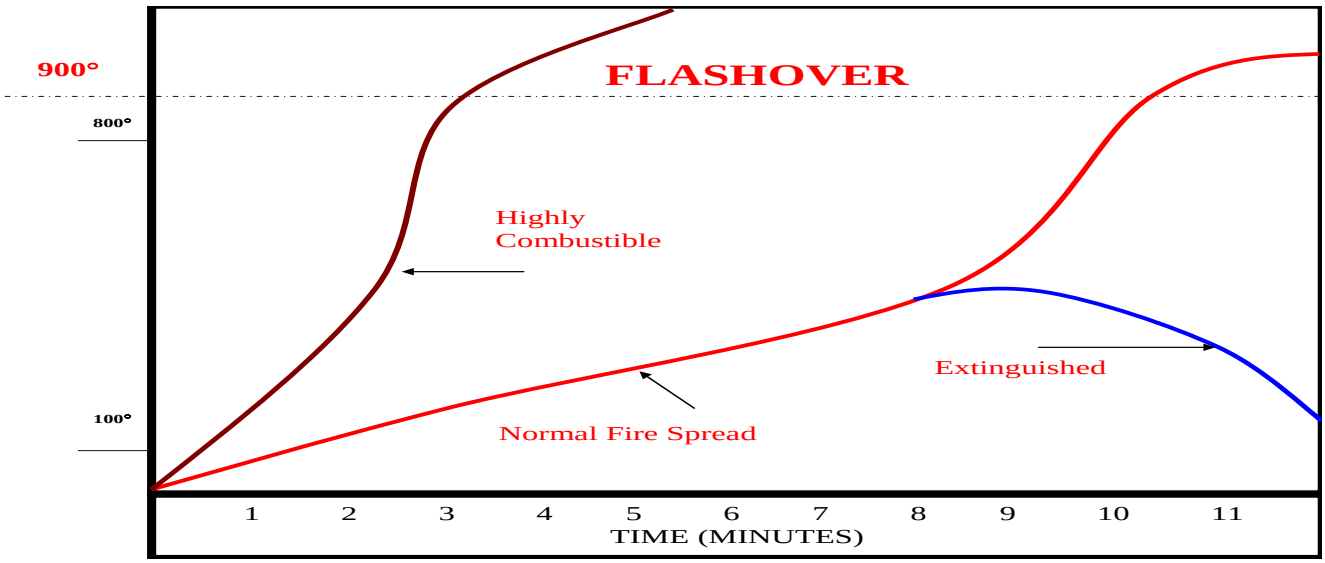
(Figure 1)

As previously illustrated in the early defibrillation and CPR chart showing that once a heart stops there is a six minute window of opportunity for resuscitation and beyond that six minute window there is only the slimmest margin of success. Finally, add even another measure – The Golden Hour – which states the patient of a severe trauma has the best chance of survival if they reach surgery within one hour after the injuries are sustained. (Gunshots, car accidents, falls, etc., increase in fatality exponentially if the trauma is not surgically repaired within that first hour).

HOUSE FIRES AND FLASHOVER: The time/temperature curve (fig 2) shows the relationship of time to the progress and intensity of fire. In a typical room in any house, a fire will double in size every minute, assuming it has a steady supply of fuel and oxygen. While the fire is growing the temperature in the room is increasing usually to about 1000 degrees at ceiling level and a few hundred degrees at 3 feet high. Eventually the room temperature reaches a point where everything in the room begins to burn – this is called flashover. Flashover is deadly. After a flashover, the residence is no longer survivable for all occupants including firefighters beyond a brief exposure. In flashover everything in the room is damaged or destroyed and generally the heat in the rest of the house

is such that life would not be sustainable without intervention such as fire hoses or a fire protection sprinkler system. Flashover is the eventual outcome of every house fire and occurs generally at about 8 minutes. That means that firefighters need to be on scene and working prior to that 8 minute benchmark to achieve life safety rescue and fire extinguishment.

These measures establish what the RFPSA defines as “response time” as the most important measure of performance. Other measures the RFPSA considers as critical service delivery



(Figure 2)

factors include the number of personnel responding, the capabilities and efficiency of the personnel once on scene, the capabilities of the equipment, and preventative or mitigation measures in place prior to arrival, such as sprinkler systems or fire extinguishers. The following graphic shows the various constituent elements of the “response time”:

0 – 10 Min.	1 - 2 Min.	1 - 2 Min.	3 – 25 Min.	1 – 5 Min.	6 – 43 Min.
Recognition of a problem. People try to extinguish fire before 911. People ignore chest pain and deny they have a problem.	**Calling 911:** Once problem established finding a phone, an address etc. eats up some time.	**Dispatching:** Determining type of emergency, jurisdiction to respond, broadcasting over radio.	**Travel to the Scene:** Getting gear on, driving to scene, finding the address, etc. – highly dependent on location in response area.	**Set up:** Connecting to a hydrant, pulling hoses, Putting on air masks, etc., setting up a defib unit, putting oxygen on etc.	The Total amount of time it takes to “respond to an emergency.

*There are a number of factors that affect response time including station location, road conditions, and dispatch efficiency however adequate staffing and an effective use of volunteer resources are paramount in providing the highest level of service possible.

SPOKANE CITY COUNCIL
808 W. Spokane Falls Blvd.
Spokane, WA 99201-3335
(509) 625-6255

Ben Stuckart
Council President

May 27, 2014

Imperium and Westway EISs
ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Dear Official,

We are deeply concerned about the potential danger these proposed terminals pose to the City of Spokane. This is an issue our City Council takes very seriously. In fact, the Council unanimously supported and adopted a resolution calling for stronger oil transportation regulations and protections. This unanimous, public stance by Council came on the heels of the multiple explosions and derailments across North America. We worry that Spokane, as a regional hub, could be impacted significantly by these terminals.

Our city understands and values our nation's rail transportation system. We support our friends and colleagues utilizing our state harbor system in their effort to provide good, quality jobs to their citizens. We also support a businesses' right to conduct legal commerce and seek a profit. The bottom line is that we just want to know how it affects the citizens of our city.

We urge that you include the impacts to the City of Spokane in your Environmental Impact Statements for the Westway and Imperium Terminal projects.

Thanks for considering our input on this matter.

Sincerely,

Ben Stuckart
President, Spokane City Council

CITY OF SPOKANE

OFFICE OF THE CITY CLERK
808 W. SPOKANE FALLS BLVD
SPOKANE, WASHINGTON 99201-3342
509.625.6350

February 24, 2014

City Clerk File No.:
RES 2014-0009

COUNCIL ACTION MEMORANDUM

RE: RESOLUTION 2014-0009 TO PROTECT THE HEALTH, SAFETY, AND ECONOMIC WELL-BEING OF LOCAL CITIZENS AND SPOKANE'S DRINKING WATER SUPPLY AND NATURAL RESOURCES FROM THE POTENTIAL IMPACT OF INCREASED CRUDE OIL RAIL TRAFFIC PASSING THROUGH THE CITY OF SPOKANE RESULTING FROM PROPOSED TERMINAL PROJECTS

During the Spokane City Council's 6:00 p.m. Legislative Session held Monday, February 3, 2014, Council President Stuckart, as sponsor, reported on Resolution 2014-0009. Council Members were provided a revised version of the proposed resolution, which included two additional paragraphs. Council President Stuckart requested a motion to accept the addition of the final two "resolves" ("BE IT FURTHER RESOLVED") to the proposed resolution. The following action was taken:

> **Motion** by Council Member Salvatori, seconded by Council Member Snyder, to accept the addition of the final two "resolves" ("BE IT FURTHER RESOLVED") to the proposed resolution; **carried 6-1 (Council Member Fagan voting "no").**

Council Member Salvatori referred to the bottom paragraph on the first page and requested the insertion of the word "significant," so that it reads: "NOW THEREFORE BE IT RESOLVED that the City Council of Spokane strongly requests...to any project that may cause significant increase in associated oil rail traffic traveling via Spokane..." Subsequent to Council debate, the following action was taken:

> **Motion** by Council Member Salvatori, seconded by Council Member Allen, to insert the word "significant" (as proposed by Council Member Salvatori); **rejected 3-4 (Council President Stuckart and Council Members Mumm, Snyder, and Waldref voting "no").**

Public testimony was then received on Resolution 2014-0009, as amended, and Council commentary held. Subsequently, the following action was taken:

> **Upon Unanimous Roll Call Vote,** the City Council **adopted Resolution 2014-0009, as amended,** protecting the health, safety and economic well-being of local citizens and Spokane's drinking water supply and natural resources from the potential impact of increased crude oil rail traffic passing through the City of Spokane resulting from proposed terminal projects.

Terri L. Pfister, MMC
Spokane City Clerk

Agenda Sheet for City Council Meeting of: 02/03/2014		Date Rec'd	1/22/2014
		Clerk's File #	RES 2014-0009
		Renews #	
Submitting Dept	CITY COUNCIL	Cross Ref #	
Contact Name/Phone	BEN 509-625-6269	Project #	
Contact E-Mail	AMCDANIEL@SPOKANECITY.ORG	Bid #	
Agenda Item Type	Resolutions	Requisition #	
Agenda Item Name	0320 OIL RAIL TRAFFIC		

Agenda Wording

A resolution to protect the health, safety and economic well-being of local citizens and Spokane's drinking water supply and natural resources from the potential impact of increased crude oil rail traffic passing through the City of Spokane

Summary (Background)

The Federal Pipeline and Hazardous Materials Safety Administration (PHMSA) issued a major safety alert on January 2, 2014, declaring oil obtained in the Bakken Shale is more explosive. There have been a number of significant train derailments resulting in human fatalities, property damage and environmental degradation including train derailments in Lac Megantic, Quebec on July 6, 2013, Casselton, North Dakota on December 30, 2013, New Brunswick, Connecticut on January 7, 2014 and in Spokane

Fiscal Impact		Budget Account
Select	$	#
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Approvals		Council Notifications	
Dept Head	MCDANIEL, ADAM	Study Session	
Division Director		Other	
Finance	LESESNE, MICHELE	Distribution List	
Legal	BURNS, BARBARA		
For the Mayor	SANDERS, THERESA		
Additional Approvals			
Purchasing			

APPROVED BY SPOKANE CITY COUNCIL ON
(HS Amended)
2/3/2014
SPOKANE CITY CLERK

Continuation of Wording, Summary, Budget, and Distribution

Agenda Wording

resulting from proposed terminal projects.

Summary (Background)

on December 24, 1991. This resolution will: 1)requests that the potential impacts to Spokane's public safety, environment, economy, and traffic be studied by the agencies conducting all environmental reviews and request that Spokane be included in any environmental impact statements pertaining to any project that may cause increase in associated oil rail traffic travelling via Spokane; and 2)supports the creation of clear Federal guidelines for tracking the chemical composition of transported fuels so that local governments, citizens and first responders can better understand and plan for the risks associated with the specific type of fuel flowing through or to their communities; and 3)request that the Federal Government immediately implement safety regulations regarding older tank cars, train speeds, and other identified hazards associated with flammable

Fiscal Impact		**Budget Account**
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AmtType7	$ Amount7	# Budget7
AmtType8	$ Amount8	# Budget8

Distribution List	
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	Email23

RESOLUTION NO. 2014-0009

A RESOLUTION TO PROTECT THE HEALTH, SAFETY, AND ECONOMIC WELL-BEING OF LOCAL CITIZENS AND SPOKANE'S DRINKING WATER SUPPLY AND NATURAL RESOURCES FROM THE POTENTIAL IMPACT OF INCREASED CRUDE OIL RAIL TRAFFIC PASSING THROUGH THE CITY OF SPOKANE RESULTING FROM PROPOSED TERMINAL PROJECTS.

WHEREAS, the City of Spokane is committed to the protection of its citizens, as well as the natural resources on which the City depends, rail infrastructure in Eastern Washington and North Idaho runs adjacent to land resources; its sole source of drinking water at the Spokane Valley-Rathdrum Prairie Aquifer; and its marine and aquatic resources including the Spokane River, Little Spokane River, and the other creeks, lakes, rivers, tributaries, and marine resources near and adjacent to Spokane; and

WHEREAS, rail transportation through the Spokane region is focused on an elevated track through the center of the City, the City Council is concerned about the potential impacts on public safety and economic disruption from a possible derailment; and

WHEREAS, the Federal Pipeline and Hazardous Materials Safety Administration (PHMSA) issued a major safety alert on January 2, 2014, declaring oil obtained in the Bakken Shale is more explosive; and

WHEREAS, on July 6, 2013, a train carrying crude oil derailed in Lac Megantic, Quebec killing over 40 people, destroying thirty buildings, and requiring the evacuation of over 1,000 people; and

WHEREAS, on December 30, 2013 a train carrying crude oil derailed in Casselton, North Dakota causing violent explosions and a hazardous plume of smoke; and

WHEREAS, On January 7, 2014 a train carrying crude oil derailed in New Brunswick; and

WHEREAS, on December 24, 1991 a train derailed dropping a freight car 80 feet onto an interstate highway just west of downtown Spokane above Latah Creek;

NOW THEREFORE BE IT RESOLVED that the City Council of Spokane strongly requests the potential impacts to Spokane's public safety, environment, economy, and traffic be studied by the agencies conducting all environmental reviews and request that Spokane be included in any environmental impact statements pertaining to any project that may cause increase in associated oil rail traffic travelling via Spokane; and

BE IT FURTHER RESOLVED the Spokane City Council supports the creation of clear Federal guidelines for tracking the chemical composition of transported fuels so that local governments, citizens and first responders can better understand and plan for the risks associated with the specific type of fuel flowing through or to their communities; and

BE IT FURTHER RESOLVED that the Federal Government immediately implement safety regulations regarding older tank cars, train speeds, and other identified hazards associated with flammable crude oil; and

BE IT FURTHER RESOLVED that the City of Spokane urges Washington State to adopt legislation requiring disclosure of transportation routes, type of oil, and estimated volume and frequency of transfers of oil; and calls for the Washington State Office of Financial Management to coordinate state agencies to study the state's preparedness and capacity to respond to an accident involving railcars transporting oil; and

BE IT FURTHER RESOLVED that the City of Spokane review and communicate with the public emergency response and evacuation plans in the case of a derailment of an oil train.

ADOPTED BY THE CITY COUNCIL ON February 3, 2014.

City Clerk

Approved as to form:

Assistant City Attorney

CITY OF SPOKANE WASHINGTON

RECEIVED
MAY 27 2014

CITY OF Vancouver WASHINGTON

May 23, 2014

VIA FIRST CLASS MAIL

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

RE: ***Westway and Imperium Expansion Projects***

Dear Responsible Officials:

These scoping comments are submitted to you on behalf of the City of Vancouver and the Vancouver City Council for consideration in determining the scope of the environmental impact statements for the Westway and Imperium Expansion Projects. These projects, if approved, will result in a significant increase in the amount of petroleum products transported through Vancouver by rail. The Imperium project is estimated to generate in two unit trains per day. The Westway project is estimated to generate one unit train per day.

The City requests that the analysis include the entire range of probable significant adverse environmental impacts associated, not only with the proposed projects, but also with the transportation of the commodities to the project sites by rail. The EIS must consider alternatives to the project including a no action alternative.[1]

Cumulative Impacts:

The EIS should also include an analysis of the cumulative impacts associated with other projects under consideration in the region that may have impacts that are similar to the proposed project. The analysis should consider the impacts of the proposed Tesoro Savage oil terminal in Vancouver, Washington.

Environmental Health:

The EIS should review the following:

[1] WAC 197-11-440(5)

- Exposure to toxic chemicals –
  A full study of the impacts of the potential emissions on the population, including impact to those in poor health.

- Noise –
  There are at least 26 at-grade crossings within Vancouver city limits, and many of these are unsignalized crossings. Impacts from train horn, locomotive and rail car noise to nearby residents or employees should be studied in the EIS.

- Risk of Fire, Spills and Explosion –
  Bakken crude oil is recognized as being highly volatile. The disaster at Lac-Megantic, Quebec, in which 47 lives were lost, demonstrates beyond question the danger posed by shipping this commodity through population centers. Analysis should include a review of the Federal Railroad Administration's "Operation Classification" undertaken due to its "specific safety concerns about the proper classification of crude oil being shipped by rail, the subsequent determination or selection of the proper tank car packaging used for transporting crude oil, and the corresponding tank car outage requirements." The Association of American Railroads[2] recently commented to the Pipeline and Hazardous Materials Safety Administration on the need to revise and upgrade the standards for DOT-111 cars used to transport crude oil.[3] The EIS needs to identify the potential for the risks of explosion and if and how those can be mitigated to nonsignificant levels. The mitigation measures to be analyzed need to include the proper equipping of first responders.

Land and Shoreline Use

This element addresses whether the proposal is compatible with existing and projected land uses and plans. For this proposal, the following should be addressed:

In October 2009, the City unanimously approved the master plan for the Columbia Waterfront Development project, which calls for the development of 3,300 residential units and 1 million square feet of commercial space on 32 acres of riverfront property. This site is bordered by the BNSF railroad tracks that will be used to transport the oil to the projects. On November 4, 2013, the Vancouver City Council unanimously approved the Waterfront Park Plan that calls for a 7.3-acre park and trail within the Waterfront Development project. The City has invested $45 million in transportation improvements to serve the Waterfront Development project. The EIS needs to identify the impacts of the projects and other reasonably foreseeable projects on the

[2] The AAR is a trade association whose membership includes freight railroads that operate 82 percent of the line-haul mileage, employ 95 percent of the workers, and account for 97 percent of the freight revenues of all railroads in the United States.
[3] See AAR comments submitted in Docket NO. PHMSA—2012—0082.

Waterfront Development project and identify how these impacts will be reduced to nonsignificant level. The EIS should also address:

- Impact of the proposal on the viability of the city's Vancouver City Center Vision Subarea Plan
- Impacts on existing land and shoreline uses
- Impacts on envisioned future uses
- Impacts to parks and public spaces

Housing

This element addresses impacts to housing. There are areas within the city zoned for residential development that are located along the BNSF railroad tracks. The additional train traffic will reduce access to these areas. The following impacts should be analyzed:

- Impacts of noise on existing and planned residential development along the railroad corridor
- Impacts to access to existing and proposed residential development as a result of additional rail traffic.

Transportation

This element addresses all modes of transportation. This includes rail, ship, air, personal vehicles, public transportation, trucks, busses etc.

The oil will be transported to the project sites over rail running through Vancouver. There will be 6 (3 inbound and 3 outbound) unit trains serving the projects every day. A unit train is 100 to 110 cars long. Each unit is approximately one and a half miles long. The EIS needs to analyze the following:

- The cumulative impacts to vehicular and passenger rail transportation caused by the increase in rail traffic associated with the projects when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.
- Identify any rail infrastructure improvements that need to be made to accommodate the increased rail traffic from these projects.
- Identify impediments to access created by the additional rail traffic.

Public Services

This section addresses whether the project could result in an increased need for public services. These include, for example: fire protection, police protection, health care, and schools, among others.

Some residential areas along the Columbia River could be entirely cut-off from emergency services for extended periods of time and increased frequency due to the length of the unit trains

and slow speeds of the trains in city limits, or from trains stopped waiting for other trains to move. Emergency responders may have no alternative but to access these areas by boat. But such a response would be clearly inadequate for fire response or responses to criminal activity.

The EIS needs to identify and address the impact of the projects and all reasonably foreseeable projects on public services provided by emergency responders. These include:

- Potential impacts to health service providers should there be a spill, chemical release or other such incident associated with the projects, rail or river shipping of the commodity.
- Potential need for additional police officers to assure they are available when there are trains blocking the access over the rail lines.
- An analysis to determine if the City should employ specially trained responders to respond to spills, fires, releases of contaminants etc.

The City of Vancouver appreciates this opportunity to provide comments on the appropriate scope of the EIS. The City encourages you to engage in a full and comprehensive review of the impacts associated with these projects.

Sincerely,



ERIC HOLMES
City Manager

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98668-1995

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98671
(360) 835-8701
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FIRE & RESCUE
1400 A Street
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Fax (360) 699-4859

May 27, 2014

Imperium and Westway EISs
c/o ICF International,
710 Second Avenue, Suite 550
Seattle, WA 98104

RE: EIS Scoping comments for the Westway and Imperium Expansion Projects

Greetings.

The City of Washougal has recently commented on coal export facilities proposed in Washington State located in Bellingham and Longview. One of our concerns related to those facilities is one that is shared by these proposals, namely the increase in train traffic through the City of Washougal. As such, the City of Washougal asks the Washington State Department of Ecology and the City of Hoquiam to make the City of Washougal a "party of record" and commenter on the Westway and Imperium Expansion projects proposed within the City of Hoquiam.

The impact the additional trains will have on our City include delays to vehicle traffic at our five at-grade crossings (concerns of significant vehicle emissions from idling vehicles) as trains move through Washougal and especially delays to our emergency response vehicles should the at-grade crossings be blocked.

In addition, there is the concern of safety. Since the train derailment and explosion in Quebec in July of 2013 there have been four other incidents of derailments or spills involving oil trains. In fact, there have been at least 10 instances since 2008 of freight trains hauling oil derailing and spilling nearly 3 million gallons of oil (twice as much as the largest pipeline spill in the U.S. since at least 1986) with most of the accidents touching off fires or catastrophic explosions.

The City requests that the scoping of the EIS address the significant unavoidable adverse impacts to the City of Washougal, and other communities that these trains will travel through, including but not limited to impacts from; 1) vehicle emissions from idling vehicles at blocked at-grade crossings; 2) emergency response delays at blocked at-grade crossings; and 3) rail safety. The EIS should address ways to avoid, minimize and mitigate the effects of these impacts on our community.

The City of Washougal does not want to stand in the way of commerce or exports; in fact we applaud companies who are employing people. We just want to make sure that our community and residents will not have any adverse impacts from the transportation of these materials and that any impacts will be reasonably mitigated.

As the Mayor of a community that is literally split geographically by the BNSF rail lines, I would appreciate being kept informed of the progress and mitigations of these projects.

I appreciate your time and I welcome any questions that you may have.

Respectfully,

Sean Guard
Mayor
360-835-8501

Dear Department of Ecology and City of Hoquiam, The Westway and Imperium terminal expansion proposals in Grays Harbor may have significant impacts on our communities, our waterways, and livelihood. The Environmental Impact Statement (EIS) for these projects should include an evaluation of: 1) The increased risks related to all these projects and the impacts they would have on Westport, coastal communities, Grays Harbor County and our region. 2) The consideration of the risks of oil spills in our marine environment what the economic impacts of a spill, including to the shellfish, fishing, and tourism industries, would have on Westport, coastal communities, Grays Harbor County and our region. 3) The risks, resources needed to prevent spills, and response required related to the distribution and manufacturing of oils. 4) The infrastructure and quality of the rail lines and bridges as well as the community impacts of more trains causing traffic backups which may impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail in Grays Harbor communities. 5) The environmental impacts, including threats to streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Thank you, in advance, for your consideration of my recommendations, Michael Bruce, Mayor of Westport, WA

A2-4 Tribes

The Shoalwater Bay Tribe is opposed to the oil by rail proposal. The Tribe has concerns with the safe transportation and transfer of the oil under the current system and feels that it would be unwise and irresponsible to move forward with this project at this time. Douglas Davis Chairman Shoalwater Bay Tribe Tokeland, Wa.

A2-4 Tribes

EarthJustice

EARTHJUSTICE

ALASKA CALIFORNIA FLORIDA MID-PACIFIC NORTHEAST NORTHERN ROCKIES
NORTHWEST ROCKY MOUNTAIN WASHINGTON, DC INTERNATIONAL

May 27, 2014

Via Web Portal and Hand-Delivery

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104
https://public.commentworks.com/cwx/westwayimperiumcommentform/

Re: Scoping Comments on Proposed Westway and Imperium Crude-by-Rail Terminals

Greetings:

On April 4, 2014, the City of Hoquiam and Washington Department of Ecology issued a Determination of Significance Scoping Notice for the environmental impact statement to be prepared under the State Environmental Policy Act ("SEPA") for the proposed Westway and Imperium crude-by-rail terminals. The following scoping comments are submitted on behalf of the Quinault Indian Nation to help the decision-makers identify issues that must be addressed during the environmental review process. The Quinault appreciate the opportunity to provide these comments and supporting materials, included on CD submitted with this letter for inclusion in the administrative record.

In these scoping comments, we raise specific issues and impacts that we feel Hoquiam and Ecology must consider. SEPA and RCW 80.50 require a much broader review than the on-the-ground footprints of these proposed facilities. We stress our concern about the geographic scope of the environmental review. While these projects would be physically located at the Port of Grays Harbor, the area of impact is much greater. On the terrestrial side, the rail impacts, including rail traffic, derailment and explosion risks, and diesel emissions, begin in drill sites in North Dakota or Alberta, Canada and extend through communities in Montana, Idaho, and Washington. On the marine side, impacts from crude oil shipping, including ocean-going vessel traffic and emissions, interference with treaty-protected tribal fishing rights, risks of collisions, and impacts to near-shore environments, extend from the dock at Hoquiam through Grays Harbor, and then to the final, undisclosed destinations across open ocean.

Within that geographic scope, the direct, indirect, and cumulative impacts of particular issues should be addressed, including: (1) impacts on federally-guaranteed treaty fishing and gathering rights from increased rail and vessel traffic as well as increased oil spill risk; (2) crude oil spill and explosion risks and impacts along the rail route, at the facility, in Grays Harbor, and in the Pacific Ocean; (3) increased rail and vessel traffic and necessary coordination; (4) impacts to streams, wetlands, salmon, and fishing areas; (5) impacts to terrestrial and aquatic fish,

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wildlife, and plant resources; (6) impacts to air quality and respiratory impacts; (7) seismic and liquefaction risks; (8) rail tank car safety; (9) impacts of the terminal on local businesses and proposed developments; (10) economic impacts and risks borne by Quinault Indian Nation; (11) types of crude oil shipped and their unique properties for health risks, spill clean-up, and climate impacts; (12) impacts on historic and cultural resources; (13) climate-related risks from sea level rise, storm surge, and expected increase in storm and flooding events; and (14) global warming impacts from transportation, refining, and combustion of the oil.

These projects, by themselves, in combination with the third proposed project for the area (U.S. Development), and in combination with other proposed crude oil and coal shipping facilities, will cause significant, harmful impacts to tribal treaty fishing and gathering rights, air, water, marine environment, fish and wildlife, economics, public health, culture, and communities across our region. It will further contribute to global climate change and hinder Washington State's leadership role in addressing causes of climate change. In our view, full evaluation of all direct, indirect, and cumulative impacts of Westway and Imperium is the first step toward a reasoned decision to ultimately reject these proposals.

I. BACKGROUND ON THE WESTWAY AND IMPERIUM PROPOSALS.

Extensive crude-by-rail oil transport systems are a recent phenomenon. Instead of pipelines, which are both expensive to build and subject to greater environmental review and regulation, crude oil is loaded onto rail tank cars for deliveries to shipping terminals or refineries. In 2012, major U.S. railroads transported at least 20 times as many carloads of crude oil as they did in 2008. In Washington State, several proposals—including these—would add marine vessels to this patchwork system: the crude oil would arrive by rail, be pumped into large storage tanks on fragile shorelines, and then pumped into ocean-going barges or tankers to be taken to U.S. refineries or, in certain circumstances, exported. The crude oil would come from domestic or Canadian oil fields.

Westway Terminal Company proposes five new storage tanks of 200,000 barrels each. Westway estimates it will receive 1.25 unit trains per day or 458 train trips (loaded and unloaded) a year. The company estimates that it will add 198-238 oil barge transits through Grays Harbor each year.

Imperium Terminal Services proposes nine new storage tanks of 80,000 barrels each. With a capacity to receive 78,000 barrels per day, Imperium may ship almost 28.5 million barrels of crude oil per year. Imperium estimates that the terminal would add 730 train trips annually, equaling two, 105-car trains (one loaded with oil on the way in, one empty on the way out) per day. The company estimates 400 ship/barge transits through Grays Harbor per year.

U.S. Development Group, while not currently included as an applicant in this EIS, submitted its application to build a third crude-by-rail project at the Port of Grays Harbor in early

April 2014 and must be considered in the cumulative impact review of the first two proposals. It proposes eight storage tanks, each capable of holding over 123,000 barrels of crude oil. The company anticipates receiving one loaded 120 tank car train every two days, and adding 90-120 Panamax-sized vessel transits through Grays Harbor per year.

Last year, Hoquiam and Ecology issued determinations of non-significance for Westway and Imperium, and Hoquiam issued Shorelines Substantial Development Permits for the two projects. Quinault appealed the MDNS and shorelines permits to the Washington State Shorelines Hearings Board, *Quinault Indian Nation et al. v. Hoquiam,* SHB No. 13-012c (Wash. Shorelines Hearings Bd.). On November 12, 2013, the Shorelines Hearings Board issued an order finding the MDNSs invalid and vacating the underlying permits. Order on Summary Judgment, 2013 WL 6062377 (Nov. 12, 2013), *amended* 2013 WL 6637401 (Dec. 9, 2013). The Board held the MDNS invalid for failing to consider the cumulative impacts from the U.S. Development proposal; failing to consider cumulative impacts of the Westway and Imperium proposals; and failing to require rail and marine vessel traffic impact analyses before issuing permits. The Board expressed concern about deficiencies in other areas of analysis: "[i]n particular, the current record for the Board presents troubling questions of the adequacy of the analysis done regarding the potential for individual and cumulative impacts from oil spills, seismic events, greenhouse gas emissions, and impacts to cultural resources prior to making the threshold determination." 2013 WL 6637401, *17. The Board urged the co-leads on remand "to identify potential impacts and then analyze how existing laws will mitigate for those impacts. The SEPA documents themselves should reflect this analysis." *Id.* at *19. "The Board also encourages the inclusion of more analysis in the SEPA documents, so that the public and future reviewing bodies can be confident that the Co-leads analyzed all potential impacts." *Id.* at *18.

II. STATE LAW REQUIRES AGENCIES TO FULLY DISCLOSE AND CONSIDER ALL ENVIRONMENTAL IMPACTS FROM PROPOSED PROJECTS.

A. Washington's State Environmental Policy Act

In adopting the State Environmental Policy Act, the Washington legislature declared the protection of the environment to be a core state priority. RCW 43.21C.010. SEPA declares that "[t]he legislature recognizes that each person has a fundamental and inalienable right to a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment." RCW 43.21C.020(3). This policy statement, which is stronger than a similar statement in the federal counterpart of NEPA, "indicates in the strongest possible terms the basic importance of environmental concerns to the people of the state." *Leschi v. Highway Comm'n,* 84 Wn.2d 271, 279-80 (1974).

At the heart of SEPA is a requirement to fully analyze the environmental impact of projects that have a significant impact on the environment. RCW 43.21C.031(1). An EIS is required for any action that has a significant effect on the quality of the environment.

WAC 197-11-330. Significance means a "reasonable likelihood of more than a moderate adverse impact on environmental quality." WAC 197-11-794. The purpose of this analysis is not to generate paperwork. Rather, the EIS allows decision-makers to make judgments based on a fully informed appreciation for the environmental impacts of decisions, the available alternatives, and any mitigation that may be appropriate.

SEPA regulations also explicitly direct that environmental impacts outside the jurisdiction of the deciding agency should be considered. WAC 197-11-060(c). Crucially, agencies are required to assess both the direct impacts of the proposal as well as the indirect impacts. WAC 197-11-060(4)(d). For example, when considering a government action, a SEPA document must also consider the effects of private growth that may be encouraged by this government action. *Id.*; *Cheney v. City of Mountlake Terrace,* 87 Wn.2d 338, 344 (1976) (SEPA requires that decision-makers consider more than the "narrow, limited environmental impact" of the current proposal…agency "cannot close its eyes to the ultimate probable environmental consequences" of its current action).

B. Under SEPA, the Responsible Officials Must Evaluate Direct, Indirect, and Cumulative Impacts.

The primary purpose of an environmental impact statement "is to ensure that SEPA's policies are an integral part of the ongoing programs and actions of state and local government." WAC 197-11-400. "A proposal's effects include direct and indirect impacts caused by the proposal. Impacts include those effects resulting from growth caused by a proposal, as well as the likelihood that the present proposal will serve as precedent for future actions." WAC 197-11-060(4)(d). The scope of impacts includes direct, indirect, and cumulative impacts. WAC 197-11-792. "The range of impacts to be analyzed in an EIS (direct, indirect, and cumulative impacts, WAC 197-11-792) may be wider than the impacts for which mitigation measures are required of applicants." WAC 197-11-060(4)(e). The environmental impact statement must address "reasonable alternatives" to the proposed action, including a "no-action" alternative, WAC 197-11-440(5). It is implicit in SEPA that an "agency cannot close its eyes to the ultimate probable environmental consequences of its current action." *Cheney v. City of Mountlake Terrace,* 87 Wn.2d 338, 344, 552 P.2d 184 (1976).

For cumulative impacts, the Shorelines Hearings Board concluded "that the standard for evaluation of cumulative impacts under SEPA is whether the other project(s) is reasonably foreseeable." *Quinault Indian Nation,* 2013 WL 6637401, *12; *see also id.* at *13 ("'Inevitable,' however, is not the standard."). This conclusion mirrors the federal National Environmental

Policy Act's ("NEPA")[1] definition that stresses that cumulative impacts must be "reasonably foreseeable":

> Cumulative impact is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency … or person undertakes such other actions.

40 C.F.R. § 1508.7.

Courts applying the "reasonably foreseeable" standard routinely require governmental entities to consider impacts from future actions that are still in the planning stages, provided that enough is known about those future projects for meaningful consideration to be given to their effects. In *W. North Carolina Alliance v. North Carolina Dep't of Transp.*, the district court held that the state agency erred in not taking into account the cumulative impacts of certain future freeway expansion projects when making a finding of no significant impact ("FONSI") under NEPA on a freeway expansion project. *W. N.C. Alliance v. N.C. Dep't of Transp.,* 312 F. Supp. 2d 765, 771-73 (E.D.N.C. 2003). At the time the FONSI was issued, one of the future projects still required the state to acquire rights of way, *id.* at 771, and another of the projects had not yet undergone a feasibility study, *id.* at 771-72. The court concluded that "NEPA's language and focus on considering environmental impacts before acting … undermine [the agency's] position that [it was] not required to consider the cumulative impacts from the other connected projects because they were not fully funded or planned." *Id.* at 773. And in *Quinault Indian Nation,* the Shorelines Hearings Board found the U.S. Development proposal reasonably foreseeable, because:

> The Co-leads know enough about the USD project to make a general discussion of its potential impacts, in combination with the other two pending proposals, meaningful. They know its location on Grays Harbor, which is the same harbor as the other two facilities. They know its purpose, which is the same as the Westway and Imperium expansions, is to receive multiple grades of crude-by-rail, store it in terminals, and transfer it to vessels. They know its maximum capacity of proposed liquid storage, along with the daily maximum capacity of liquids it can handle. They know the number of anticipated rail unit trains and vessels visiting the planned new facility. This information is sufficient to merit its inclusion in the consideration of cumulative impacts from all three projects.

2013 WL 6637401, *13.

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[1] NEPA provisions and case law interpreting NEPA are used in Washington to discern the meaning of SEPA and its implementing regulations. *See, e.g.*, *ASARCO v. Air Quality Coal.,* 92 Wn.2d 685, 709 (1979); *Kucera v. State Dep't of Transp.,* 140 Wn.2d 200, 215-16 (2000).

C. SEPA Requires Review of Climate Change Impacts.

SEPA and its implementing regulations explicitly require consideration of direct and indirect climate impacts. *See* RCW 43.21C.030(f) (directing agencies to "recognize the world-wide and long-range character of environmental problems"); WAC 197-11-444 (listing "climate" among elements of the environment that must be considered in SEPA review); *Rech v. San Juan Cnty.,* 2008 WL 5510438 (Wash. Shorelines Hearings Bd. June 12, 2008) at *12 n.8 ("We further note an emerging trend in the case law under the National Environmental Policy Act ("NEPA") and state NEPA analogues in which courts are increasingly requiring agencies to analyze climate change impacts during environmental assessments."). The Washington Supreme Court has ruled that the state should look to NEPA for guidance. "Since much of the language from SEPA is taken verbatim from NEPA (signed into law January 1, 1970), we look when necessary to the federal cases construing and applying provisions of NEPA for guidance." *Eastlake Cmty. Council v. Roanoke Assocs., Inc.*, 82 Wn.2d 475, 488 n.5 (Wash. 1973).

In recent years, state and federal agencies have made efforts to better define how climate analysis should be performed, and to provide tools to enable agencies to meaningfully assess and mitigate the greenhouse gas contribution of proposed projects. For example, in late 2008, Ecology and the State's Department of Community, Trade and Economic Development ("CTED") issued a "comprehensive plan to address the challenges and opportunities of climate change." ("2008 Climate Plan").[2] That plan recognized the increasing pressure on local governments to better identify climate impacts in their SEPA analyses and noted that SEPA analysis provided an opportunity to evaluate climate impacts of government decisions and to identify changes to proposals to reduce or mitigate those impacts. *Id.* at 50.

Also in 2008, a governor-appointed working group provided a list of recommendations on how to ensure that climate change is considered in meeting SEPA's directives.[3] Notably, those recommendations identified the following categories of greenhouse gas emissions to be considered pursuant to SEPA: a) off-site mining of materials purchased for the project; b) transportation of raw materials to the project, and transport of the final product offsite; c) use of products sold by proponent to consumers or industry, including "emissions generated from combustion of fuels manufactured or distributed by the facility." *Id.* at App. D.

Ecology first issued draft SEPA guidance for considering greenhouse gas emissions.[4] That Draft Guidance confirms that SEPA is a crucial tool in helping the state and political

[2] *Available at* http://www.ecy.wa.gov/pubs/0801025.pdf.

[3] *Available at* http://www.ecy.wa.gov/climatechange/2008CATdocs/IWG/sepa/103008_sepa_iwg_report.pdf.

[4] *Available at* http://www.ecy.wa.gov/climatechange/sepa.htm.

subdivisions "address the threats that greenhouse gas emissions and climate changes pose to our health, our economy, and our environment." *Id.* at 2. In fact, the Draft Guidance specifically observes that the failure to evaluate the climate impacts of a proposal "could result in a successful legal challenge regarding the adequacy of an agency's review." *Id.*

Accordingly, the Draft Guidance makes clear that SEPA requires climate to be considered in its environmental analysis. Specifically, agencies should consider "if and how" greenhouse gases will contribute to environmental impacts and "how those impacts could be mitigated." *Id.* at 7-8. The Draft Guidance notes that SEPA's substantive authority "may be used to deny a proposal if the proposal will result in significant environmental impacts identified in a final or supplemental EIS and reasonable mitigation measures are insufficient to mitigate the identified impacts." *Id.* at 10.

Ecology's Draft Guidance makes clear that climate impacts cannot be ignored simply because they are a step removed from the decision under review. It defines "Scope Three" emissions as those that are produced as a consequence of the activities in the proposal, albeit from sources not owned by the proponent or that are not part of the proposal itself. *Id.* at 12. While noting that "Scope Three" emissions may be harder to calculate, the Draft Guidance acknowledged that these emissions "can be critically important to consider when reviewing the overall long-term greenhouse gas emissions associated" with a proposal. *Id.*

The Draft Guidance proposes that the documents consider whether the proposal will "significantly contribute" to greenhouse gas concentrations, "either directly, indirectly, or cumulatively." While it does not propose a particular numerical threshold at which greenhouse gas emissions become "significant," it references the federal NEPA climate guidance, which proposes a significance threshold of 25,000 tons/year of CO_2 equivalent. Projects with emissions above this threshold should be considered in a full EIS if not mitigated. It should be noted that states like California have proposed far lower thresholds under their own state NEPA provisions, and that many national and regional conservation organizations have opposed the proposed CEQ threshold as too high.

Most recently, Ecology re-issued the Draft Guidance in the form of a "working paper."[5] That working paper provides a "table of tools" that can be used to calculate emissions from projects. That table, in turn, lists various sources of emissions from projects, methods to calculate those emissions, and options to mitigate them. Included on that list is the "extraction, processing and transportation" of raw materials and feedstocks, and "emissions from the future combustion of fossil fuels," which is defined to include "emissions that will result from the combustion of fossil fuels transported, distributed or imported as a result of the project (*e.g.*, natural gas pipeline)." *Id.* at 2; *see also id.* at 3 (including emissions from "combustion of fuels

[5] *Available at* http://www.ecy.wa.gov/climatechange/sepa.htm.

distributed by a proposed facility" as an emission that should be quantified and mitigated in SEPA documents).

While the Washington Courts have not yet had an opportunity to evaluate the obligation to consider indirect climate impacts under SEPA, such questions arise regularly under NEPA and parallel laws in other states. Washington courts regularly turn to federal National Environmental Policy Act ("NEPA") interpretations for guidance on interpreting SEPA. *See, e.g.*, *Gebbers v. Okanogan PUD No. 1,* 144 Wn. App. 371 (2008).

In a landmark 2008 case, the Ninth Circuit Court of Appeals—which has jurisdiction over Washington State—found that a federal agency violated NEPA when it failed to prepare a full EIS on proposed corporate average fuel economy ("CAFÉ") standards for light trucks. *Ctr. for Biological Diversity,* 538 F.3d 1172. There, the Ninth Circuit rejected the argument that individual actions represent too minor of a contribution to the global problem to merit consideration. Even more recently, the Ninth Circuit again emphasized that '"reasonably foreseeable future actions need to be considered [under NEPA] even if they are not specific proposals.'" *N. Plains Res. Council v. Surface Transp. Bd.,* 668 F.3d 1067, 1079 (9th Cir. 2011) (quoting EPA guidance document).

Several cases confirm that NEPA requires evaluation of indirect impacts of projects that facilitate movement of fossil fuels, including GHG emissions. For example, in *Mid-States Coal. for Progress v. Surface Transp. Bd.,* 345 F.3d 520 (8th Cir. 2003), the Eighth Circuit Court of Appeals invalidated an EIS for a rail construction project intended to supply coal from the Powder River basin to power plants because it failed to analyze the emissions of burning the coal that would be transported by the rail project. The Court found that the project was likely to affect the country's long-term demand for coal and hence the impacts of coal burning should have been considered in the EIS. Similarly, in *Border Plant Working Grp. v. Dep't of Energy,* 260 F. Supp. 2d 997 (S.D. Cal. 2003), a federal district court invalidated a decision to approve transmission lines that would connect proposed power plants in Mexico to the U.S. power grid because indirect effects were not considered. The Court found that the decision violated NEPA because decision-makers failed to consider the impacts of the operation of the Mexican power plants—including impacts on air quality and climate—that were closely linked to the transmission lines. The Court found that the operation of the power plants was an "indirect effect" of the transmission line project because the two were causally linked. The Court specifically struck down the agency's decision that the project's impacts were too minimal to require preparation of an EIS. *Id.*

A valid SEPA analysis must also consider the climate and other air emissions resulting from transportation of these huge volumes of oil. Fully loaded tankers use tons of fuel per trip, generating both significant CO_2 emissions as well as a variety of toxic and harmful air emissions, including diesel particulates that are highly damaging to human health. Transportation of oil over long distances via rail also has significant environmental impacts, including the fossil fuel

consumption of moving large volumes of material hundreds or thousands of miles. Moreover, as with the greenhouse gas impacts, this analysis must be viewed in the context of all existing and reasonably foreseeable similar impacts, including pending proposals to build other oil shipping terminals in Washington. These kinds of impacts are "indirect effects" of the decision to authorize the oil shipping facility and should be evaluated in the environmental impact statement.

III. ALL ISSUES AND IMPACTS CAUSED BY CONSTRUCTION AND OPERATION OF THE WESTWAY AND IMPERIUM PROJECTS MUST BE CONSIDERED IN THE ENVIRONMENTAL IMPACT STATEMENT.

Crude-by-rail shipping at the proposed Westway and Imperium projects will affect people and places far beyond the immediate construction zone. Every community located along the rail line between the drill sites and the Port of Grays Harbor will be harmed and exposed to greater risk of endemic or catastrophic crude oil spills and explosion. People outside Washington will be affected by the climate impacts of drilling, transporting, refining, and ultimately burning this crude oil. The EIS must, of course, analyze the impacts of construction and operations at and near the terminal, but it also must analyze the impacts of crude oil trains, crude oil vessels, and oil use on a much broader scale. This includes the direct, indirect, and cumulative impacts of crude oil shipping on public health, public safety, economics, inland, freshwater, and marine health, public investment, and climate change.

A. Transportation and Oil Spill Risks (Inland and Aquatic).

1. Rail transport of crude oil is inherently risky.

Crude oil is a hazardous material as defined by the U.S. Department of Transportation,[6] and crude has certain properties that make it uniquely dangerous. First, it is a liquid, meaning that it can migrate away from the site of an accident or other release and travel into communities, down waterways, or into groundwater. Crude oil has been previously considered less flammable than other hazardous liquids (like ethanol and gasoline), meaning that it is more likely to migrate some distance before reaching an ignition source and catching fire.[7] Bakken crude oil, however, has proven to be highly flammable and explosive, leading to a different set of concerns (discussed below).

Second, unlike other liquids transported by rail, unrefined crude oil contains a wide range of contaminants, including sulfur and arsenic; toxic metals like mercury, nickel, and vanadium;

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[6] 49 C.F.R. § 172.101. Hazardous materials are materials that have been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. *See* 49 C.F.R. § 171.8.

[7] *See* Exh. 1, BP West Coast Products LLC, "Material Safety Data Sheet—Crude Oil," May 13, 2002. (flash point of 20°-90° F).

and organic compounds like phenols, ketones, and carboxylic acids.[8] Hydraulic fracturing, or "fracking," contributes an additional suite of contaminants, including hydrochloric acid and in some cases hydrogen sulfide.[9] Indeed, the Federal Railroad Administration has observed "an increasing number of incidents involving damage to tank cars in crude oil service in the form of severe corrosion of the internal surface of the tank, manway covers, and valves and fittings," and suggested that this involves contaminated oil.[10] *See generally* Exh. 84, Direct Testimony of Paul Rosenfeld, Ph.D. (Sept. 9, 2013).

Domestic crude oil production is undergoing a major boom, chiefly because of the increase in fracking. U.S. Energy Information Administration ("EIA") Administrator Adam Sieminski recently testified that:

> Domestic oil production in the United States has increased significantly, and at 7.4 million barrels per day as of April 2013 is now at the highest level since October 1992. Over the five year period through calendar year 2012, domestic oil production increased by 1.5 million barrels per day, or 30%. Most of that growth occurred over the past 3 years. Lower 48 onshore production (total U.S. Lower 48 production minus production from the federal Gulf of Mexico and federal Pacific) rose more than 2 million barrels per day (bbl/d), or 64%, between February 2010 and February 2013, primarily because of a rise in productivity from oil-bearing, low-permeability rocks.[11]

This dramatic increase in production has caused a corresponding boom in crude-by-rail. In May 2013, AAR profiled how crude production and crude-by-rail are undergoing twin booms:

> Historically, most crude oil has been transported via pipelines. However, in places like North Dakota that have seen huge recent increases in crude oil production, the existing crude oil pipeline network lacks the capacity to handle the higher volumes being produced. Pipelines also lack the operational flexibility and geographic reach to serve many potential markets. Railroads, though, have capacity, flexibility, and reach to fill the gap.

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[8] *See* Exh. 2, EPA, "Screening-Level Hazard Characterization, Crude Oil Category," Mar. 2011.

[9] *Enbridge Pipelines (North Dakota), LLC,* FERC Docket No. IS13-273-000, 2013. (FERC order granting pipeline operation authority to reject certain Bakken crude oil supplies, due to evidence that hydrogen sulfide levels can rise to dangerous or even lethal levels.). *See also* Exh. 3, Abrams, L., "*Fracking chemicals may be making oil more dangerous,"* Aug. 13, 2013.

[10] *See* Exh. 4, Herrmann, T., FRA, Letter to Jack Gerard, American Petroleum Institute, July 29, 2013 at 4.

[11] Exh. 5, *Hearings Before the Committee on Energy and Natural Resources, U. S. Senate*, July 16, 2013 (Statement of EIA Administrator Sieminski at 2).

> Small amounts of crude oil have long been transported by rail, but since 2009 the increase in rail crude oil movements has been enormous. As recently as 2008, U.S. Class I railroads (including the U.S. Class I subsidiaries of Canadian railroads) originated just 9,500 carloads of crude oil. By 2011, carloads originated were up to nearly 66,000, and in 2012 they surged to nearly 234,000. Continued large increases are expected in 2013. In the first quarter of 2013, Class I railroads originated a record 97,135 carloads of crude oil, 20 percent higher than the 81,122 carloads originated in the fourth quarter of 2012 and 166 percent higher than the 36,544 carloads originated in the first quarter of 2012.
>
> Crude oil accounted for 0.8 percent of total Class I carload originations for all of 2012, 1.1 percent in the fourth quarter of 2012, and 1.4 percent in the first quarter of 2013. It was just 0.03 percent in 2008.
>
> Assuming for simplicity, that each rail tank car holds about 30,000 gallons (714 barrels) of crude oil, the 97,135 carloads originated in the first quarter of 2013 equal approximately 762,000 barrels per day moving by rail. As a point of reference, according to EIA data, total U.S. domestic crude oil production was approximately 7.1 million barrels per day, so the rail share is around 11 percent—up from a negligible percentage a few years ago.[12]

As also noted by AAR, "North Dakota, and the Bakken region more generally, have accounted for the vast majority of new crude oil originations." During 2013, crude-by-rail out of North Dakota has fluctuated between 600,000 to 700,000 barrels per day, transporting 61-75% of total Bakken production.[13]

As shown in the data from AAR,[14] crude-by-rail volumes increased rapidly from 2009 into the second quarter of 2013, then dipped for several months as a result of crude pricing that

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[12] Exh. 6, American Association of Railroads, "Moving Crude Petroleum by Rail," May 2013, at 3-5.

[13] *See* North Dakota Pipeline Authority http://northdakotapipelines.com/directors-cut/Monthly Updates for April 2013-November 2013 (February 2013-September 2013 data); Exh. 8, "How oil is transported from North Dakota's Williston Basin," The Globe and Mail, Dec. 2, 2013.

[14] U.S. Class I railroads (including the U.S. Class I subsidiaries of Canadian railroads) originated 108,605 carloads of crude oil in the second quarter of 2013 (12 percent higher than the 97,135 carloads in the first quarter) and 93,312 carloads in the third quarter. *See* Exh. 9, American Association of Railroads, "AAR Reports Record Second Quarter Crude-by-Rail Data; Decreased Weekly Rail Traffic," Aug. 29, 2013; Exh. 10, "AAR Reports October and Weekly Rail Traffic Gains, 3Q Crude Oil Up Year Over Year," Nov. 7, 2013.

encouraged a shift to pipeline transport. Later in 2013, pricing was again favorable for rail, and crude production continues to increase, such that crude-by-rail volumes have rebounded.[15]

Unit trains are long freight trains composed of at least 50 and sometimes 100 or more cars used to transport single bulk products between two points. Unit trains are unloaded on arrival and returned for another load. Unit trains cut costs (and save time) by eliminating the need for intermediate yarding and switching between origin and destination.

These cost savings, combined with the boom in mid-continent production of crude oil have driven a corresponding boom in the construction of rail terminals designed to handle unit trains. According to one recent industry analysis:

> The number of rail terminals in producing regions loading crude oil onto rail tank cars has increased from a handful at the end of 2011 to 88 and growing today. A further 66 crude oil unloading terminals have been built or are under construction.[16]

Various industry reports indicate that unit trains account for the vast majority of the recent boom in crude-by-rail transportation.

For these projects, the rail lines that will bring oil into the Port run through the city of Aberdeen before entering Hoquiam. An accident at or near the terminal could result in vast environmental damage, horrifying personal damage, including loss of life, and millions of dollars of economic harm. A train derailment and subsequent oil spill is not idle speculation: there have been three local train derailments between April 29, 2014 and May 15, 2014 on the same rails that would carry oil. *See* Exh. 79, http://thedailyworld.com/news/local/trains-stop-running-after-third-derailment.

Predictably, the rise in crude transportation by rail has resulted in soaring numbers of crude oil releases to the environment in the form of both accidents and "non-accident" releases such as leaks. PHMSA incident records underscore these growing risks. The year-over-year numbers of "incidents" involving crude oil transportation by rail are as follows:

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[15] Fielden, Sandy, RBN Energy, "On the Rails Again? – Bakken Crude Rail Shipments Return to April Highs," http://www.rbnenergy.com/on-the-rails-again-bakken-crude-rail-shipments-return-to-april-highs, Oct. 30, 2013.

[16] Fielden, Sandy, RBN Energy, "Crude Loves Rock'n Rail," http://www.rbnenergy.com/154-terminals-operating-bnsf-the-dominant-railroad, May 12, 2013.

2009: 0
2010: 9
2011: 34
2012: 86
2013: 85 (partial)[17]

Unfortunately, the surge of incidents and releases has not been matched by an increase in the resources available to responders and regulators. The same has been true in Canada.

Lac-Mégantic

On July 5, 2013, a train hauling 72 tanker cars loaded with 2.0 million gallons of crude from the Bakken shale oil field in North Dakota slammed into Lac-Mégantic, a town of 6,000 located in Quebec. Owned by an American company—Montreal, Maine and Atlantic Railway—the train had only a single staffer, who abandoned the train in order to sleep in a motel before a replacement crew arrived to complete the train's journey to an oil refinery on Canada's east coast. The brakes on the five-locomotive train malfunctioned, and it began a seven-mile roll toward the small town. Reaching a speed in excess of 60 mph, the train reached a bend in the tracks, derailing and dumping 1.6 million gallons of its contents, which caught fire and incinerated dozens of buildings. Forty-seven people were killed.[18]

Information regarding the Lac-Mégantic accident is provided in Exh. 14, "Analysis of the Potential Costs of Accidents/Spills Related to Crude by Rail."[19] This analysis demonstrates that the costs of crude-by-rail accidents/spills can be very large, and that a major unit train accident/spill could cost $1 billion or more for a single event, in addition to the possibility of loss of life.

As explained in Exh. 14, the Lac-Mégantic rail accident/spill will likely have costs on the order of $500 million to $1 billion excluding any civil or criminal damages. Costs/damages for a similar incident could have been substantially higher had it occurred in a more populated area. Lac-Mégantic is also relevant in that it shows how an accident involving highly flammable light crude (such as the Bakken crude) can have devastating consequences even in a small town in terms of loss of human life and widespread explosion and fire damage to surrounding property.

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[17] Data derived from PHMSA incident reports—http://www.phmsa.dot.gov/hazmat/library/data-stats/incidents.

[18] Transportation Safety Board of Canada, "Railway Investigation R13D0054," http://www.bst-tsb.gc.ca/eng/enquetes-investigations/rail/2013/R13D0054/R13D0054.asp#sal, Sept. 11, 2013.

[19] This analysis was prepared by The Goodman Group, Ltd, a consulting firm specializing in energy and regulatory economics, on behalf of Oil Change International.

Exhibit 14 also analyzes the spill of tar sands dilbit from Enbridge's Line 6B in Marshall, Michigan: This rupture in 2010 had costs of about $1 billion for Enbridge. The spill volumes at Marshall (840,000 gallons) were within the range of the amount of spill possible (and, in fact, substantially less than the maximum spill) if a crude-by-rail unit train released much of its cargo. Costs/damages for similar incident could have also been substantially higher had it occurred in a more populated area. Marshall is also relevant in showing the high potential cost of dilbit spills into water (and rail lines are often highly proximate to water).

A Continual Series of Accidents

Unfortunately, the tragic accident at Lac-Mégantic was not a one-time event. The regular occurrence of these accidents underscores the risks to pubic safety in a more populated location like Richmond. On October 19, 2013 in Edmunton, Canada, a fireball erupted as a Bakken unit train derailed, burning several homes to the ground. On November 8, 2013, a 90-car unit train carrying 2.7 million gallons of crude oil derailed and exploded in a rural wetland in western Alabama, spilling crude oil into the surrounding wetlands and igniting a fire that burned for several days.[20] On December 30, 2013, a mushroom-shaped fireball erupted outside of Casselton, North Dakota, followed by heavy plumes of toxic smoke, when 21 cars of a Bakken train derailed and burned. Officials evacuated the town and urged evacuation for everyone in a five-mile radius. On January 7, 2014, in New Brunswick, Canada, 150 people were evacuated when 17 cars derailed including 5 oil cars (likely Alberta tar sands). On January 20, 2014, seven cars of a 101-car train from Chicago derailed on the Schuylkill Arsenal Railroad Bridge over the Schuylkill River in Philadelphia, Pennsylvania. Six were carrying Bakken crude, and one was carrying sand. On February 13, 2014, Nustar's Norfolk Southern Train derailed, crashed, and spewed 7,000 gallons of crude plus propane near homes. On April 30, 2014, train carrying Bakken crude from North Dakota derailed in downtown Lynchburg, Virginia, sending three tanker cars into the James River and shooting flames and black smoke into the air. No one was injured, but the crash prompted an evacuation.

In January 2014, the federal Pipeline and Hazardous Materials Safety Administration issued a safety alert "to notify the general public, emergency responders and shippers and carriers that recent derailments and resulting fires indicate that the type of crude oil being transported from the Bakken region may be more flammable than traditional heavy crude oil."[21]

[20] Exh. 15, Karlamangla, Soumya, "Train in Alabama oil spill was carrying 2.7 million gallons of crude." Los Angeles Times, Nov. 9, 2013.

[21] Exh. 90, PHMSA, Jan. 2, 2014 Alert, *available at* http://phmsa.dot.gov/staticfiles/PHMSA/DownloadableFiles/1_2_14%20Rail_Safety_Alert.pdf.

Community Emergency Preparedness Response

When a crude oil spill occurs, local response assets are generally the first ones on scene. These assets will include those provided by police departments, fire fighters, and emergency managers. Many times, however, these response individuals are unaware of the nature of, and the threat posed by the materials that are being transported through their communities.

Congress, recognizing a gap in communication, mandated in the "9/11 Act"[22] that rail companies transporting security sensitive materials, including toxic-by-inhalation materials, but not including crude oil, improve communication with local officials. Rail carriers are now required to identify a point of contact and to provide information to (1) state and/or regional "Fusion Centers" that have been established to coordinate with state, local and tribal officials on security issues and which are located within the area encompassed by the rail carrier's rail system; and (2) state, local, and tribal officials in jurisdictions that may be affected by a rail carrier's routing decisions and who directly contact the railroad to discuss routing decisions. This knowledge enables local communities to have a better understanding of what is being transported near their homes and schools.

According to the mandate of the 9/11 Act, rail carriers transporting security sensitive materials are required to select lower-risk routes, based on an analysis of the safety and security risks presented on various routes, railroad storage facilities and proximity of high-consequence targets along the route. The results of this analysis could dictate the rerouting of the security sensitive materials to other locations.

Crude oil is not currently defined as "security sensitive" so the additional reporting requirement does not apply to rail carriers transporting crude oil, despite its obvious and demonstrated hazards.

The lack of regulatory guidance on communication about the movement of crude oil via rail with local officials, neighbors and local businesses is inconsistent with the Administration's initiatives to improve preparedness. President Obama issued a proclamation on August 30, 2013 stating that September 2013 was National Preparedness Month. In this document, the President also stated that Americans should "refocus our efforts on readying ourselves, our families, our neighborhoods, and our Nation for any crisis we may face." Additionally he directed the Federal Emergency Management Agency to "launch a comprehensive campaign to build and sustain national preparedness with private sector, non-profit, and community leaders and all levels of government."[23] Private sector and community preparedness can't occur if the federal

[22] Implementing Recommendations of the 9/11 Commission Act of 2007, Pub. L. 110-53; 121 Stat. 266.

[23] http://community.fema.gov/gf2.ti/f/280514/8233733.1/PDF/-/Presidential_Proclamation__National_Preparedness_Month_2013.pdf.

government fails to require the disclosure of information that could help communities become more prepared.

Safety Rules Out of Date

When the 9/11 Act was enacted in 2007, just 5,897 carloads of crude petroleum originated on U.S. Class I railroads. Last year, that number grew to 233,819 carloads—a growth of more than 3,865%. Exh. 6. In 2013, that number has grown again, totaling 299,652 through the first 3 quarters (averaging about 100,000 per quarter). Assuming volumes will be similar in the fourth quarter, there will be about 400,000 carloads for all of 2013—a growth of about 6,700% relative to carloads in 2007. Exhs. 9 and 10. This exponential growth in unit shipments of crude-by-rail and associated incidents, as well as the recent Lac-Mégantic disaster, compel the conclusion that unit shipments of crude oil demand enhanced safety standards and should be subjected to the re-routing standards as "security sensitive" materials as set forth in the 9/11 Act.

Additionally, as has been acknowledged by the AAR, the existing fleet of DOT-111 tank cars is simply unsafe for transporting crude oil or other hazardous materials. This is evident from Petition P-1577, in which the AAR calls for higher construction standards for this class of rolling stock. Among many other deficiencies, the heads and shells of DOT-111s are much too thin, and they lack many other vital safety features, such as head shields and protection for top fittings.

Rail tank cars should be able to withstand "rollover" accidents. But when DOT-111s are involved in accidents, even at low speeds, almost all of the tank cars rupture and release their contents. This was documented by the National Transportation Safety Board ("NTSB") in its "Cherry Valley accident report," cited in the ANPR. In that low-speed accident (36 mph), 13 of 15 tank cars ruptured. *Id*. at 76. The NTSB noted that similar disastrous failure rates had been observed in other accidents (New Brighton, PA—12 of 23 cars were breached; Arcadia, OH—28 of 32 were breached). *Id*.

These dangerous deficiencies, and the many lethal consequences thereof, have been the status quo for decades. More than 25 years ago, the NTSB wrote to the U.S. Department of Transportation's ("USDOT's") Research and Special Programs Administration, complaining that the then-existing standards for tank cars were inadequate for transporting hazardous materials. In a 1991 letter, the NTSB noted that in a series of hazmat-by-rail accidents in 1988, 54 percent of DOT-111s were destroyed, twice the percentage of DOT-112s and other models. The NTSB again scolded: "The inadequacy of the protection provided by DOT-111A tank cars has been evident for many years in accidents investigated by the Safety Board."

Indeed, evidence from the most recent accidents suggests that even newer standard tank cars (CPC-1232's) may not be safe for crude oil transport. *See* http://daily.sightline.org/2014/05/01/new-safer-tank-cars-were-involved-in-the-lynchburg-oil-train-fire/. New tank cars

regulations may not be enough: transportation routes and distances may need to be adjusted or prohibited accordingly.

2. Ships

Hoquiam and Ecology must evaluate the increased risk of direct conflicts with existing vessel and barge traffic in Grays Harbor, including the increased risk of catastrophic accidents. *See generally* Exh. 13, Oil Spills in Washington State (1997); Exh. 83, Direct Testimony of Paul S. O'Brien (Sept. 9, 2013). On the Mississippi River, accidents involving barge collisions demonstrate the increased risk to human life and the environment posed by increasing barge traffic. For example, on May 20, 2010, three grain barges sank on the Mississippi River near Baton Rouge following a collision between a barge transporting food products and a barge transporting sulfuric acid.[24] The accident prompted the U.S. Coast Guard to close the shipping channel. In mid-2008, a barge split open in a collision with a tanker, resulting in an oil spill and prompting federal agencies to close 85 miles of the Mississippi River to traffic for almost a week. According to reports, the accident was the result of human error. On February 17, 2012 a tanker barge traveling downriver on the Mississippi rammed a crane barge being pushed upriver about 50 miles from New Orleans. The collision tore a 10-foot by 5-foot gash above the waterline of the double-hulled tanker barge; oil spewed into the water.[25] These are just several examples of accidents involving barge traffic.

Notably, there has been no comprehensive vessel traffic risk analysis done for Grays Harbor as has been undertaken for Puget Sound. *See* Exh. 69, Puget Sound Vessel Traffic Risk Assessment, Final Draft. Given the significant increase in vessel traffic from the proposed projects, Hoquiam and Ecology must undertake a similar analysis for Grays Harbor before granting any permits. Such an analysis must assess the increased risk of tankers and barge accidents and potential threats associated with these accidents, including oil spills and vessels/barges sinking, as well as interference with other vessel traffic like log export ships, other commercial and recreational vessels, and fishing boats. Vessel traffic analysis should consider all impacts to tribal treaty-protected fishing, including access impacts to fishermen from increased vessel traffic, and the potential devastation of the livelihoods of commercial and subsistence tribal fishermen should an oil spill occur. This analysis should use the most recent vessel tracking data for Grays Harbor and include historic levels, existing levels, and any reasonably foreseeable projected increases in vessel traffic. The EIS should also analyze alternative berthing times and seasonal restrictions to ensure that vessel operations do not adversely affect the spawning and migration behavior of salmonids, eulachon, other species that

[24] Exh. 18, *River traffic resumes after barge accident but threats remain,* Louisiana Weekly (June 4, 2011).

[25] Exh. 19, *Barge collision in Mississippi River causes oil spill,* New York Daily News (Feb. 18, 2012).

use the proposed project area. The EIS should also analyze where fueling of vessels will occur. *See* Exh. 78, Washington Department of Natural Resources Scoping Comments on Millennium Coal Terminal Proposal at 1-2, 7, 9.

3. Type of crude

Assessments of crude oil properties indicate the serious pernicious toxic properties of crude oil when released into air, water, and soil and its potential effects on fish, the aquatic environment, and wildlife.[26] Crude oil spills are more difficult to clean up than refined oil products. Crude oil is heavier and thicker; it lasts longer in the environment, coating vegetation, debris, and wildlife. Crude oil can also get trapped in sediments, rocks, and other debris, which allows the oil to be remobilized into the environment days, weeks, and even months after a spill incident.[27] Once permitted, crude could come from the Bakken area of North Dakota or the tar sands region of Alberta, Canada. Alberta tar sands crude—diluted bitumen—is even more difficult to clean up, especially in an aquatic environment, as it is heavier and can sink to the bottom. A spill of crude oil or diluted bitumen would wreak devastating, lasting harm on Grays Harbor, its fish populations, and the aquatic ecosystem.[28] Hoquiam and Ecology must review the environmental impacts, including the toxicity and persistence in both fresh and salt water environments, of different types of crude oil that may be shipped through these facilities.

It would not be sufficient for Hoquiam and Ecology to simply recommend that after-the-fact spill plans address the issue of crude oil type. As the U.S. Environmental Protection Agency noted with respect to the 2010 Enbridge spill in Marshall, Michigan of Alberta tar sands crude:

> We have learned from the 2010 Enbridge spill of oil sands crude in Michigan that spills of diluted bitumen (dilbit) may require different response actions or equipment from response actions for conventional oil spills. These spills can also have different impacts than spills of conventional oil. We recommend that these differences be more fully addressed in the Final EIS, especially as they relate to the fate and transport of the oil and the remediation that will be required…. We recommend that the Final EIS more clearly acknowledge that in the event of a

[26] *See generally* Exh. 20, American Petroleum Institute, *High Production Volume (HPV) Chemical Challenge Program*, Jan. 14, 2011.

[27] *See* Exh. 21, U.S. Fish and Wildlife Service, *Effects of Oil Spills on Wildlife and Habitat*, Dec. 2004; Exh. 22, *Oil Spills: Severity and Consequences to Our* Ecosystem, Dartmouth Undergraduate Journal of Science, Mar. 11, 2012.

[28] *See generally* Exh. 23, The Pembina Institute, *Pipelines and Salmon in Northern British Columbia: Potential Impacts*, Oct. 2009.

> spill to water, it is possible that large portions of dilbit will sink and that submerged oil significantly changes spill response and impacts.[29]

In fact, as of May 2013, there are 180,000 gallons of oil remaining in Kalamazoo River three years after the spill.[30] *See* Exh. 7, Emerging Risks Task Force Report (2013) at 15-23 (description and case studies of spills/clean-up of Bakken and tar sands crude); Exh. 11, Transporting Alberta's Oil Sands Products: Defining the Issues and Assessing the Risk (Mar. 17, 2013); Exh. 12, Tar Sands Pipeline Safety Risks (Feb. 2011) (cataloging diluted bitmen characteristics and particular risks).

B. The Public Health Issues Raised by This Project Are Significant and Harmful.

The public health issues raised by a project of this size and extent include diesel pollution over different operational lifetime projections for the terminal, soil contamination by crude oil, odor pollution, and increased noise. The EIS should include a specific focus on children, the elderly, and other vulnerable members of the community. It should also consider cumulative and disproportionate impacts on communities already exposed to high levels of air and water pollution, particularly low-income communities and communities of color.

Further, a valid SEPA analysis must consider air pollution impacts that specifically accompany transporting oil. Each trip of a fully loaded tanker will use diesel fuel and generate significant CO_2 emissions as well as a variety of toxic and harmful air pollutants. Relatedly, the EIS must consider idling ship emissions of cargo vessels at the dock and in transit through Grays Harbor; such emissions have been a significant source of toxic air pollution in other ports and are of concern here.[31]

1. The Westway and Imperium projects will cause harmful air impacts.

The transport and multiple transfers of either tar sands or Bakken crude at the proposed terminals will release air toxins, including volatile organic compounds ("VOCs") and benzene, depending on the type of crude. These air toxins are harmful to human health. The risks and

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[29] Exh. 24, EPA Letter of April 22, 2013 on Keystone XL DSEIS at 3-4.

[30] Exh. 25, US EPA, Volume Estimate for Submerged Line 6B Oil in the Kalamazoo River (May 1, 2013).

[31] Exh. 26, CRS Report for Congress, *Air Pollution and Greenhouse Gas Emissions from Ships* (Dec. 23, 2009); Exh. 27, *Air Pollution and Greenhouse Gas Emissions from Ocean-going Ships: Impacts, Mitigation Options and Opportunities for Managing Growth;* Exh. 28, Protecting American Health from Global Shipping Pollution, Establishing an Emission Control Area in U.S. Waters (undated).

impacts of these emissions from tank cars and during unloading and loading must be examined in the EIS.

Transportation of crude oil long distances creates harmful air emissions from diesel locomotives. These effects will have a significant impact on the ability of air quality control regions through which the trains will pass to meet the National Ambient Air Quality Standards, which are set to protect public health. No matter which route the trains take to reach the Port of Grays Harbor, they will pass through numerous non-attainment and maintenance areas for the criteria pollutants they will be emitting. For example, if the oil is transported via the Union Pacific rail line, it would pass through the Fort Hall PM-10 Nonattainment Area, the Portneuf Valley (Pocatello) PM-10 Maintenance Area, the N Ada County (Boise) PM-10 Maintenance Area, the Klamath Falls PM-10 Maintenance Area, the Tacoma PM-2.5 Nonattainment area, the Lewis and Clark County and Yellowstone County, and the MT SO2 Nonattainment areas, to name just a few. If the oil is transported via the BNSF rail line, it would pass through at least the Sheridan County PM-10 Nonattainment Area, the Missoula County PM-10 Nonattainment Area, the Sanders County PM-10 Nonattainment Area, the Sandpoint PM-10 Maintenance Plan, and the Spokane PM-10 Maintenance Plan. Therefore, the SEPA analysis should analyze the effect the transportation of oil will have on the air quality of communities through which the trains will pass.

It is also critical in conducting air quality modeling analysis to use reasonably conservative but realistic inputs into the model. For example, it would be easy, but inaccurate, to assume an oil train travels at an average speed for its entire journey. However, the reality is that heavy oil trains travel very slowly at certain points of their journey because of elevation increases or safety restrictions. In addition, additional locomotive engines are needed at certain points of the journey to make it over hills and the engines have to work harder, and thus produce more emissions, at those points. Moreover, trains idle along the way for various reasons like crew changes and train re-configurations. Similarly, it would be easy, but inaccurate to assume that by the time the oil terminal is operating, only ultra-low sulfur diesel will be used in the trains and ships. However, there are exceptions to the diesel regulations such as the provisions for using transmix diesel that has much higher sulfur content.[32] Realistic assumptions of these factors need to be included in the analysis. Modeling must take these inputs into account to be realistic.

2. The Westway and Imperium projects will harm water resources.

The EIS must consider effects to all surface and ground water resources within the project area. The EIS must consider all potential water quality impacts (e.g., increased sediment loads, possible spills, changes to alluvial groundwater quality, degradation of drinking well water) and water quantity impacts (e.g., drawdown of aquifers, diversions or diminutions of

[32] *See, e.g.*, http://www.epa.gov/otaq/fuels/dieselfuels/documents/420f12081.pdf.

surface flow, hydrologic changes affecting seeps and springs, drinking water impacts) of the terminal's construction and operation. Hoquiam and Ecology should ensure that the EIS describes, in detail, the possible sources of all water needed for the railroad and associated drilling activities, including water originating in any over-allocated water source.

The analysis must consider acid deposition into waterways from the trains' and ships' diesel engines. An analysis of the Port of Morrow proposed coal export terminal showed nitrogen deposition into the Columbia River many times above the ecological screening level of 5 kg/ha/yr. *See* Exh. 57 at 25. These impacts crossed state boundaries. These local impacts should be considered in the context of global acidification.

The analysis must assess not just the impacts of maintenance dredging in Grays Harbor to serve these projects, but also the effects of proposed deeper dredging. *See* Exh. 87, FWS Letter Re Grays Harbor Dredging SEIS (Mar. 24, 2014) ("Based on the information available to us, the Service believes that the preferred alternative for the Grays Harbor NIP poses unacceptable risks to fish and wildlife trust resources…. Our contention is that the Corps' and Port's preferred alternative for the Grays Harbor NIP would facilitate, make possible, and promote or encourage selection of Grays Harbor as a destination for additional, future shipping and port operations, including candidate CBR bulk fluid storage and transloading/shipping operations. These foreseeable indirect and cumulative effects raise for us very serious concerns regarding proximity to the Refuge, proximity to vulnerable habitats that support ESA-listed species, and to greater Grays Harbor waterfowl and migratory bird resources in general.").

In addition to water availability considerations, the EIS must examine the project's potential impacts to water quality. Contamination of river and drinking water supplies can occur with diesel emissions and diesel spills both during project construction and during the ongoing operation of the project, which relies on continuous activity of trains. Construction and operation of the railroad may also result in water quality impacts in the way of increased sedimentation and other changes. The EIS must assess these impacts and detail how federal, state, and local water quality standards will be met, monitored, and maintained.

C. Public Safety Will Be Jeopardized by Construction and Operation of the Westway and Imperium Projects.

The impacts to public safety run the gamut from increased train traffic and vehicle accidents, increased derailments and concomitant emergency response, travel time delays at specific intersections (including the economic impacts of those delays, and impacts to/delay of emergency services (fire, police, EMT)).

Threats from frequent long trains at rail crossings all along the route from North Dakota or Alberta, Canada will mean delayed emergency medical service response times; and increased accidents, traumatic injury and death. Each 120-car unit train is approximately a mile-and-a-half

long, and this proposal would significantly increase the daily number of trains along the rail route. These trains will bisect multiple communities along the route, leading to significant traffic delays and potential safety issues at grade-crossings. For example, at 5 miles per hour, it will take at least 20 minutes for a single 1.5 mile unit train to pass a crossing (18 minutes at 12 minutes per mile), blocking neighborhoods, businesses, and traffic. Blockage will be longer if the train is stopped or delayed for any reason. The delay of only a few minutes for an emergency response vehicle can mean the difference between life and death for citizens in these rural communities. In addition, increased rail traffic will lead to increased collisions between passenger vehicles, pedestrians, and trains. *See* Exh. 29, Daniel A. Lashof et al., Natural Resources Defense Council, Coal in a Changing Climate (Feb. 2007).

Preliminary traffic impact studies have been done for several communities along the proposed rail transportation route for the proposed coal export projects in Washington, including:

- Exhibit 30, Coal Train Traffic Impact Study, Parametrix (Nov. 2012).
- Exhibits 31-38, Gibson Traffic Consultants Reports for Bellingham, Burlington, Edmonds, Marysville, Mount Vernon, Seattle, and Stanwood.
- Exhibit 39, Heavy Traffic Ahead, Western Organization of Resource Councils (July 2012).
- Exhibit 88, Heavy Traffic Still Ahead, Western Organization of Resource Councils (Feb. 2014).

In addition to the threat of delay, the EIS must review the threats associated with oil train derailments. There is a serious risk to human health from a huge increase in oil train traffic along the route to and from North Dakota and Alberta drill sites. Hoquiam and Ecology should also evaluate how local agencies will respond to oil spills that involve dangerous chemicals. For example, according to the Washington Department of Ecology, spilled Bakken oil presents a significant risk to first responders as the oil and its diluent may contain elevated levels of benzene. High levels of benzene or other dangerous chemicals may require emergency responders to wear respirators, delaying and complicating initial response to an oil spill. Benzene exposure is a concern with diluted bitumen from the Alberta tar sands as well.

Hoquiam and Ecology must also review geologic hazards. Because of its setting within the Cascadia subduction zone, the coastal region of the Pacific Northwest has a high level of seismic activity. For example, the U.S. Geological Survey estimated that there is an approximate 14% chance that a Great Cascadia subduction earthquake (magnitude 8+) will strike the region in the next 50 years—the length of time regarded as typical design life of a structure or facility in the United States. This probability is characterized as "quite high."[33] The EIS should analyze

[33] Petersen, M.D., Cramer, C.H., and Frankel, *Simulations of seismic hazard for the Pacific Northwest of the United States from earthquakes associated with the Cascadia subduction zone: Pure and Applied Geophysics*, v. 159, p. 2147-68 (2002).

the environmental impacts of the project in the event of an earthquake or cascading earthquake. This analysis should account for varying seismic events.[34] The Shorelines Hearings Board highlighted the need to address seismic risks in its order vacating the permits for these facilities in 2013. *Quinault Indian* Nation, 2013 WL 6637401, *17-19.

Site liquefaction is another important issue that the EIS must review. Liquefaction is a major threat in Grays Harbor. Exh. 86, Direct Testimony of Joseph Wartman, Ph.D. (Sept. 9, 2013). Additionally, global sea level rise, and its impacts to the Port of Grays Harbor, should be considered in the EIS.

D. The Overall Economic Impacts of the Westway and Imperium Projects Are Likely Negative.

The economic impacts of this project must also be reviewed. Issues here include the impact of dramatic increases in oil train traffic on real estate values and damage to property from diesel emissions, vibration, and noise. There are also serious concerns relating to the impact of such a massive increase in oil rail traffic on other non-oil shippers of freight by rail, including ports and shippers of agricultural products. These same issues may dramatically affect passenger rail interests. These significant rail traffic increases are likely to create major impacts on communities affected by vehicle traffic problems related to delays at non-grade separated railway crossings, which will affect non-rail freight mobility, access to ports, retailers, tourist centers, and employers. There will be impacts to other types of development in the Port of Grays Harbor itself, as well as the cities of Hoquiam and Aberdeen. On the marine side, there are likely to be significant economic impacts on marine dependent industries such as commercial and tribal fisheries, tourism, and other businesses.

A report by Natural Resources Economics ("NRE"), Potential Socio-Economic Impacts of the Proposed Shipment of Crude Oil from Grays Harbor (Jan. 2014) (Exh. 89), critiqued an economic study commissioned by Westway and Imperium for failing to present a full picture on the economic impacts of crude-by-rail projects. The report presented a number of possible scenarios resulting from the operation of these facilities and found that:

> Each of these scenarios would impose economic costs on and reduce the welfare of affected workers and families, the earnings of affected landowners and businesses, and the productivity of governmental infrastructure and workers. As workers, families, landowners, businesses, and governments incur these costs, they likely would alter their expenditures, and the change in expenditures would have a negative impact on overall sales, jobs, and incomes for affected businesses

[34] *See* Cascade Subduction Zone Earthquakes (2013), http://www.dnr.wa.gov/publications/ger_ic116_csz_scenario_update.pdf; http://www.oregonlive.com/environment/index.ssf/2012/08/major_earthquake_in_oregon_cou.html.

> and workers. For example, if an oil spill were to reduce fish populations or to taint the value of the fish, tribal and non-tribal commercial fishermen would see their incomes fall and they would have less to spend. As a consequence, local businesses would see a reduction in sales, workers would see fewer job opportunities and reduced earnings, and taxpayers would see an impairment of community services and infrastructure. Closure or tainting of the statewide Dungeness crab fishery, alone, would jeopardize the revenue of commercial boats, which have realized ex-vessel sales of $30–50 million per year in recent years. Similarly, an oil spill that taints shellfish or closes related activities in Grays Harbor and adjacent counties would jeopardize income for businesses and workers associated with a large portion of Washington's cultivated shellfish industry, which currently experiences annual sales of about $108 million. Tainting of razor clams or closure of clam harvests on beaches on the south coast would jeopardize annual revenues expected to be about $38 million for local motels, restaurants, and other recreation-related enterprises.

NRE Report at 2. The study outlined areas of necessary investigation and concluded:

> In reality, the shipment of crude oil into and out of Grays Harbor would have negative, unintended economic impacts, as well as the positive, intended impacts examined by ECONorthwest. The actual, overall positive impacts likely would be smaller than estimated, and smaller than the negative impacts for many households, businesses, and communities, especially if those that would be affected by oil spills, explosions, and other harmful events. The public and decision-makers cannot fully understand all of the overall economic impacts of the proposed oil shipments without the completion of further investigation to determine the severity of their potential negative economic effects. Additional investigation also is warranted to determine the distribution of the negative effects among different groups, including the Quinault Indian Nation.

NRE Report at 30.

> *1. The project, individually and in combination with other proposed coal and oil shipping projects, will create massive increases in rail traffic, with major impacts on other rail users and affected communities.*

The increased rail traffic associated with full build out from the Westway and Imperium projects would represent a huge increase in freight rail usage and would likely present significant conflicts with other users of the rail line, including freight and passenger shippers. According to the Washington State Department of Transportation (WSDOT), inbound freight rail traffic totaled 58 million tons in 2010.[35] Based on WSDOT's figures, rail tonnage associated with these

[35] WSDOT, Washington State Rail Plan Public Workshop Presentation (Slide 21), Nov. 2012.

projects at full build out would represent a substantial increase in the inbound rail tonnage on Washington rails. These impacts are even more significant if you take into account the cumulative impacts on a regional perspective. The authors of the *Heavy Traffic Ahead* study, Exh. 39, have estimated that combined rail traffic from the Powder River basin to the proposed northwest coal terminals (including projected growth in British Columbia, Canada) would equal as much as 157 million metric tons per year. This would result in a nearly 200% increase of inbound regional freight rail traffic for just this one commodity. It is critical that the EIS include a full analysis of the cumulative impacts from these proposals, including the capacity of the rail system to handle these increases without significant adverse impacts on other shippers, passenger rail users, and communities.

The most recent analysis of Washington's freight capacity, conducted in 2009 (Exh. 40, Washington State Department of Transportation Freight Rail Plan 2010-2030), indicated that a number of critical sections of track, including the Columbia Gorge, were at or near capacity in 2008 and predicted further congestion by 2028. Other key chokepoints are identified in the Plan, the Washington State Transportation Commission's Statewide Rail Capacity and System Needs Study, December 2006 (Exh. 41), and the *Heavy Traffic Ahead* (Exh. 39) and *Heavy Traffic Still Ahead* (Exh. 88) studies. Additional critical bottlenecks include the Columbia Gorge and the Spokane-Sandpoint Corridor (known in railroad parlance as "the Funnel," due to the fact that most major east-west rail corridors converge there).

Unless mitigated with significant capacity additions, the addition of the massive increases of oil train traffic is likely to present significant adverse impacts on other users of the rail line, including grain and fruit shippers, intermodal users, ports, industries, aircraft manufacturers and passenger rail—all of who are critically dependent on timely and affordable access to the rail system. *Heavy Traffic Ahead*, Exh. 39. Existing state studies indicate that coal rail traffic is already having a significant negative impact on the ability of Washington shippers to access markets where coal traffic from the Powder River basin is dominating the rail lines; experts working for the state have concluded that "the high volume of coal trains moving east out of the Powder River basin has made it virtually impossible to route time-sensitive intermodal trains moving from PNW ports to central and southeast gateways such as Kansas City and Memphis through the near continuous flow of slow-moving coal trains. Adjusting to this, BNSF has shifted most intermodal traffic destined to locations south of Chicago to the Ports of Los Angeles and Long Beach." These reports also confirm that the railroad prioritizes unit trains, such as coal or oil trains, over other shippers. The EIS should fully analyze the impacts on northwest shippers if inbound and outbound freight traffic is diverted or eliminated due to the competition with crude oil trains.

The EIS must also analyze impacts, mitigation measures, and potential funding relating to the use of passenger rail on these same lines. As Exh. 42 discusses, the Amtrak Cascades Mid-Range Plan (2008), Washington and passenger rail advocates have significant plans for increases of passenger rail capacity, including adding additional high-speed passenger trains on the I-5

corridor. The EIS must analyze how existing and expanded passenger rail uses will be impacted if freight traffic increases.[36] The EIS should also consider existing and prospective public funding for rail capacity to purchase passenger rail service. The public has spent billions of dollars in rail improvements to ensure that passenger rail fits with existing capacity, and it is imperative that the EIS fully analyze the past and prospective investments to ensure that public funds are not spent for private purposes.

It will also be necessary to review the need for public investment spurred by this project. Rail infrastructure improvements are anticipated, although it is far from clear how those improvements will be funded. Rail lines and infrastructure will also need to be regularly maintained, and there will be mitigation costs for structures such as overpasses, tunnels, and railroad crossings. The EIS must also address whether the public will be expected to bear any costs for infrastructure constructed for private benefits. Federal and State Governments commonly bear a significant share of the costs of freight rail capacity improvement projects.[37] The EIS should include all needed capacity improvements that will be required to address at least those areas where the planned oil train traffic will exceed the capacity of the existing system.

2. The project is likely to create very significant impacts relating to rail traffic in dozens of impacted communities.

Numerous studies have confirmed that the massive increases in freight rail traffic for coal export will result in significant adverse impacts on other traffic and freight mobility within affected communities. *See* Exhs. 30, 31-38, 39. Each of these studies concludes that the level and type of coal train traffic associated with this project is likely to cause a number of affected intersections to reach unacceptable levels of service, including many intersections that are projected to reach level of service "D" or "F." These traffic impacts will cause direct economic losses to affected communities and businesses through interruptions of freight mobility, challenges for customers reaching businesses, and lost employee time. Air pollution impacts related to increased idling and congestion may also directly impact growth in affected communities. These studies apply to crude oil trains as well.

Although these studies show the likelihood of significant adverse impacts in a number of communities, it is imperative that the EIS fully analyze these issues in these and all other

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[36] Passenger service that may be affected would include, among others, Sound Transit Sounder Commuter services as well as Amtrak intercity service and Empire Builder service between Seattle and Chicago. The Empire Builder service also utilizes "The Funnel" in Spokane, which is expected to see the greatest increase in freight rail traffic because of the coal shipments.

[37] *See* Sightline, January 2013, *Who Pays for Freight Rail Upgrades? available at* http://daily.sightline.org/2013/01/18/who-pays-for-freight-railway-upgrades/.

communities that are likely to be similarly affected along the entire corridor from drill sites in North Dakota, Montana, or Alberta, Canada to the proposed terminals.

The EIS must also look at necessary mitigation for these traffic and mobility concerns and the question of who will bear the costs of this mitigation. Under federal law, railroads are generally limited to paying no more than 5% of the costs of grade separated crossings where at grade crossings are being eliminated. Typically, the railroad pays far less than that amount. Given that the costs of grade separated crossings to address these traffic issues are in the $10s and $100s of millions, the EIS must analyze any mitigation that is needed to reflect the huge increases in oil train traffic associated with this project to ensure that the public does not pay for private benefits.

Finally, it is particularly critical that the evaluation of rail impacts be placed with the context of cumulative effects from multiple projects, currently under consideration, that will dramatically raise the amount of train traffic in Washington State. There are numerous proposals to ship crude oil and coal that will in part use the same rail lines. The EIS should evaluate the direct, indirect, and cumulative impacts of reasonably foreseeable projects, including crude oil, coal export, and liquefied natural gas terminals. This includes the cumulative impacts associated with rail traffic, vessel traffic, and associated pollution and public health impacts.

3. Other economic impacts and risks associated with the project will be significant.

a. Property valuation

Although large increases in oil train traffic has not yet occurred, recent studies focused on proposed coal train traffic increases have indicated that the massive increases in train traffic may directly result in significant reductions in property values, affecting owners, other taxpayers and affected communities.[38] A study conducted by the Eastman Company (a property valuation consultant company) relevant to the Gateway Pacific Terminal in Whatcom County concludes that property valuation losses are likely to be significant for properties located within 500 feet of the mainline tracks in Whatcom, Skagit, Snohomish, King, and Pierce Counties, due to the impacts related to traffic, safety, vibration, noise, pollution, and stigma and perception issues. For example, the study found that single family residential properties north of Everett could lose values in the range of 5-20%. Other estimates included multi-family properties (5-15%); commercial properties (5-10%); and industrial properties (5-8%). Using a database of assessed

[38] *See* Exh. 43, Increased Coal Train Traffic and Real Estate Values, The Eastman Company (Oct. 30, 2012); Exh. 44, The effect of freight railroad tracks and train activity on residential property values, Robert A. Simons R. & A. El Jaouhari (Summer 2004); Exh. 45, Examining the Spatial Distribution of Externalities: Freight Rail Traffic and Home Values in Los Angeles, Futch, M. (Nov. 11, 2011).

property values in the study area, the Eastman report concluded that even a 1% diminution in property value would result in a loss of approximately $265 million. While we are not yet aware of any comparable study for Hoquiam or the greater Grays Harbor area, it is clear that a substantial increase in rail traffic has important impacts that need to be assessed. The EIS should look at these issues along the entire corridor, using specific estimates of rail traffic associated with the project, as well as the cumulative impacts of proposed coal export facilities and other proposed crude-by-rail projects.

b. Impacts on economies dependent on the marine environment

There are likely to be significant adverse impacts and major risks posed to Grays Harbor and aquatic ecosystems from this project. In addition to the impacts on ecosystems, these issues must be evaluated for the impacts and risks that they pose for marine related businesses and economies, such as commercial, tribal and sports fisheries, tourism, and other related businesses. These businesses cumulatively provide billions of dollars in positive economic impacts to the state and region. Exh. 16, National Wildlife Federation, *The True Cost of Coal: The Coal Industry's Threat to Fish and Communities in the Pacific Northwest* (2012) at 9 (recreational fishing accounts for $2.7 billion a year to the Washington and Oregon economies; commercial fishing in Washington contributed $3.9 billion to economy). Impacts to other forms of recreation, such as boating, fishing, hiking, and birding, should be closely analyzed.

Commercial and recreational fishing form a vital part of Washington State's economy. As Washington Department of Fish and Wildlife found in 2008 (Exh. 76):

> Ultimately, our findings indicate that commercial and recreational fisheries not only contribute employment and personal income, but also contribute in several other significant ways to Washington's economy, as well as to its residents' quality of life.
>
> In terms of economic impacts, commercial and recreational fishing conducted in Washington fisheries directly and indirectly supported an estimated 16,374 jobs and $540 million in personal income in 2006. When viewed in the context of the Washington state economy, these levels of employment and earnings account for about 0.4 percent of total statewide employment and about 0.2 percent of total statewide personal income in 2006.

See also Exh. 77, Washington State Maritime Cluster Economic Impact Study (Nov. 2013).

All of these economic impacts beg the question whether the overall economic impacts of the projects are positive. As Exh. 46 shows, *The Impact of the Development of the Gateway Pacific Terminal on the Whatcom County Economy,* the answer to this question is very likely no. This study, by one of the nation's leading economic consulting firms, evaluated the positive economic impacts from a proposed coal export project in Whatcom County, and then compared

them to a wide range of negative economic tradeoffs and impacts. It concluded that the overall economic impact would very likely be negative, *even in the county with most of the positive economic benefits.* A similar review should be prepared specific to the locally impacted area of Hoquiam and Grays Harbor County as part of this EIS. Additionally, the EIS should look at the overall economic impacts of these projects on a region-wide basis, particularly in light of the cumulative effects with multiple overlapping impacts.

E. The Westway and Imperium Projects Will Increase Harm to Wildlife, Marine, and Aquatic Health.

The EIS must include an analysis of impacts to biological, marine, and aquatic resources on both public and private lands and waters in the affected area, that is, in the area from the drilling of the oil in the middle of the North American continent, through the rail corridor to the Westway and Imperium projects, through the loading and shipping of the oil through the Grays Harbor estuary, past Bowerman Basin National Wildlife Refuge, to its final, and currently unknown, destination and burning. Such resources include marine and terrestrial mammals, game and non-game resident and migratory bird species, raptors, songbirds, amphibians, reptiles, fisheries, aquatic invertebrates, wetlands, and vegetative communities. Hoquiam and Ecology must ensure that up-to-date information on all potentially impacted flora and fauna is made available, so that adequate impact analyses can be completed. Habitat degradation, fragmentation, and loss must all be assessed, along with any resulting impacts to wildlife and marine species.

1. Construction and operation of these projects will harm the ecology of Grays Harbor.

Risks to aquatic health in the important Grays Harbor estuary—including potential harm to important Grays Harbor and Chehalis salmon populations—stem from oil spills from bulk carriers, impacts during construction (seafloor disturbance, increased turbidity, noise, lighting), impacts during operation (endemic oil spills, shading from pier and wharf, toxics from terminal's outfall pipes, night lighting, noise), chosen shipping routes and shipping traffic along those routes, and climate change itself. Exh. 82, Direct Testimony of James E. Jorgensen (Sept. 5, 2013); Exh. 85, Testimony of Ervin Joseph Schumacker (Aug. 29, 2013); Exh. 81, Direct Testimony of Brent Finley (Sept. 6, 2013).

Stormwater is another critical concern, given the toxicity of the material being shipped. The surrounding water bodies are already listed as impaired under the state's § 303(d) list, and under Ninth Circuit precedent, any additional discharge to such impaired streams is prohibited. The provisions in the construction and industrial stormwater general permit are not adequate to the task of controlling toxic runoff from facilities into sensitive and impaired water bodies. These discharges should be regulated under an individual permit if not prohibited outright.

As noted above, an evaluation of the proposed Morrow coal export facility showed nitrogen deposition from the diesel engines for the trains and ships significantly above the ecological screening level. *See* Exh. 57 at 24-26. The EIS should include a similar analysis for Westway and Imperium.

Increased wildlife mortality from railroad and drilling-related activity (including, but not limited to, increased human conflicts, habitat loss, and increased hunting pressure) must also be discussed. Impacts to wildlife migration corridors must be evaluated.

2. Increased shipping traffic caused by the Westway and Imperium projects will harm Grays Harbor and its already at-risk aquatic species.

Granting the requested permits would dramatically increase the amount of large-vessel traffic in Grays Harbor, a sensitive and critically important ecosystem. *See* Exhs. 81, 82, 84, 85 (Finley, Jorgensen, Rosenfeld, and Shumacker Testimony).

The dramatically increased shipping traffic brings with it an increased risk of collisions, groundings, spills, discharges, and accidents during vessel fueling. Similarly, the potential for introduction of invasive species, including through ballast water, must be assessed, as tens of thousands of cubic meters of ballast water per visit will be discharged by the shipping vessels. Exh. 16, *The True Cost of Coal: The Coal Industry's Threat to Fish and Communities in the Pacific Northwest* at 10. Hull fouling presents a similar danger of invasive species introduction. All of these risks and impacts must be carefully scrutinized, particularly in light of cumulative effects like other proposed oil terminals in Grays Harbor.

This increased quantity of shipping, and the operations of the terminal site, will have effects on threatened, endangered, and candidate species that must be analyzed in the EIS. This includes multiple ESA-listed salmon species and other species. For species protected under the Endangered Species Act, federal agencies must consult with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service ("NMFS") under § 7 of the Endangered Species Act to determine whether the terminal, the proposed shipping activity and marine shipping routes, any of the proposed railroad routes, and the associated oil drilling and combustion activities will adversely affect these species or their designated critical habitat.

3. A crude oil spill would be devastating to fish and wildlife.

Crude oil is extremely toxic to fish and wildlife. Past oil spills have caused documented harm to aquatic fish and shellfish. Oil spills release polycyclic aromatic hydrocarbons ("PAHs") into surrounding waters. PAHs include phenanthrene, anthracene, fluoranthene, pyrene, but, in general, low molecular weight PAHs can be directly toxic to aquatic organisms. The metabolites of higher molecular weight PAHs are known carcinogens in humans. Previous studies and reviews of oil spills have documented PAH's rapid build-up in tissues of finfish and shellfish to

levels dangerous for human consumption following spills of varying size. Seepage and small leaks over time may cause resident fish and shellfish to suffer chronic exposure to PAHs and allow these chemical compounds to accumulate in animal tissues.

An oil spill in the Chehalis River or Grays Harbor would have devastating impacts to fish and wildlife. The EIS should review oil impacts (from everyday leaks to large spills) on salmonid fishes, non-salmonid fishes (forage base), crabs, and oysters at a minimum. The EIS should include specific information on oil toxicity, human health issues related to fish consumption, and the length of time the environment will be degraded. Exh. 75, Oiled Wildlife; Exh. 70, Altered growth and related physiological responses in juvenile chinook salmon from dietary exposure to polycyclic aromatic hydrocarbons; Exh. 71, Effects of Diesel on Survival, Growth, and Gene Expression in Rainbow Trout Fry; Exh. 72, Leyda Consulting, Ecological Impacts of Proposed Coal Shipping (Oct. 30, 2012) at 14-16 (explaining, with references, harm to salmonids from petroleum products). *See also* Exh. 59, NMFS Comments on Millennium coal (listing marine species at risk and requesting information for broad Endangered Species Act review).

Any potential spill discussion must include the Washington State coastline. The bar at the mouth of Grays Harbor is considered a dangerous crossing. Transporting or towing oil out of this harbor will always face risk and more so during winter storms and large tidal exchanges. Should a spill incident occur in this area, crude oil and components could potentially impact both inside the harbor and the Washington State coastline both north and south of the event dependent on wind, waves, and currents. The 1988 Nestucca spill oiled beaches south into Oregon and north from Grays Harbor well into Canada. *See* http://www.ecy.wa.gov/programs/spills/incidents/Nestucca/NestuccaHistory.pdf . Depending on the time of year, a spill event may be worsened by high-energy storms that could spread its impact widely both in the harbor, at sea, and on shorelands.

IV. THE EIS MUST ANALYZE A REASONABLE RANGE OF ALTERNATIVES, INCLUDING A MEANINGFUL NO-ACTION ALTERNATIVE.

The range of alternatives "is the heart of the environmental impact statement." 40 C.F.R. § 1502.14. It is well understood that "NEPA requires that an agency 'rigorously explore and objectively evaluate all reasonable alternatives.'" *Utahns for Better Transp. v. Dep't of Transp.*, 305 F.3d 1152,1168 (10th Cir. 2002) *quoting* 40 C.F.R. § 1502.14(a), *modified on rehearing Utahns for Better Transp. v. Dep't of Transp.*, 319 F.3d 1207 (2003). The alternatives discussed should provide different choices from which decisionmakers and the public can make an informed choice after considering the environmental effects of the alternatives. *See Westlands Water Dist. v. U.S. Dep't of Interior*, 376 F.3d 853 (9th Cir. 2004). The range of alternatives should also "include reasonable alternatives not within the jurisdiction of the lead agency," and "include appropriate mitigation measures not already included in the proposed action or alternatives." 40 C.F.R. § 1502.14.

In addition to the need for thorough consideration of the impacts of constructing the Westway and Imperium projects, the EIS must consider the option of not constructing the oil shipping facilities at all. Among the alternatives that must be considered in an EIS is the "no action" alternative. 40 C.F.R. § 1502.14(d). Indeed, "[i]nformed and meaningful consideration of alternatives—including the no action alternative—is ... an integral part of the statutory scheme." *Bob Marshall Alliance v. Hodel,* 852 F.2d 1223, 1228 (9th Cir. 1988). The evaluation of the no action alternative cannot be a meaningless exercise. To satisfy NEPA, the EIS must consider this alternative without prejudgment of the outcome of its analysis. "[F]ull and meaningful consideration of the no-action alternative can be achieved only if all alternatives available … are developed and studied on a clean slate." *Bob Marshall Alliance v. Lujan,* 804 F. Supp. 1292, 1297-98 (D. Mont. 1992).

V. THE CUMULATIVE IMPACTS OF ALL PROPOSED FOSSIL FUEL EXPORT TERMINALS MUST BE CONSIDERED AND ANALYZED.

The Westway and Imperium EIS must include review of the impacts of all other proposed fossil fuel export projects that use the same rail lines and/or use the same waterways. The courts have found that even where several actions were not "connected" or "similar" enough to warrant consideration in a single environmental impact statement, their impacts must still be addressed as cumulative impacts. *Earth Island Inst. v. U.S. Forest Serv.,* 351 F.3d 1291, 1306 (9th Cir. 2003) ("Even if a single, comprehensive EIS is not required, the agency must still adequately analyze the cumulative effects of the projects within each individual EIS."); *see Quinault Indian Nation v. Hoquiam*, 2013 WL 6637401.

Under NEPA, an EIS must analyze and address the cumulative impacts of a proposed project. 40 C.F.R. § 1508.25(c)(3). A cumulative impact is defined as:

> [T]he incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

40 C.F.R. § 1508.7. In other words, cumulative impacts are the result of any past, present, or future actions that are reasonably certain to occur within the action area. Such effects "can result from individually minor but collectively significant actions taking place over a period of time." *Id.* In the coal context, the U.S. Supreme Court has held that, "when several proposals for coal-related actions that will have cumulative or synergistic environmental impacts upon a region are pending concurrently before an agency, their environmental consequences must be considered together. Only through comprehensive consideration of pending proposals can the agency evaluate different courses of action." *Kleppe v. Sierra Club*, 427 U.S. 390, 409-410 (1976).

These proposals share space with proposals for coal export, other oil shipping, and liquefied natural gas export facilities. Each of these proposals cannot be considered in a vacuum, for each will add impacts to an already stressed system. As the Environmental Protection Agency noted, "[a]ll of these projects—and others like them—would have several similar impacts. Consider, for example, the cumulative impacts to human health and the environment from increases in greenhouse gas emissions, rail traffic, mining activity on public lands, and the transport of ozone, particulate matter, and mercury from Asia to the United States." EPA Comment on Port of Morrow project (Apr. 5, 2012) (recommending a "thorough and broadly-scoped" cumulative impacts analysis of all proposed coal export facilities).[39]

Further, the proposed fossil fuel terminals will be sited within the "usual and accustomed" fishing areas of Pacific Northwest Indian tribes, which have a sovereign government-to-government relationship with the U.S. federal government. Under federal court precedent, the tribes are "co-managers" of these resources along with the state and wield considerable influence over decisions that affect fishing resources.[40] The Affiliated Tribes of Northwest Indians called for full environmental review and government-to-government consultation with Indian tribes throughout the region.[41] Seven different tribal organizations—the Lummi Indian Business Council, the Swinomish Indian Tribal Community, the Confederated Tribes and Bands of the Yakama Nation, the Makah Tribal Council, the Tulalip Tribes, the Nisqually Indian Tribe, and the Samish Indian Nation—submitted comments on the Cherry Point Gateway Pacific Terminal calling for full environmental review, government-to-government coordination, and protection for fish, wildlife, air and water quality, human health, and tribal sacred areas.

Other federal agencies have also identified common elements that call for area-wide review. The U.S. Department of Housing and Urban Development, in its scoping comments for the Gateway Pacific Terminal, stated that "HUD suggests the Co-Lead Agencies either include

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[39] EPA reiterated this call for a complete cumulative impacts review in its scoping comments for the Gateway Pacific Terminal, stating that "EPA also recommends that environmental impacts from increases in regional rail traffic and combustion of coal in receiving markets be examined in the context of other proposed export facilities in the Pacific Northwest region, so that reasonably foreseeable cumulative environmental impacts from additional facilities can be understood before a decision is made, as NEPA contemplates. … The cumulative effects analysis would appropriately include increases in regional train traffic and related air quality effects on human health, and the potential for effects to human health and the environment from increases in the long-range transportation of air pollution, including greenhouse gas emissions." *See* http://www.eisgatewaypacificwa.gov/resources/project-library.

[40] *U.S. v. Washington*, 384 F. Supp. 312 (W.D. Wash. 1974).

[41] *Available at* http://www.atnitribes.org/sites/default/files/res_12_53_with%20attachment.pdf.

the cumulative impacts from all three proposed ports in this EIS, or conduct an Areawide EIS that covers all three ports. The train traffic from all three ports could have a significant noise impact on communities on our region and in order to accurately and comprehensively address this impact, it needs to be considered as a whole."[42] The National Park Service similarly called for a cumulative effects EIS.[43]

Hoquiam and Ecology must examine the cumulative effects of other actions and programs of the state and federal government, and fully disclose the combined impact of ongoing and reasonably foreseeable future actions. This includes the effect of Army Corps dredging projects and shipping traffic from existing terminals. Hoquiam and Ecology must also analyze cumulative impacts from actions carried out by local and private entities.

VI. FEDERALLY-GUARANTEED TREATY RIGHTS MUST BE RESPECTED AND PROTECTED.

These proposed oil terminals will be sited within the "usual and accustomed" fishing areas of the Quinault Indian Nation, which, as a sovereign government, has a government-to-government relationship with the U.S. federal government and State of Washington. In fact, the State of Washington and its agencies entered the Centennial Accord with federally-recognized Indian tribes in 1989, by which it recognized the sovereignty of Indian tribes and committed to a government-to-government relationship to resolve issues and disagreements. "Centennial Accord between the Federally Recognized Indian Tribes in Washington State and the State of Washington," August 4, 1989.

The Quinault Indian Nation is a signatory to the Treaty of Olympia (1856) in which it reserved a right to take fish at its "usual and accustomed fishing grounds and stations" and the privilege of gathering, among other rights, in exchange for ceding lands it historically roamed freely. Treaties impose on the government the "highest responsibility" and create a special fiduciary duty and trust responsibility upon all agencies of the United States and states to protect treaty rights, including fishing rights. *Seminole Nation v. United States,* 316 U.S. 286, 297 (1942). In a landmark court case known as the "Boldt decision," a federal court confirmed that Indian tribes have a right to half of the harvestable fish in state waters and established the tribes as co-managers of the fisheries resource with the State of Washington. *United States v. Washington,* 384 F. Supp. 312 (W.D. Wash. 1974). Specific to the Quinault Indian Nation, the Boldt decision affirmed the Quinault usual and accustomed fishing areas include "Grays Harbor and those streams which empty into Grays Harbor." *Id.* at 374. Subsequently-adopted federal regulations establish ocean treaty fishing areas for Quinault to include marine waters between Destruction Island and Point Chehalis. 50 C.F.R. § 660.50.

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[42] *Available at* http://www.eisgatewaypacificwa.gov/resources/project-library.

[43] *Available at* http://www.eisgatewaypacificwa.gov/resources/project-library.

The Quinault have been called the Canoe people because of the primacy of the ocean, bays, estuaries, and rivers to every aspect of tribal life. *See generally* Jacqueline M. Strom, Land of the Quinault (1990). The Quinault Indian Nation's Division of Natural Resources manages all aspects of its many fisheries, both on and off the reservation. Quinault fishermen harvest salmon, sturgeon, steelhead, halibut, cod, crab, oysters, razor clams, and many other species in Grays Harbor.

The Chehalis and the Humptulips Rivers and the Grays Harbor estuary into which they flow provide the freshwater and marine habitat that support natural production for chinook, chum, and coho salmon and steelhead of critical importance to the Quinault Nation's Treaty-protected terminal river fisheries within Grays Harbor, managed jointly by the Quinault Nation and Washington State Department of Fish and Wildlife and governed by seasonal plans and agreements. Grays Harbor nourishes other species of fish important to the Nation's Treaty-protected fisheries such as White Sturgeon and Dungeness Crab, an economically vital fishery on the coast of Washington. Grays Harbor produces numerous species of invertebrates and finfish that provide important prey to species and stocks utilizing the harbor and adjacent marine areas. Many tribal fishers derive their entire economic livelihoods from fishing and shellfishing in these waters. An oil spill would be disastrous to their families. Indeed, it would be disastrous to the culture and spirit of the Quinault people, many of whom rely on fish and shellfish from Grays Harbor and adjacent marine waters for the subsistence. The importance of subsistence fishing and shellfishing to the diet, health, and cultural and spiritual well-being of Quinault members cannot be overstated.[44]

Quinault weavers have gathered materials from the Grays Harbor area for many generations. Sweetgrass, cattail, and other grasses and willow gathered from the Bowerman Basin are used by the Quinault as a material in the traditional weaving of baskets and mats, and for ceremonial purposes. Weaving is as integral to contemporary Indian culture as it was in the past. *See* K. James and V. Martino, Grays Harbor and Native Americans (1986), prepared for the U.S. Army Corps of Engineers (Contract #DACQ67-85-M-0093).

The Quinault Indian Nation has an obvious interest in protecting the fish and fish habitat that it relies on in Grays Harbor to exercise its federally-guaranteed treaty fishing rights, as well as the traditional areas used for gathering plants for traditional cultural use. The risk of oil spills that may impact these federally-protected treaty resources must be considered and analyzed. Additionally, the Quinault Nation's treaty fishing right includes a right of access to its traditional

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[44] *See generally*, Catherine A. O'Neill, *Variable Justice: Environmental Standards, Contaminated Fish, and "Acceptable" Risk to Native People*, 19 Stan. Envtl. L.J. 3, 73-75 (2000); Catherine A. O'Neill, *Fishable Waters*, 1 Am. Indian L. Rev. 181, 255-260 (2013), *available at* http://www.law.seattleu.edu/Documents/ailj/Spring%202013/O'Neill-Fishable%20Waters.pdf.

fishing areas and any impact to that right is an unconstitutional taking of a property right. Increased vessel traffic within the Quinault usual and accustomed fishing areas will impact that right of access and must also be analyzed. The Quinault pursued earlier appeals and litigation over these two proposed crude-by-rail projects and will continue to oppose their permitting. Furthermore, the Quinault Indian Nation has economic interests that are at risk from an oil spill, including its Beach Resort and Casino and marina in Ocean Shores, which must also be considered. Because treaties are the highest law of the land, the Quinault's treaty rights have federal primacy and must be protected.

Many additional tribes have spoken out against permitting of coal terminals on the lower Columbia. *See* Exhs. 47 through 53. In a comment letter to the Corps regarding the Morrow project in Boardman, the Yakama Nation characterized coal export proposals in the Columbia as a "new front … in the war on the Yakama way of life," describing in detail the risks to salmon, the safety of tribal fishermen, human health, water quality, and cultural resources. Exh. 49. The Nez Perce have also commented on the Morrow project, requesting that the Corps perform an EIS and assess cumulative impacts, citing concerns about "Tribal treaty rights, ESA-listed fish and lamprey and their habitat, Tribal traditional use areas along the coal transportation corridor, tribal cultural resources, and Tribal member health arising from coal dust and diesel pollution." Exh. 50. The Columbia River Inter-Tribal Fish Commission ("CRITFC"), which represents four Sovereign Tribal Nations (the Warm Springs, Confederated Tribes of Umatilla Indian Reservation, Yakama Nation, and Nez Perce) with treaty rights to salmon and other fish on the Columbia River, has also expressed opposition to the coal export proposals. In a comment letter on the Morrow Pacific Project, CRITFC stated that it has heard "significant concerns from our member tribes about the project's potential effects on tribal treaty fisheries." Exh. 51. CRITFC noted that "the proposed project area is currently used for fishing by tribal members exercising their treaty fishing rights" and the area "is also within lands designated as Traditional Cultural Property (TCP) and may contain significant cultural resources." The Affiliated Tribes of Northwest Indians have called for full environmental review and government-to-government consultation with Indian tribes throughout the region. Exh. 47. The concerns of these Indian nations and tribal members must be taken into account and apply with equal force to Westway, Imperium, and crude-by-rail.

Indeed, for the Gateway Pacific Terminal in Bellingham, Washington, the Corps wrote to the Washington Department of Archaeology and Historic Preservation seeking concurrence in its decision to define the Area of Potential Effect to include only the areas near the construction site itself. *See* Exh. 54. The Washington State Historic Preservation Officer Allyson Brooks disagreed, stating that the Area of Potential Effect was much greater, and that "the scope of this project, and the associated train traffic, poses unique issues when developing the necessary cultural resource studies." Exh. 55. The letter also notes the need to consider the effects of the "seaward boundary of the [Area of Potential Effect]. The increased vessel traffic, associated wakes, waves, and shoreline erosion of these vessels and the increased risk of accidents, oil spills, and damage all need to be considered." *Id.* at 2. For the Millennium Terminal, the

Department repeated these concerns and added issues of Native American burial sites along the Columbia River, as well as concerns about the impacts of vessel traffic:

> Panamax and Cape-sized dry bulk carriers along the Washington Coast and entering the Columbia River are clearly a reasonable and foreseeable effect of the Project that should create a seaward boundary of the EIS. The increased vessel traffic, associated wakes, waves, and shoreline erosion of these vessels and the increased risk of accidents, oil spills and damage all need to be considered.

Exh. 60.

Similarly, many tribes have expressed their concern and opposition to the Millennium coal export terminal. *See* Exhs. 61-68, Comments of the Coeur d'Alene, Cowlitz, Nez Perce, Nisqually, Umatilla, Warm Springs, Yakama, and Upper Columbia River Tribes. For example, the Nez Perce Tribe outlined its concerns with the impact of the Millennium project on treaty-protected fishing:

> The lower Columbia provides crucial habitat for treaty-protected resources such as salmon, steelhead, lamprey and resident fish. There are several ESA-listed fish in the project corridor including Lower Columbia River Chinook Salmon ESU, Upper Willamette River Chinook Salmon ESU, Snake River Fall Chinook ESU, Columbia River chum salmon ESU, middle Columbia River steelhead DPS, and lower Columbia River steelhead DPS. These species are of critical importance to subsistence and culture of the Tribe. In addition, lamprey, although currently are not a listed species but are culturally significant to the Tribe, are also located in the project
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> The application contemplates a significant increase in vessel and rail traffic. The analysis must include a thorough evaluation of the impacts of increased vessel traffic on anadromous and resident fish. This analysis should include impacts to aquatic resources caused by ballast intake and wake strandings, as well as threats posed by increased turbidity, noise, lighting, and impacts during operations like coal dust and other toxics. In addition, the increased rail traffic may affect Tribal member access to usual and accustomed fishing places and other traditional use areas as well as interfere with Tribal member use of those places through increased noise disturbances, coal dust, and diesel pollution. For all these reasons the Tribe believes that the increase in vessel and train has the potential to interfere with tribal treaty fisheries.

Exh. 63 at 4-5. These concerns about impacts to native fish populations, fishing access, and vessel and rail traffic apply with equal force to the proposed Gray Harbor projects.

In 2006, the Corps denied a permit for a new dock and terminal site on the Columbia River because it would affect tribal treaty fishing rights. *See* Exh. 56. A similar outcome is warranted here. We ask that tribal sovereignty and treaties be fully respected.

VII. ENVIRONMENTAL JUSTICE CONCERNS

All federal agencies are encouraged to consider environmental justice in their NEPA analysis, evaluate disproportionate impacts, and identify alternative proposals that may mitigate these impacts. The fundamental policy of NEPA is to "encourage productive and enjoyable harmony between man and his environment." In considering how to evaluate progress in reaching these aspirational goals, the Council on Environmental Quality (CEQ) defined effects or impacts to include "ecological...aesthetic, historic, cultural, economic, social or health impacts, whether direct, indirect or cumulative."[45] Recognizing that these types of impacts might disproportionately affect different communities or groups of people, President Clinton issued Executive Order 12898 in 1994,[46] directing each federal agency to, among other things:

- "Make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations,"
- "Identify differential patterns of consumption of natural resources among minority populations and low-income populations,"
- Evaluate differential consumption patterns by identifying "populations with differential patterns of subsistence consumption of fish and wildlife," and
- "Collect, maintain, and analyze information on the consumption patterns of populations who principally rely on fish and/or wildlife for subsistence."

CEQ's Guidance for Environmental Justice under NEPA[47] called for agencies to consider specific elements when considering environmental justice issues:

- Agencies should consider the composition of the affected area, to determine whether minority populations, low-income populations, or Indian tribes are present in the area affected by the proposed action, and if so whether there may be disproportionately

[45] CEQ, Environmental Justice: Guidance Under the National Environmental Policy Act, December 10, 1997, *available at* http://ceq.hss.doe.gov/nepa/regs/ej/justice.pdf.

[46] "Federal actions to address environmental justice in minority populations and low-income populations," 59 Fed. Reg. 7629 (Executive Order 12898; February 11, 1994).

[47] CEQ, Environmental Justice: Guidance Under the National Environmental Policy Act, December 10, 1997, *available at* http://ceq.hss.doe.gov/nepa/regs/ej/justice.pdf.

high and adverse human health or environmental effects on minority populations, low-income populations, or Indian tribes.

- Agencies should consider the potential for multiple or cumulative exposure to human health or environmental hazards in the affected population and historical patterns of exposure to environmental hazards. Agencies should consider these multiple, or cumulative effects, even if certain effects are not within the control or subject to the discretion of the agency proposing the action.
- Agencies should recognize the interrelated cultural, social, occupational, historical, or economic factors that may amplify the natural and physical environmental effects of the proposed agency action. These factors should include the physical sensitivity of the community or population to particular impacts; the effect of any disruption on the community structure associated with the proposed action; and the nature and degree of impact on the physical and social structure of the community.
- Agencies should be aware of the diverse constituencies within any particular community. Agencies should seek tribal representation in the process in a manner that is consistent with the government-to-government relationship between the United States and tribal governments, the federal government's trust responsibility to federally-recognized tribes, and any treaty rights.

The EIS must examine the environmental justice impacts, including increased noise, flowing from this project. Several low-income or minority communities stand to be disproportionately impacted by the oil shipping terminals, the rail transportation of crude, and its drilling/extraction. As discussed above, traditional tribal lands will be affected by the Westway and Imperium projects. Tribes along the rail route and in the area of increased drilling will be impacted by the proposed railroad and the increased drilling and extraction associated with this project.

The EIS must include demographic information for all communities at the terminal site and along the rail lines that would ship oil to the port, as well as at the drill sites. Communities closest to the port site, along the rail line, and near the wells—many of which are low income or have high minority populations—will bear a disproportionate impact of the air and water pollution caused by crude oil transportation and export, as described above.

VIII. THE THREAT OF CLIMATE CHANGE HAS SPURRED WASHINGTON'S COMMITMENT TO GREENHOUSE GAS REDUCTION.

United Nations' Intergovernmental Panel on Climate Change ("IPCC") released the fifth version of its frequently cited report reflecting the scientific consensus that unrestrained greenhouse gas emissions are the major cause of global warming. As summarized by the IPCC in an accompanying press release:

> **Warming in the climate system is unequivocal** and since 1950 many changes have been observed throughout the climate system that are unprecedented over decades to millennia. Each of the last three decades has been successively warmer at the Earth's surface than any preceding decade since 1850… Thomas Stocker, the other Co-Chair of Working Group I said: "Continued emissions of greenhouse gases will cause further warming and changes in all components of the climate system. Limiting climate change will require **substantial and sustained reductions** of greenhouse gas emissions."[48]

Numerous studies predict severe impact from climate change in Washington State, including dramatic reductions in snowpack, declining river flows, increased deaths from temperatures and air pollution, increased risk of wildfires, loss of salmon and shellfish habitat, lost hydropower generation, and flooding. In 2006, Washington commissioned a study "Impacts of Climate Change on Washington's Economy," which found that the cost of climate impacts would reach $3.8 billion annually by 2020.[49] The state Department of Ecology in 2009 summarized recent scientific studies specific to the Pacific Northwest as follows: "Each [of the studies] shows that without additional action to reduce carbon emissions, the severity and duration of the impacts due to climate change will be profound and will negatively affect nearly every part of Washington's economy."[50]

In February 2012, Washington Governor Christine Gregoire convened the Washington State Blue Ribbon Panel on Ocean Acidification to chart a course for addressing the causes and consequences of acidification. The Governor charged the Panel to:

- Review and summarize the current state of scientific knowledge of ocean acidification,
- Identify the research and monitoring needed to increase scientific understanding and improve resource management,
- Develop recommendations to respond to ocean acidification and reduce its harmful causes and effects, and
- Identify opportunities to improve coordination and partnerships and to enhance public awareness and understanding of ocean acidification and how to address it.

The Panel released its report and recommendations in the document Washington State Blue Ribbon Panel on Ocean Acidification (2012): Ocean Acidification: From Knowledge to Action,

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[48] *Available at* http://www.ipcc.ch/news_and_events/docs/ar5/press_release_ar5_wgi_en.pdf (emphasis in original). *See also* Exh. 73, Global Climate Change Impact in the United States (2009).

[49] *Available at* http://www.ecy.wa.gov/pubs/0701010.pdf.

[50] *Available at* http://www.ecy.wa.gov/pubs/0901006.pdf.

Washington State's Strategic Response, H. Adelsman and L. Whitely Binder (eds). Washington Department of Ecology, Olympia, Washington.[51]

In November 2012, Governor Christine Gregoire issued an Executive Order[52] acknowledging the particular harm that ocean acidification, caused by increased emissions of greenhouse gases into the atmosphere, inflicts on Washington. "[I]t is critical to our economic and environmental future that effective and immediate actions be implemented in a well-coordinated way and that we work collaboratively with federal, tribal, state, and local governments, universities, the shellfish industry, businesses, the agricultural sector, and the conservation/environmental community to address this emerging threat. The Executive Order specifically directs "[t]he Office of the Governor and the cabinet agencies that report to the Governor to advocate for reductions in emissions of carbon dioxide at a global, national, and regional level."

This warming threatens major environmental impacts in Washington, the Pacific Northwest, and worldwide.[53] According to the U.S. Global Change Research Program ("GCRP"), climate change could affect the Pacific Northwest, including western Washington, by causing "declining springtime snowpack lead[ing] to reduced summer streamflows, straining water supplies, [and] … increased insect outbreaks, wildfires, and changing species composition in forests [that] will pose challenges for ecosystems and the forest products industry." Exh. 73, U.S. Global Change Research Program, Global Climate Change Impacts in the United States, at 135-38 (Thomas R. Karl et al., eds., 2009). In the northwestern United States, "salmon and other coldwater species will experience additional stresses as a result of rising water temperatures and declining summer streamflows." *Id.* at 136. Global warming also could profoundly affect the health of western fisheries, by "hamper[ing] efforts to restore depleted salmon populations," *id.* at 137.

Concentrations of CO_2 in the atmosphere "are projected to continue increasing unless the major emitters take action to reduce emissions." Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act, 74 Fed. Reg. 66,496, 66,539 (Dec. 15, 2009). The U.S. Environmental Protection Agency recognized the cumulative nature of both the climate change problem and the strategies needed to combat it:

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[51] *Available at* https://fortress.wa.gov/ecy/publications/SummaryPages/1201015.html. The technical summary (Feely, R.A., T. Klinger, J.A. Newton, and M. Chadsey (2012): Scientific Summary of Ocean Acidification in Washington State Marine Waters. NOAA OAR Special Report) is *available at* https://fortress.wa.gov/ecy/publications/SummaryPages/1201016.html.

[52] *Available at* http://www.governor.wa.gov/execorders/eo_12-07.pdf.

[53] And major economic impacts. *See* Exh. 74, *An Overview of Potential Economic Costs to Washington of a Business-As-Usual Approach to Climate Change,* Feb. 17, 2009.

> [N]o single greenhouse gas source category dominates on the global scale, and many (if not all) individual greenhouse gas source categories could appear small in comparison to the total, when, in fact, they could be very important contributors in terms of both absolute emissions or in comparison to other source categories, globally or within the United States. If the United States and the rest of the world are to combat the risks associated with global climate change, contributors must do their part even if their contributions to the global problem, measured in terms of percentage, are smaller than typically encountered when tackling solely regional or local environmental issues.

Id. at 66,543 (emphasis added). Consistent with this finding, the Ninth Circuit has rejected the argument that individual actions represent too minor of a contribution to the global problem to merit consideration under NEPA: "The impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis that NEPA requires agencies to conduct. Any given rule setting a [vehicle fuel-efficiency] standard might have an 'individually minor' effect on the environment, but these rules are 'collectively significant actions taking place over a period of time.'" *Ctr. for Biological Diversity v. Nat'l Highway Traffic Safety Admin.,* 538 F.3d 1172, 1217 (9th Cir. 2008) (internal citations omitted).

Both the United States and Washington have sought to meet the challenge of climate change with a variety of statutory and regulatory actions to reduce our reliance on fossil fuels and promote conservation and alternatives. At the federal level, EPA has responded with a formal finding that greenhouse gases endanger the public health and welfare, 74 Fed. Reg. 66496 (Dec. 15, 2009), the first step in comprehensively regulating greenhouse gases under the federal Clean Air Act. EPA has already issued some regulations relating to reducing emissions from both mobile and stationary sources, including the June 2010 "tailoring rule" governing federal Clean Air Act requirements for greenhouse gas emissions from stationary sources, 75 Fed. Reg. 31514 (June 3, 2010), passenger vehicle rules, *see, e.g.*, 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Full Economy Standards, 77 Fed. Reg. 62,624 (Oct. 15, 2012), and proposed rules for power plants, *see* Standards of Performance for Greenhouse Gas Emissions for New Stationary Sources, 77 Fed. Reg. 22,392 (Apr. 13, 2012).

Washington adopted greenhouse gas reduction standards via legislation adopted in 2008. *See* RCW 70.235.070(1)(a). The statute establishes that by 2020, emissions shall be reduced to 1990 levels. By 2035, greenhouse gas emissions are to be 25 percent below 1990 levels and by 2050, they are to be 50 percent below 1990 levels. The state legislature has consistently reinforced its concern for greenhouse gas impacts on Washington's climate and economy, for example: a) by taking measures to triple the number of green jobs by 2020; b) adopting a clean car standard that will reduce greenhouse gas emissions from mobile sources; c) dramatically increasing efficiency requirements for buildings; d) helping communities reduce greenhouse gas emissions by saving energy; e) requiring all state agencies to inventory and reduce emissions;

f) funding planning for climate change mitigation and adaptation; g) creating tax and other financial incentives to support low-carbon alternative energy sources; h) requiring new power plants to meet an "emissions performance standard" for greenhouse gases; and i) requiring new power plants mitigate 20 percent of life-time greenhouse gas emissions from the power plant.

These legislative actions have been supplemented by a number of Executive Orders promoting reduction of greenhouse gas emissions and increasing the availability of energy alternatives.[54] On October 28, 2013, Washington Governor Jay Inslee joined with Oregon Governor John Kitzhaber, California Governor Jerry Brown, and British Columbia Premier Christy Clark in signing the Pacific Coast Action Plan on Climate and Energy. Exh. 92. That accord commits Washington to lead national and international policy on climate change, account for the costs of carbon pollution, and invest in infrastructure that is climate smart. Most recently, on April 29, 2014, Governor Inslee issued Executive Order 14-04, Washington Carbon Pollution Reduction and Clean Energy Action. Exh. 91. This order created a Carbon Emissions Reduction Taskforce directed to "provide recommendations on the design and implementation of a carbon emission limits and market mechanisms program for Washington," as well as directed the Department of Ecology to review and update greenhouse gas emission limits.

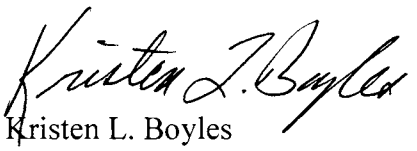
In short, both the United States and Washington have made firm and clear commitments to address the causes of climate change and have committed to promote alternatives to projects that generate greenhouse gas emissions and mitigate those that cannot be avoided. The proposal to construct two crude oil shipping terminals with massive direct and indirect greenhouse gas emissions needs to be evaluated in light of those statutory and regulatory commitments.

* * *

[54] The laws and executive orders are *available at* www.ecy.wa.gov/climatechange/laws.htm.

There is a growing level of public interest in this process; the harmful impacts caused by the proposed crude oil shipping terminal in Grays Harbor will occur at the local, regional, and global scale; our state laws emphasize a thorough, up-front review of all the environmental effects and risks of proposed actions. Because of the devastating harms and risks posed by these projects, the Quinault Indian Nation opposes any permitting of the Westway and Imperium proposals. Thank you for your consideration of these scoping comments and the supporting materials on the enclosed CD.

Sincerely,



Kristen L. Boyles
Matthew R. Baca
Earthjustice
705 Second Avenue, Suite 203
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Attorneys for the Quinault Indian Nation

SCOPING COMMENTS FROM THE QUINAULT INDIAN NATION ON PROPOSED WESTWAY AND IMPERIUM CRUDE-BY-RAIL TERMINALS (May 27, 2014)

INDEX OF EXHIBITS

Exhibit No.	Title	Date
1	BP West Coast Products LLC, *Material Safety Data Sheet—Crude Oil*, (flash point of 20° - 90° F).	May 13, 2002
2	U.S. Environmental Protection Agency, *Screening-Level Hazard Characterization, Crude Oil Category*, Sponsored Chemical, Crude Oil (CASRN 8002-05-9).	March 2011
3	Abrams, L., *Fracking chemicals may be making oil more dangerous*, Salon.com.	August 13, 2013
4	Letter from Thomas J. Herrmann, Acting Director, Office of Safety Assurance and Compliance, to Jack Gerard, American Petroleum Institute, regarding review of potential safety issues related to the transportation of crude oil by rail, at 4.	July 29, 2013
5	Statement of Adam Sieminski, Administrator, Energy Information Administration, U.S. Department of Energy, before the Committee on Energy and Natural Resources, U.S. Senate, at 2.	July 16, 2013
6	American Association of Railroads, *Moving Crude Oil by Rail*, at 3-5.	December 2013
7	Region 10 Regional Response Team and Northwest Area Committee, *Emerging Risks Task Force Report—2013, Project Overview*.	2013
8	The Globe and Mail, *How oil is transported from North Dakota's Williston Basin*.	December 2, 2013
9	American Association of Railroads, *AAR Reports Record Second Quarter Crude-by-Rail Data; Decreased Weekly Rail Traffic*.	August 29, 2013

10	American Association of Railroads, *AAR Reports October and Weekly Rail Traffic Gains, 3Q Crude Oil Up Year Over Year*.	November 7, 2013
11	A Joint Report by Shanese Crosby, Robin Fay, Colin Groark, Ali Kani, and Jeffrey R. Smith, Terry Sullivan, *Transporting Alberta's Oil Sands Products: Defining the Issues and Assessing the Risks*.	March 17, 2013
12	A Joint Report by Natural Resources Defense Council, National Wildlife Federation, Pipeline Safety Trust, and Sierra Club, *Tar Sands Pipelines Safety Risks*.	February 2011
13	Washington State Department of Ecology, Publication No. 97-252, *Oil Spills in Washington State: A Historical Analysis*.	April 1997 Rev. March 2007
14	A Report, *Analysis of the Potential Costs of Accidents/Spills Related to Crude by Rail*, prepared by Ian Goodman and Brigid Rowan on behalf of Oil Change International, before the Pipeline and Hazardous Materials Safety Administration.	November 8, 2013
15	Article from Los Angeles Times, *Train in Alabama oil spill was carrying 2.7 million gallons of crude*, by Soumya Karlamangla.	November 9, 2013
16	National Wildlife Federation Report, *The True Cost of Coal: The Coal Industry's Threat to Fish and Communities in the Pacific Northwest*.	2012
17	Article from The Oregonian, *New Dawn fuel barge ran aground in the Columbia River, response was confusion, report says*, by Scott Learn.	June 20, 2010
18	Article from The Louisiana Weekly, *River traffic resumes after barge accident but threats remain*, by Susan Buchanan.	June 4, 2011
19	Article from the New York Daily News, *Barge collision in Mississippi River causes oil spill*.	February 18, 2012
20	The American Petroleum Institute, Petroleum HPV Testing Group, Category Assessment Document, *High Production Volume (HPV) Chemical Challenge Program*, submitted to the U.S. Environmental Protection Agency.	January 14, 2011
21	U.S. Fish and Wildlife Service, *Effects of Oil Spills on Wildlife and Habitat, Alaska Region*.	December 2004

22	Article from Dartmouth Undergraduate Journal of Science, *Oil Spills: Severity and Consequences to Our Ecosystem*.	March 11, 2012
23	*Pipelines and Salmon in Northern British Columbia: Potential Impacts*, prepared for the Pembina Institute by David A. Levy, Levy Research Services Ltd.	October 2009
24	Letter from Cynthia Giles, U.S. Environmental Protection Agency, to Jose W. Fernandez and Dr. Kerri-Ann Jones, U.S. Department of State, regarding the Keystone XL Project, at 3-4.	April 22, 2013
25	U.S. Environmental Protection Agency Report, *Volume Estimate for Submerged Line 6B Oil in the Kalamazoo River*, prepared by Thomas P. Graan, Ph.D., Weston Solutions, Inc., and Ronald B. Zelt, Professional Hydrologist, U.S. Geological Survey.	May 1, 2013
26	Congressional Research Service Report for Congress, *Air Pollution and Greenhouse Gas Emissions from Ships*, prepared by James E. McCarthy, Specialist in Environmental Policy.	December 23, 2009
27	*Air Pollution and Greenhouse Gas Emissions from Ocean-going Ships: Impacts, Mitigation Options and Opportunities for Managing Growth*, prepared by Axel Friedrich, Falk Heinen, Fatumata Kamakate, and Drew Kodjak.	undated
28	*Protecting American Health from Global Shipping Pollution, Establishing an Emission Control Area in U.S. Waters*, by Janea Scott and Hilary Sinnamon.	undated
29	Daniel A. Lashof, et al., Natural Resources Defense Council, *Coal in a Changing Climate*.	February 2007
30	Parametrix PowerPoint, *Coal Train Traffic Impact Study*.	November 2012
31	Gibson Traffic Consultants, Inc. Memorandum re Cherry Point Coal Export Facility Rail Operations – City of Bellingham.	June 21, 2012
32	Gibson Traffic Consultants, Inc. Memorandum re Cherry Point Coal Export Facility Rail Operations – Burlington.	August 15, 2011
33	Gibson Traffic Consultants, Inc. Memorandum re Cherry Point Coal Export Facility Rail Operations – City of Edmonds.	May 22, 2012

34	Gibson Traffic Consultants, Inc. Memorandum re Cherry Point Coal Export Facility Rail Operations – City of Edmonds supporting documents.	May 22, 2012
35	Gibson Traffic Consultants, Inc. Memorandum re Cherry Point Coal Export Facility Rail Operations – Marysville.	June 15, 2011
36	Gibson Traffic Consultants, Inc. Memorandum re Cherry Point Coal Export Facility Rail Operations – Mt. Vernon.	September 1, 2011
37	Gibson Traffic Consultants, Inc. Memorandum re Cherry Point Coal Export Facility Rail Operations – City of Seattle.	February 13, 2012
38	Gibson Traffic Consultants, Inc. Memorandum re Cherry Point Coal Export Facility Rail Operations – Stanwood.	August 8, 2011
39	*Heavy Traffic Ahead, Rail Impacts of Powder River Basin Coal to Asia by Way of Pacific Northwest Terminals*, Report prepared for Western Organization of Resource Councils.	July 2012
40	Washington State Department of Transportation, *Washington State 2010-2030 Freight Rail Plan*.	December 2009
41	Washington State Transportation Commission, *Statewide Rail Capacity and System Needs Study*, Final Report.	December 2006
42	Washington State Department of Transportation, *Washington State, Amtrak Cascades Mid-Range Plan*.	December 2008
43	Valuation Consultation Report prepared by The Eastman Company for Climate Solutions regarding Increased Coal Train Traffic and Real Estate Values.	October 30, 2012
44	Article in Entrepreneur, *The effect of freight railroad tracks and train activity on residential property values*, by Robert A. Simons and Abdellaziz El Jaouhari.	Summer 2004
45	Michael Futch, *Examining the Spatial Distribution of Externalities: Freight Rail Traffic and Home Values in Los Angeles*.	November 11, 2011
46	*The Impact of the Development of the Gateway Pacific Terminal on the Whatcom County Economy,* prepared by Public Financial Management, Inc. for Communitywise Bellingham.	March 6, 2012

47	Affiliated Tribes of Northwest Indians Resolution No. 12-53.	Sept. 24-27, 2012
48	Press Release: *Northwest Tribes say no short-cuts for coal export proposals*, distributed in conjunction with the Coast Salish Gathering and Association of Washington Tribes.	September 27, 2012
49	Confederated Tribes and Bands of the Yakama Nation comments on Permit Application NWP-2012-56.	May 3, 2012
50	Nez Perce Tribal Executive Committee comments on Permit Application NWP-2012-56.	May 3, 2012
51	Columbia River Inter-Tribal Fish Commission comments on Permit Application NWP-2012-56.	May 7, 2012
52	Region 10 Regional Tribal Operations Committee comments on Permit Application NWP-2012-56.	May 15, 2012
53	Confederated Tribes of the Umatilla Indian Reservation comments on Permit Application NWP-2012-56.	March 28, 2012
54	Letter from Chris Jenkins, Cultural Resources Program Manager, Department of the Army, to Allyson Brooks, Ph.D., State Historic Preservation Officer, Department of Archaeology and Historic Preservation, regarding NWS-2008-0260 Gateway Pacific Terminal Section 106 Initiation.	July 9, 2013
55	Letter from Allyson Brooks, Ph.D., State Historic Preservation Officer, Department of Archaeology and Historic Preservation, to Chris Jenkins, Cultural Resources Program Manager, Department of the Army, regarding Gateway Pacific Terminal Project.	July 17, 2013
56	Letter from Thomas E. O'Donovan, Department of the Army, Portland District Corps of Engineers, to Tim Wetherall, Port of Arlington, regarding Department of Army Permit Application, attaching Department of the Army Environmental Assessment and Statement of Findings.	Undated
57	AMI Environmental, *AERMOD Modeling of Air Quality Impacts of the Proposed Morrow Pacific Project* – Final Report.	October 2012

58	Comments from Babtist Paul Lumley, Executive Director, Columbia River Inter-Tribal Fish Commission, to Millennium Bulk Terminals—Longview EIS, regarding Millennium Bulk Terminals LLC, Longview Shipping Facility Project—Scoping Comments.	November 18, 2013
59	Comments from Kim Kratz, Ph.D., Assistant Regional Administrator, NOAA Fisheries West Coast Region, to Millennium Bulk Terminals EIS, regarding Scoping Comments on the Millennium Bulk Terminals—Longview, LLC SEPA/NEPA EIS.	November 18, 2013
60	Comments from Gretchen Kaehler, Assistant State Archaeologist, Department of Archaeology & Historic Preservation, to MBTL Coal Export Terminal, regarding scoping comments for the proposed Millennium Bulk Export Terminal Project, Longview, Cowlitz County, Washington.	November 18, 2013
61	Comments from Chief J. Allan, Chairman, Coeur D'Alene Tribe, to Danette Guy, U.S. Army Corps of Engineers; Mike Wojtowicz, Cowlitz County Department of Building and Planning; and Diane Butorac, Department of Ecology, regarding Comments on Millennium Bulk Terminals, Longview, LLC's Coal Export Terminal at Longview, in Cowlitz County, Washington Proposal.	November 8, 2013
62	Comments from William Iyall, Chairman, Cowlitz Indian Tribe, to Col. Bruce A. Estok, Seattle District Commander, U.S. Army Corps of Engineers, regarding Scoping Comments for Millennium Bulk Terminals – Longview, LLC Project, NEPA/SEPA Environmental Impact Statement.	November 18, 2013
63	Comments from Silas C; Whitman Chairman, Nez Perce Tribal Executive Committee, to Millennium Bulk Terminals – Longview EIS, regarding Scoping Comments on the U.S. Army Corps of Engineers, Washington State Department of Ecology, and Cowlitz County Intent to Prepare an Environmental Impact Statement on the Proposed Millennium Bulk Terminals—Longview Shipping Facility Project.	November 18, 2013
64	Comments from David A. Troutt, Natural Resources Director, Nisqually Indian Tribe, to Millennium Bulk Terminals-Longview EIS, regarding Comments of Scoping Notice, Proposed Millennium Bulk Terminals Longview EIS.	November 18, 2013

65	Comments from Matt Wynne, Chairman, Upper Columbia United Tribes, to Millennium Bulk Terminals-Longview EIS, U.S. Army Corps of Engineers, Washington Department of Ecology, and Cowlitz County Building and Planning, regarding opposing the proposed Millennium Bulk Terminal Coal Transport Facility located in Longview, Washington.	November 14, 2013
66	Comments from Eric Quaempts, Director, Department of Natural Resources, Confederated Tribes of the Umatilla Indian Reservation, to Millennium Bulk Terminals-Longview EIS, regarding Scoping Comments on Proposed Millennium Bulk Terminals Longview Shipping Facility.	November 18, 2013
67	Comments from "Bobby" Bmnoe, General Manager, Branch of Natural Resources, The Confederated Tribes of the Warm Springs Reservation of Oregon, to Washington Department of Ecology, U.S. Army Corps of Engineers, and Cowlitz County Building and Planning, regarding Comments on Scope of EIS for Millennium Bulk Terminals, Longview LLC Coal Export Terminal.	November 18, 2013
68	Comments from Harry Smiskin, Chairman, Confederated Tribes and Bands of the Yakama Nation, to Lt. General Thomas P. Bostick, Brig. General John S. Kem, and Col. Bruce Estok, U.S. Army Corps of Engineers, and Maia Bellon, Washington State Department of Ecology, regarding Comments on the Scope of the NEPA & SEPA EISs for the Proposed Millennium Bulk Terminal at the Port of Longview.	November 18, 2013
69	Johan Rene van Dorp, Jason R.W. Merrick, *Vessel Traffic Risk Assessment (VTRA)*, Final Report prepared for Puget Sound Partnership.	September 18, 2013
70	Article in Canadian Journal of Fisheries and Aquatic Sciences, *Altered growth and related physiological responses in juvenile Chinook salmon (Oncorhynchus tshawytscha) from dietary exposure to polycyclic aromatic hydrocarbons (PAHs)*, by J.P. Meador et al.	October 2006
71	Article in Environ. Sci. Technol., *Effects of Diesel on Survival, Growth, and Gene Expression in Rainbow Trout (Oncorhynchus mykiss) Fry*, by Lizzy Mos, et al.	2008

72	Leyda Consulting, Inc., letter regarding Ecological Impacts of Proposed Coal Shipping on the Columbia River Port of Morrow and Port Westward, Oregon.	October 30, 2012
73	*Global Climate Change Impact in the United States*, a State of Knowledge Report from the U.S. Global Change Research Program.	2009
74	Report from The Program on Climate Economics, Climate Leadership Initiative, Institute for a Sustainable Environment, and University of Oregon, *An Overview of Potential Economic Costs to Washington of a Business-As-Usual Approach to Climate Change*, prepared by Ernie Niemi, ECONorthwest.	February 17, 2009
75	Article on Oiled Wildlife Response, published by Northwest Area Committee/Regional Response Team.	January 2013
76	*Economic Analysis of the Non-Treaty Commercial and Recreational Fisheries in Washington State*, Final Report, prepared for Washington Department of Fish and Wildlife, by TCW Economics, with technical assistance from The Research Group.	December 2008
77	*Washington State Maritime Cluster*, Economic Impact Study, prepared for Economic Development Council of Seattle and King County and Workforce Development Council of Seattle and King County, by Community Attributes, Inc.	November 2013
78	Comments from Peter Goldmark, Commissioner of Public Lands, Washington State Department of Natural Resources, to Millennium Bulk Terminals EIS Co-Lead Agencies, regarding Scope of the EIS for Proposed Coal Export Terminal in Longview, Washington.	November 18, 2013
79	Article, The Daily World, *Third grain train derailed*.	May 15, 2014
80	*Quinault Indian Nation, and Friends of Grays Harbor, Sierra Club, Surfrider Foundation, Grays Harbor Audubon, and Citizens for a Clean Harbor vs. City of Hoquiam, Washington State Department of Ecology, Westway Terminal Company, LLC, and Imperium Terminal Services, LLC*, Shorelines Hearings Board for the State of Washington, Case No. 13-012c, Direct Testimony of Fred Felleman.	September 9, 2013

81	*Quinault Indian Nation, and Friends of Grays Harbor, Sierra Club, Surfrider Foundation, Grays Harbor Audubon, and Citizens for a Clean Harbor vs. City of Hoquiam, Washington State Department of Ecology, Westway Terminal Company, LLC, and Imperium Terminal Services, LLC*, Shorelines Hearings Board for the State of Washington, Case No. 13-012c, Direct Testimony of Brent Finley.	September 6, 2013
82	*Quinault Indian Nation, and Friends of Grays Harbor, Sierra Club, Surfrider Foundation, Grays Harbor Audubon, and Citizens for a Clean Harbor vs. City of Hoquiam, Washington State Department of Ecology, Westway Terminal Company, LLC, and Imperium Terminal Services, LLC*, Shorelines Hearings Board for the State of Washington, Case No. 13-012c, Direct Testimony of James E. Jorgensen.	September 5, 2013
83	*Quinault Indian Nation, and Friends of Grays Harbor, Sierra Club, Surfrider Foundation, Grays Harbor Audubon, and Citizens for a Clean Harbor vs. City of Hoquiam, Washington State Department of Ecology, Westway Terminal Company, LLC, and Imperium Terminal Services, LLC*, Shorelines Hearings Board for the State of Washington, Case No. 13-012c, Direct Testimony of Paul S. O'Brien.	September 9, 2013
84	*Quinault Indian Nation, and Friends of Grays Harbor, Sierra Club, Surfrider Foundation, Grays Harbor Audubon, and Citizens for a Clean Harbor vs. City of Hoquiam, Washington State Department of Ecology, Westway Terminal Company, LLC, and Imperium Terminal Services, LLC*, Shorelines Hearings Board for the State of Washington, Case No. 13-012c, Direct Testimony of Paul Rosenfeld, Ph.D.	September 9, 2013
85	*Quinault Indian Nation, and Friends of Grays Harbor, Sierra Club, Surfrider Foundation, Grays Harbor Audubon, and Citizens for a Clean Harbor vs. City of Hoquiam, Washington State Department of Ecology, Westway Terminal Company, LLC, and Imperium Terminal Services, LLC*, Shorelines Hearings Board for the State of Washington, Case No. 13-012c, Direct Testimony of Ervin Joseph Schumacker.	August 29, 2013

86	*Quinault Indian Nation, and Friends of Grays Harbor, Sierra Club, Surfrider Foundation, Grays Harbor Audubon, and Citizens for a Clean Harbor vs. City of Hoquiam, Washington State Department of Ecology, Westway Terminal Company, LLC, and Imperium Terminal Services, LLC*, Shorelines Hearings Board for the State of Washington, Case No. 13-012c, Direct Testimony of Joseph Wartman, Ph.D.	September 9, 2013
87	Comments from Ken S. Berg, Manager, Washington Fish and Wildlife Office, Fish & Wildlife Service, to Evan Lewis, Seattle District, U.S. Army Corps of Engineers; and Marc Horton, Director of Environment and Engineering Services, Port of Grays Harbor, regarding Public Notice and Supplemental Environmental Impact Statement Grays Harbor Navigation Improvement Project.	March 24, 2014
88	*Heavy Traffic Still Ahead*, a Report prepared by Terry C. Whiteside, Whiteside & Associates, and Gerald W. Fauth III, G.W. Fauth & Associates, Inc., for Western Organization of Resource Councils.	February 2014
89	*Potential Socio-Economic Impacts of the Proposed Shipment of Crude Oil from Grays Harbor,* a Report prepared by Ernie Niemi, Natural Resource Economics, for Earthjustice.	January 2014
90	The Pipeline and Hazardous Materials Safety Administration, Safety Alert, *Preliminary Guidance from OPERATION CLASSIFICATION*.	January 2, 2014
91	Executive Order 14-04, Washington Carbon Pollution Reduction and Clean Energy Action, issued by Jay Inslee, Governor, State of Washington.	April 29, 2014
92	Pacific Coast Action Plan *on* Climate and Energy.	October 28, 2013

A2-5 Organizations

A2-5 Organizations

General

Please see attached comment letter from Audubon Washington.

Audubon WASHINGTON

May 23, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

RE: Scope of EIS for Imperium and Westway Bulk Liquid Facility Projects

Dear Department of Ecology and City of Hoquiam Officials:

Thank you for the opportunity to comment on the scope of the Environmental Impact Statements (EIS) pertaining to the proposals from Imperium Renewables and Westway Terminal Company LLC to build a combined 14 new oil storage tanks –capable of storing 1.72 million barrels of oil – in one of the most significant areas for birds in the entire state of Washington.

Audubon has a long history with the protection of critical habitat in Grays Harbor. Our chapters in Thurston County (Black Hills Audubon Society) and Pierce County (Tahoma Audubon Society) were directly involved in the creation of the Grays Harbor Wildlife Refuge back in the 1980s. Other chapters from around the state, including Seattle Audubon Society, supported the establishment of a wildlife refuge in Grays Harbor. In fact, our Grays Harbor chapter was started, with help from renowned environmental activist Hazel Wolf, to protect the millions of shorebirds that stop each year on their way up to nesting and breeding grounds in Alaska.

Audubon Washington is an organization dedicated to the protection of birds and their habitats. We have 25 active chapters here in Washington, representing over 21,000 members. We also have three science and nature centers located in Seattle, Sequim and Tacoma that serve over 35,000 people each year.

As an organization dedicated to the protection of birds and their habitats, we recommend the scope of the EIS include the following:

Impact of oil spills on bird populations and habitats, especially during spring migration – Shorebirds are particularly susceptible to oil contamination because of their reliance on intertidal habitat for food sources. The Grays Harbor Estuary is a major resting and feeding area for migrating shorebirds in the Pacific Flyway. As many as a million shorebirds stop in the spring on their annual migration to breeding grounds in Alaska. Nearly all shorebirds pass through Grays Harbor in a 30-day period from roughly mid-April to mid-May. An oil spill during this particular time period would have devastating effects on the global population of certain bird species such as Western Sandpipers. The fall migration occurs over a longer period of time, but still results in large concentrations of shorebirds from late August into October. Additionally, the Grays Harbor region is used in the winter by significant numbers of sanderlings and dunlins and lesser numbers of black-bellied plovers, semipalmated plovers and western sandpipers.

The increased amount of oil shipment in and through Grays Harbors will add to the likelihood of an oil spill in this sensitive marine environment. Spills could occur through train derailment, in the holding area, during the transfer procedure or while on vessels. The EIS should address the risks to birds from an oil spill at all stages of the process.

Impact of oil contamination on forage fish populations – Audubon Washington is part of an emerging Pacific Flyway marine bird initiative focused on ensuring adequate food supplies during all stages of their life history needs. Forage fish – those small, oily, schooling fish such as herring and surf smelt – are the cornerstone of the marine food ecosystem, providing an energy-rich food source essential for the survival of marine birds, larger fish, and marine mammals. There is a known Grays Harbor herring stock that spawns in the South Bay estuary for which there is insufficient data about the relative health of this stock. The effects of oil contamination on spawning grounds or in the water where juvenile and adult herring surface to feed should be addressed.

Climate impacts – climate change poses an immediate and significant threat to the future of many of our birds. Many birds will face extinction in the next 50 years if we don't significantly reduce the greenhouse gases that cause climate change. We know we have to make some changes at the society level to protect our own future and to give birds a chance. The EIS should address the cumulative impacts related to greenhouse gas emissions for all stages of crude oil production, transport and use.

Thank you for the opportunity to provide comments.

Sincerely,

Gail Gatton
V.P. and Executive Director
Audubon Washington

See attached file: Westway-Imperium Expansion - Comment by Black Hills Audubon Society

A Washington State Chapter of the National Audubon Society
P.O. Box 2524, Olympia, WA 98507
(360) 352-7299 www.blackhills-audubon.org

Black Hills Audubon Society is a volunteer, non-profit organization of more than 1,300 members in Thurston, Mason, and Lewis Counties whose goals are to promote environmental education and protect our ecosystems for future generations.

To: Washington Department of Ecology and City of Hoquiam

From: Black Hills Audubon Society

Re: Scoping recommendations concerning the proposed Imperium and Westway EIS

Date: May 22, 2014

Black Hills Audubon Society (BHAS) appreciates the opportunity to comment on the Imperium and Westway terminal proposals in Grays Harbor. The Environmental Impact Statement (EIS) for these projects should include an evaluation of:

Environmental impacts, including threats to streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Avian migration stopovers of hemispheric significance occur for a number of species of shorebirds within Grays Harbor, including the Grays Harbor National Wildlife Refuge, next to which the US Development Project would be located. This Refuge is recognized as a Western Hemisphere Shorebird Reserve Network Site. The Grays Harbor Estuary is one of four major staging areas for shorebirds in North America and one of the largest concentrations of shorebirds on the west coast, south of Alaska. Shorebirds gather here in the spring to feed, store up fat reserves, and rest for the non-stop flight to their northern breeding ground.

Impact of oil spills and oil pollution on populations of forage fish need to be addressed. Small schooling fish such as herring, sardine, anchovy, surf smelt, juvenile salmon and rockfish, are major source of food for many bird species and are considered the cornerstone of the marine food ecosystem. Research and protection of populations of forage fish have become a recent priority for the Pacific Fishery Management Council, Washington Audubon and its twenty-five state chapters, and the National Audubon Society.

As many as 24 species of shorebirds use Grays Harbor during migration, including hundreds of thousands of Western Sandpipers (comprising most of the world's population of this species) and Dunlin; thousands of Semi-palmated Plovers, Least Sandpipers, Red Knots, and Dowitchers; and significant numbers of Marbled Godwits, Whimbrels, and Black- bellied Plovers. The refuge is also used by Peregrine Falcons, Bald Eagles, Northern Harriers, Caspian Terns, Great Blue Herons, as well as many species of waterfowl and songbirds. Additionally, non-migratory species, such as the federally threatened Marbled Murrelet, inhabit Grays Harbor and the coastal waters around the harbor entrance. EIS evaluation should include threats to wildlife and natural resources that may arise from oil spills, air emissions, accidents, and the infrastructure required to transport crude oil.

Economic impacts to the shellfish, fishing, and tourism industries. Increased oil transport through waterways increases the risk of oil spills, especially given the lack of tug escorts available to tankers. Oil likely to be transported through Grays Harbor includes that from the Bakken fields, which has been shown to be particularly explosive, putting our communities at greater risks. Other possible sources of transported oil include heavy oil from the Canadian Tar Sands, which can sink and make cleanup of any spills much more difficult and expensive.

Cumulative impact of the proposed projects in Grays Harbor, and other similar oil and fossil fuel transport projects across the region. The evaluation should include the cumulative risks of all these projects and infrastructure and the impacts they would have on our region. The number of trains would greatly increase, and with them the likelihood of spills. The fact that more oil was spilled in North America in just last year than in the last four decades highlights this concern.

Public health impacts. The EIS should include the health risks from increased train traffic, air emissions from diesel, and the emissions during storage and transfer throughout the state.

Climate impacts related to greenhouse gas emissions. The EIS should consider climatic impacts from transporting oil – both by rail and marine vessels. Eventual refining and burning of crude oil should be within the scope of the Environmental Impact Statement, wherever in the world these activities may occur, as carbon dioxide emissions effect climate change throughout the world, not just in the country in which they are emitted.

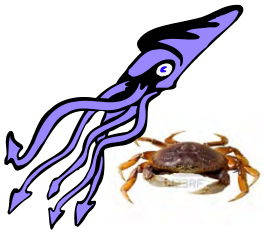
Thank you for your consideration of these comments.

Sincerely,

Sam Merrill

Sam Merrill, Chair
Conservation Committee
Black Hills Audubon Society

See attachment









Coalition of Coastal Fisheries

Coastal Office: PO Box2472, Westport, WA 98595 – 360 642 3942, Cell 360 244 0096
Administrative Office: 806 Puget St. NE, Olympia, WA 98506 – ofc: 360 705 0551, Fax 360 705 4154

…….Serving the needs of the coastal fishing industry and coastal fishing communities……

Officers
Dale Beasley, President
David Hollingsworth, VP
Libie Cain, Secretary
Doug Fricke, Treasure,
Coordinator

Directors
Bob Alverson
Bob Kehoe
Mark Cedargreen
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Dick Sheldon
Butch Smith
Ray Toste
Louie Hill
Brian Allison
Carl Nish

Organizations

American Albacore Fishermen Association

Bandon Submarine Cable Council

Columbia River Crab Fisherman's Association

Fishing Vessel Owner Association

Grays Harbor Gillnetter's Association

Ilwaco Charter Association

Puget Sound Crab Association

Purse Seine Vessels Owners Association

Salmon For All

Washington Dungeness Crab Fishermen's Association

Washington Trollers Association

Western Fishboat Owners Association

Westport Charterboat Association

Willapa Bay Gillnetter's Association

Willapa-Grays Harbor Oyster Growers Association

Executive Director
Tom Echols, CEO
Echo Enterprises NW
Cell: 360 951 2398

RE: Westway and Imperium Renewables Expansion Projects i.e. **Crude by Rail**

Coalition has no formal position to support or oppose transporting large volumes of oil through Grays Harbor but a number of serious issues need to be addressed:

- **Best available science** implicates the Cascadia Subduction Zone impacts of High RISK 9.0+ earthquakes & associated destruction are reasonably foreseeable, pending, and documented in "recent" multiple Pacific Rim destructive casualties.
- **Fukashima** impacts necessitate PRUDENCE & MANDATORY PRECAUTIONS
- **Improved industrial building codes** must address advances in 9.0+ earthquake/tsunami resistant engineering design necessary to prevent oil spills
    - Area subsidence of 10 feet or more
    - Soil liquification
    - Unprecedented tsunami impacts requires **deflection berms**
- **Oil Spill response** in a tsunami area will be secondary to survival needs
    - Spill equipment and immediate response personnel will be lost
    - Response access will be extremely limited and disrupted
        - Rail, roads, bridges, channels, air strips severely damaged
    - Significant lag in response times will magnify the oil spill magnitude
- **Substantial contingency funding** to supply timely compensation for small businesses injured in an oil spill of consequence must be established and funded through the volumes of oil transport through Grays Harbor County.
- **Regional Salvage Vessel:** Unique multipurpose design, USCG operated

The Coalition of Coastal Fisheries represents 1000's of water dependent JOBS whose economic sustainability is deep rooted in sustaining water quality and oil spill prevention. CCF looks forward to continuing this dialogue to support local JOB growth in a responsible prudent manner that considers "all" of the people of the coast including those that rely on water quality for their economic vitality by substantially reducing RISK of a major oil spill, the largest threat to the coastal marine water dependent economy.

Sincerely concerned for the next generation of coastal fishermen,

Dale Beasley

Addendum 1 attached

Addendum 1

What MUST we do better in this picture?



Tsunami Deflection Berms Required

Directly vulnerable to Cascadia Subduction Earthquake generated Tsunami

CCF is not overlooking the other associated potential avenues of marine casualties, but at this time chose to focus on the catastrophic impacts of a subduction zone shift with associated dramatic destructive impacts not just to the industrial expansion at the Port of Grays Harbor but to our adjacent communities which will greatly increase or completely prohibit any spill response time. These proposed oil facilities developed locally in an exceptionally high risk zone need extraordinary precautions including new building codes that incorporate advanced engineering techniques to withstand 9.0+ subduction zone earthquakes with resulting area subsidence, soil liquification, unprecedented tsunamis. In addition the increased oil spill potential from this oil facility expansion needs to , address compensation funding to reimburse massive JOB interruption and losses of water dependent business opportunities resulting from major oil spills. The lesson of Fukashima is just as relevant in Grays Harbor as it is in the recent Japanese subduction zone impact history lesson.

ENHANCED FACILITY ENGINEERING

CCF does not support or oppose this increased oil movement that supplies our citizens energy needs. However, this proposed increased volume of volatile oil moving through our communities brings a very recognized and substantial increased RISK of oil spill. This substantial RISK increase to our community also demands a legitimate increased level of risk reduction measures associated with these expanded and other proposed facilities and transportation of oil to insure oil spill prevention measures are sufficient to withstand

reasonably foreseeable dramatic impacts associated with a greater than 9.0 subduction zone earthquake. Massive destruction to "substandard" facilities and transportation infrastructure will occur if improperly engineered to withstand instantaneous massive land subsidence, soil liquidation, and "unprecedented" tsunami inundation. Extreme RISK demands "extraordinary" engineering associated with oil facilities and a re-evaluation of existing industrial building codes to much higher standards to meet anticipatable Fukashima level impacts that are capable to "prevent" an oil spill.

The Coalition of Coastal Fisheries does have very valid concerns about a dramatic increase in oil transport through this extremely valuable and productive estuary that necessitates considerable improvement in oil spill prevention. Crude By Rail (CBR), large crude oil tank storage/transfer facilities, and associated oil transport vessels all pose a significant increased **THREAT** to existing sustainable fishing and shellfish dependent livelihoods and the marine environment that is very REAL making it impossible for the water dependent businesses to abrogate our concerns when the increased oil transport activity is located in a **very high RISK earthquake subduction zone** that has historically been subjected to 9.0+ earthquakes and resulting devastation on a well-documented routine schedule of every 3 – 500 years with a **strong potential to occur** any time in the very near future.

FUKASHIMA LESSONS

Fukashima taught us a lesson, or at least it should have taught us a lesson about siting potentially harmful industrial facilities that are inadequately engineered to withstand subduction zone magnitude impacts in areas that are vulnerable to **major tsunami/earthquake events**. A tsunami would be devastating to other local infrastructure and the people that live in its path, but would be highly compounded by any oil spill that affected recovery in the area. This RISK is real and grows by the day as time marches on INCREASING tension in the Cascadia Fault Zone, inching closer to releasing instantaneous and dramatic destruction that is a natural and repeatable devastating event over which mankind has **no anthropogenic control.**

The Cascadia Subduction Zone is well documented that a **9.0 plus earthquake** generated will have a major tsunami arrive at the Grays Harbor oil terminal in 20 minutes or less. It is well recorded in the geologic record that large quakes have hit our local area semi-routinely on 3 to 500 year time frames; the last devastating quake was in 1700. It is not uncommon for this large quake to liquefy sediments and for areas such as the locations similar to the oil terminals to subside by up to 10 feet almost instantly over large areas placing oil storage areas in considerable jeopardy; this on top of the gigantic wave or inland wall of water that rises to levels never witnessed by coastal residents with associated devastation. Please review video of the Japanese coast for a firsthand look at what will occur locally, not if, but when the BIG ONE hits us even if we do not experience subsidence or wide spread soil liquidation which also has a strong potential RISK of occurring.

Fukashima still speaks clearly – some high risk industrial facilities pose substantial risk when sited in a well-known path of the 9.0 quake generated tsunami.

FACT – INCREASED RISK IS EXCESSIVE AND REASONABLY FORESEEABLE

FUKASHIMA – LESSONS TAUGHT

PRUDENCE DICTATES EXCESSIVE CAUTION

- **TSUNAMI**
- **SUBSIDENCE**
- **SOIL LIQUIDATION**
- **Reasonably foreseeable that these are VERY HIGH RISK EVENTS WELL KNOWN TO OCCUR AS A RESULT OF INTERCONTINENTAL TECTONIC PLATE MOVEMENTS THAT GENERATE 9.0 EARTHQUAKES**
- **ALL EVENTS THAT WILL PROMOTE VERY HIGH RISK OF OIL SPILLS IN THE GRAYS HARBOR ESTUARY AND BEYOND**
- **SEVERAL MAJOR QUAKE/TSUNAMI EVENTS HAVE OCCURRED IN THE PACIFIC BASIN IN THE LAST 5 YEARS HIGHLIGHTING THE STRONG POTENTIAL TO OCCUR IN OUR LIFE TIME in the Grays Harbor area**
- **Local oil spill response personal and materials will likely be lost in an even moderate tsunami**
- **Local rail lines, roads, and bridges will be rendered useless preventing timely outside help**
- **Initial emergency response will be directed to finding survivors and later body recovery**
- **If an Oil spill occurs, response will be too little too late in the wake of a subduction zone event**
- **Floating roofs on the over-sized tanks will not contain crude oil if fully inundated by tsunami wave**
- **Entire facility needs wave deflection berms to protect tanks from a tsunami direct hit**
- **Oil coating everything will compound community recovery efforts beyond anyone's imagination**

History also speaks quite clearly, "**Oil cleanup after a spill is NEVER very easy or effective, no matter the method or precautions taken**." Damages of "CRISIS" proportions will abound throughout the community preventing any well-orchestrated or effective response to large volumes of oil anticipated moving through the area and stored locally waiting shipment or still contained is sidetracked train cars.

PRUDENT ALTERNATIVES

Reasonable and prudent alternatives for oil movement must also consider site storage and transfer selection sites outside immediate tsunami zones as a possible RISK reduction measure to prevent large oil spills devastating valuable and highly productive environmentally significant estuaries.

RISK IS EXTRAORDINARY DEMANDING EXTRAORDINARY PRECAUTIONS

Big oil has historically worked aggressively at minimizing the impact to their bottom line $$$ after a spill occurs and those negatively impacted are forced to SUFFER considerably, many even being forced out of business as a result of past oil spills. One of the most recent examples is in San Francisco Bay where a 150 old commercial herring fishery was terminated by a bridge collision by the Cosco Busan and a relatively small spill of about 60,000 gallons of Bunker Fuel; small in relationship to the 11 million gallons of oil spilled in Alaska or even more in the Gulf of Mexico by the Deepwater Horizon drilling rig. In Coos Bay oystering was hard hit by the New Carissa causing growers there to suffer to this day. A little closer to home was the Nestucca accident on the jetty at Grays Harbor. At the Columbia numerous near misses have occurred in the last decade including the Milicoma which ended up on North Head; 11 of its 16 oil tanks were punctured; it barely floated when pulled free; fortunately the barge was empty at the time it broke loose from its tug. An under powered Chinese freighter narrowly missed the rocks of the Columbia River North Jetty about 4 years ago. The list is long and real. 1 ppm of oil mixed in water will kill crab larva; an entire crop of YOY larva could be impacted causing harm not realized immediately placing the onus on the fishing industry to prove damages 4 years

down the line when the harvest ready crabs should have entered the fishery; another real potential impact that will cause additional consternation and apprehension if this CBR proposal moves forward.

SPILL COMPENSATION FUND

In order for this CBR proposal to continue to move forward and address economic impacts from a possible spill, compensation must be readily available in a minimal time frame to make injured parties whole. It is paramount that a **well-funded source of contingency funding** specific to this project by levied and banked at a business replacement level if economic impacts to businesses result from an oil spill. Businesses with legitimate damages need legitimate and complete compensation to not only bridge the immediate business expenses but ongoing compensation to replace lost production opportunities if NO spill had occurred, for as long as spill impacts persist which in the estuary could be for a prolonged period of time. Court proceedings to recover foreseeable spill impacts has proven time and again to be extraordinarily inadequate to address small business damages in any meaningful way or reasonable time frames.

For those of us that are dependent on water quality for our very existence, CBR poses a **very real RISK** that could be devastating and there are many examples of tremendous harm done to these water dependent businesses where big oil wins in a marine casualty by simply delaying damage compensation. Exxon Valdez is such a **history lesson**, many of those individuals severely damaged by the massive oil spill actually died before justice was served and suffered considerable economic hardship without compensation fighting to stay in business. The rash of CBR train accidents in recent history also poses a very REAL and SUBSTANTIAL threat to adjacent water dependent industries that rely on sustaining water quality for survival and is also of grave concern that must be included in the compensation contingency fund.

All these examples are real **FACTS easily verifiable**. It is the small independent water dependent businesses that always suffer in such oil spill events. Response is always inadequate and oil spills are all too often dramatic. **Providing a substantial pre-established compensation fund MUST be a part of the solution** to move CBR forward to prevent the historical mishandling of justified compensation to fishing and oystering that has always receives the short slippery end of the stick which has mercilessly beat them down rather than do what is RIGHT to adequately compensate their lost JOBS and family business income.

Regional SALVAGE VESSEL

Additional consideration and oil spill prevention must occur if crude by rail is not brought to fruition in Grays Harbor. With or without this additional pressure on crude by rail consequences centered on the Columbia River transportation system where 3800 deep draft vessels transit the most dangerous bar in the world currently, an all-weather SALVAGE VESSEL must be stationed in Ilwaco, closest port to the Mouth of the Columbia River that would have dual capacity. The SALVAGE VESSEL needs to incorporate tugboat capacity to manage post-Panamax class vessels under the most savage mid-winter storm conditions and monstrous seas. In addition the SALVAGE VESSEL must be designed similar to the decommissioned “Salvage Chief” but include post-Panamax pulling power to free grounded vessels in high surf conditions. Modern marine vessel architecture and marine engineering will need to be designed into the vessel from the keel up. Spill prevention is not a current part of the MSRP vessel planning and needs to become a part of the Washington oil spill prevention plan. This vessel should be an on scene vessel available 24/7 as an escort vessel at the MCR for all deep draft vessels.

This Salvage/Tug class vessel could be available to serve Grays Harbor as well but would be stationed 40 miles south. This 40 mile disadvantage is mitigated in the plan that requires 2 escort tugs for all crude oil loaded Grays Harbor oil transport vessels in the contingency planning process.

CCF is very concerned for the future welfare of the fishing/shellfish aquaculture industry and the very REAL potential for considerable harm from CBR casualties that could result from this proposal THAT ARE WELL BEYOND ANY OF OUR CONTROL in the event of a subduction zone quake of large magnitude which is ripening day by day and pose a VERY REAL & SUBSTANTIAL RISK that we must not ignore, and have no "honest" way to mitigate in advance.

CCF looks forward to continuing this dialogue and hope that the Port of Grays Harbor continues to support local JOB growth in a responsible prudent manner that considers all of the people of Grays Harbor including those that rely on water quality for their economic vitality by reducing RISK of a major oil spill. We are not overlooking the other potential avenues of marine casualties, but at this time focus on the catastrophic impacts of a subduction zone shift with associated dramatic impacts to our communities. These proposed oil facilities developed locally in an exceptionally high risk zone need extraordinary precautions including new building codes that incorporate advanced engineering techniques to withstand 9.0+ subduction zone earthquakes with resulting area subsidence, soil liquification, unprecedented tsunamis, and compensation funding to reimburse massive JOB interruption and loss in water dependent businesses resulting from oil spills. The lesson of Fukashima is just as relevant in Grays Harbor as it is in the recent Japanese history lesson.

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Re: EIS Scope, Imperium and Westway Terminals

Sent By: Marshall, Peter **On:** May 05/28/14 10:45 AM

To: Diane Butorac (ECY)

Ms. Butorac:

I got the e-mail reply that you sent at 4:13 yesterday, when I was no longer availa scoping comments could be disqualified on a technicality.
The on-line form option is no longer available today. So I will mail a copy of our l provided. I must say, from the information I saw online, your name and e-mail wa information I had didn't mention the others in any clear way.

5/28

Before retirement I often handled scoping for SEPA EIS's. In a case like this whe administrative snafu, we definitely reviewed and considered the contents and didi content is worth reviewing up to 4:59 on 5/27, it's still valid at 5:00 PM on 5/28 or project like this could be "digested" within a day and then immediately incorporate consultant for that purpose. It takes a few days at least.

I will tell you a lot of time (and unpaid) effort went into preparing Eastside Audubc hope the process can be flexible enough to accommodate an administrative glitch

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Eastside Audubon Society
308 4th Avenue South
Kirkland, WA 98063

May 26, 2014

Dianne Butorac
Regional Planner
Southwest Regional Office
Department of Ecology
P.O. Box 487775
Olympia, WA 98504-7775

Subject: Proposed Westway and Imperium Terminal Projects at Grays Harbor-Scoping Comments for EIS

Dear Ms. Butorac:

We are writing to make suggestions about the scope of the EIS's on both of these oil terminal projects at Grays Harbor. Even though they seem to be two discreet projects with some differences in the products they would initially transport, there are enough similarities that our comments should apply to both.

Eastside Audubon is a chapter of the National Audubon Society, and it currently has more than 1100 active local members. Our specific area of concern is northeast King County, generally north of I-90. Although Grays Harbor is well outside our geographic emphasis area, these oil terminal proposals will have environmental impacts well beyond their project vicinity. We also want to express our support for local Audubon chapters and others along the entire route from the oilfield sources to the proposed point of oil storage and shipment.

Greenhouse Gas Emissions: We begin by commending the Washington Department of Ecology for requiring data on potential greenhouse gas emissions, presented on page 8 of the Imperium Terminal SEPA Checklist. We will have more to say about the extent of that data and its interpretation in our comments that follow.

Climate Change Impacts: Although this is not a standard EIS topic heading, it should be for projects that are part of the supply chain for fossil fuel products. Looking at just the Westway Terminal project description, it would have a total capacity to handle 749.9 million gallons of oil per year with expanded rail connections accommodating 458 unit trains per year, transshipping it to about one barge every two days. The proposed Imperium terminal, even though described as intended to store and ship biofuels, also would accommodate enormous volumes of petroleum products such as naptha,

gasoline, jet fuel and crude oil. If these terminals are approved and go into operation, they will obviously contribute to the total combustion of fossil fuels worldwide and in the Pacific Northwest. Those global emissions do not appear to be identified in the aforementioned table of greenhouse gas emissions from the Imperiuim Terminal project. The 45,211 metric tons of CO2e mentioned there seem to reflect only project-specific emissions.

The Grays Harbor terminal contributions to the worldwide total in any year will not in themselves take the planet past some "tipping point" of climate change disaster. But they will help set a precedent for approval of other petroleum use and export proposals. With the recent announcement of other coal, oil and gas production and transport proposals through Northwest ports, the total impact will be significant. And the impacts are localllized in Northwest cities and farmlands and wetlands through which the railroad cars will pass on their ways to Grays Harbor and other Northwest destinations. The EIS should discuss these kinds of impacts.

Birds and Wildlife: Naturally a local Audubon chapter like ours has intense interest in the effects of large energy projects on bird habitat. This goes beyond our concern for birds as a single issue. We are interested in the survivability of birds as our western lands are more and more developed for human use--industrialized, urbanized and altered in many ways by our collective activities. We are specifically concerned about apparent trends of decline in some bird species in Washington and other western states that may indicate wider threats to human health. We believe the EIS for these Grays Harbor terminals and their related activiities must identify specific measures to protect the interdependent web of life that birds and fish so plainly represent.

National Audubon and others are beginning to document the ranges of birds and migratory patterns that appear to relate to climate trends, So far the evidence based on citizen science may be anecdotal, but seems to be advancing rapidly in scientific validity. Our statewide organization has recently become more concerned about linkages between birds and forage fish that they depend upon. The scope of the EIS documents should address these interdependencies, and how they might be threatened by the increase in oil shipments including vessel movements. Local, state and national Audubon will be able to supply current data for that purpose.

The SEPA checklist for the Imperium Terminal project may indicate about how briefly the applicant hopes to investigate birds and wildlife impacts. If so, it will not be sufficient for an adequate EIS. For example, section 5.(a) of the Checklist describes Pacific herring spawning documented in many nearshore areas, but none "...identified within 0.5 miles of the terminal site...". Do they mean to say that herring spawning would only be affected if it were adjacent to the terminal? Then section 5.(d) concludes that"... the potential for adverse effects on fish and wildlife due to increased shipping traffic in Grays Harbor is minimal". It bases this conclusion on a biological assessment done for the

State Route 520 pontoon construction project, that "... potential adverse interactions would be reduced or eliminated by the slow speeds of the vessels...."

The most obvious defect in this analogy is the difference of the cargo, and the numbers and frequency of vessel movements related to the oil terminals. The threat to fish and wildlife is completely different, even though the vessels may move relatively slowly. We expect the EIS to explore these differences in detail.

Section 5 (d) of the Checklist goes on to say the potential for adverse effects of oil spill risks in Grays Harbor will be addressed through implementation of the federal Oil Pollution Act and Washington State's own contingency planning requirements, requiring oil facilities and vessels to "develop plans" detailing how they will respond to large discharges. These general statements are not convincing, especially considering that comparable regulations probably applied to the BP oil spill and other similar disasters. The EIS will need to actually spell out the specific plans, and evaluate what the likely effects would be on habitat if they were successfully implemented after a large spill.

Section 5 (c) of the Checklist notes that the project site is within the Pacific Flyway, and that 24 species of shorebirds use the Grays Harbor Refuge 3 miles away. The fish migration in Fry Creek is mentioned as being unaffected by the terminal projects--but nothing is said about the potential for adverse effects on the migratory birds that could so clearly be devastated by an oil spill. The EIS must address this impact.

Environmental Health: Potential fire, explosion and spill risks must clearly be covered in detail. Section 7 (a) of the Imperium Checklist mentions spill prevention plans, oversight by trained personnel during product transfer,etc. It further seeks to reassure the reader that specific railroad safety requirements re: hazardous materials are "...outlined in the Transportation Title of the Code of Federal Regulations...", including the design of tank cars. Anyone who has kept up with the alarming increase in tank car failures, fires, explosions, and spills into waterways will realize that this citation means little or nothing. State regulations have had little effect, and the state legislature's unwillingness to rectify the situation was demonstrated in the 2014 session. Some effort has been initiated at the federal level to upgrade tank car design, and the railroad companies themselves have made some representations about intending to upgrade the unsafe DOT-111 tanker cars. None of these possible improvements have been quantified, and may take many years to be implemented in any case. So quoting such regulatory controls wil not be meaningful in the EIS. Impacts must be calculated with a provable, documented actual state of the art, not some vague possible future oversight by a benevolent agency.

Regarding the possibility of train accidents, Section 7 (a) goes on to quote the Association of American Railroads often misused statistic that "....99.998% of rail shipments involving hazardous materials are completed without a release caused by train accident...." The Checklist then concludes that "...Overall, the risk of spill of oil or

other materials during rail transit that could occur as a result of this proposal is relatively low....." The EIS cannot be drawn to such a simplistic conclusion.

Consider a radically different view presented in a January 2014 Wall Street Journal article about oil transport risks. James Beardsley, a rail practice leader with the marine insurance brokerage firm Marsh & McLennon, said "....There is not enough available coverage in the commercial insurance market anywhere in the world to cover the worst-case [train derailment] scenario...." To illustrate, the Lac-Megantic disaster (involving North Dakota oil) generated an estimated $2 billion in liability costs. Cleanup costs alone are $200 million. The train operator carried just $25 million in liability coverage. It has filed for bankruptcy protection, and so the federal and provincial governments (taxpayers) will pay for the cleanup costs. So it seems obvious that railroads will be unable to cover the costs of an oil train explosion, especially in an urban area. Railroads under current law are required to haul hazardous materials such as Bakken Formation oil in existing DOT-111 tankers. But even a well-heeled railroad like BNSF could not find an insurance company able to sell them an adequate liability policy. This limitation applies to the growing numbers of trains per week passing through downtown Spokane and Vancouver enroute to terminals at places including Grays Harbor.

The EIS must assess all of these risks related to oil transport on land and by sea.

We will be interested in hearing how the EIS scope for the oil terminal projects responds to these issues. And we will be eager to comment on the Draft EIS when available. Please put us on your mailing list for that purpose.

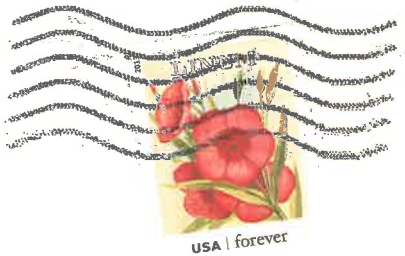
Sincerely,

Andrew McCormick, Chapter President

Peter Marshall, Conservation Committee Chair

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28 MAY 2014 PM 1 L



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Scoping Comments on Grays Harbor Oil Terminals EIS
based on testimony in Hoquiam and Centralia, April 2014

I am Dr. Zoltán Grossman, a Professor of Geography and Native Studies at The Evergreen State College, and co-editor of *Asserting Native Resilience: Pacific Rim Indigenous Nations Face the Climate Crisis* (Oregon State University Press, 2012). I've attended numerous meetings and hearings about coal and oil trains, and I always hear the same message from the Department of Ecology about the planned increase in oil-by-rail in Washington state. There *will* be an increase in train shipments from the Bakken oil boom in North Dakota, it's inevitable, it's a done deal, so the main thing that the State can do is to beef up its oil spill response plan. I'd like to challenge this implicit assumption that permeates this process on three counts.

First, the massive increase in Bakken rail traffic is not inevitable or a done deal, but would be the result of specific decisions that have not yet been taken, such as your decision on permitting new oil terminals in Grays Harbor. Bakken crude is already coming into our state, but the massive *expansion* in fracking and shipping Bakken oil is reliant on new port infrastructure here in the Northwest. *Build it, and they will come*. Don't build it, and they may still come, but with much lower volumes and posing much less risk. It used to be that fossil fuel companies could play a shell game and, if a community rejects trains or pipelines, they'd merely shift the burdens to another place. But with the astonishing growth of the climate justice movement around our region, Big Oil and Big Coal are hounded wherever they go: from Aberdeen to Bellingham to Coos Bay to both Vancouvers. Our climate change-conscious region has a real chance at rolling back the huge expansion of production in the three fossil fuel basins, isolated in the interior of the continent. Shipping is truly the Achilles Heel of the fossil fuel monster, and the corporations realize how vulnerable they really are.

Second, it is not the mark of a democratic society to present any decision as a done deal, without first going through a process allowing the input of the citizens. I appreciate the action of the Quinault Nation, local and state environmental groups, and the Shorelines Hearings Board that forced the Department of Ecology not merely to go back to go back and do more work, but to reverse its original flawed decision not to do an EIS and listen to the voice of the citizens. In your scoping process, we insist that you focus clearly and upfront on the specific risks that building new oil terminals would entail for Washington. Quantify how much more likely an oil explosion could happen when Bakken oil trains transit our state (there were more rail oil accidents last year than in the 27 years prior), and include the maps superimposing the Quebec blast radius on rail corridor towns. Quantify how much more likely a train spill could damage our rivers, streams, or wetlands in the corridor. Quantify how much more likely a tanker spill could happen on our coast, devastating the fishery, shellfish, and bird habitat. And when you quantify these specific increased risks, don't just include the two or three oil terminals in Grays Harbor, but also the *cumulative* effects if most or all the currently planned oil terminals are built, instead of viewing them in politicized and nonecological isolation from each other.

Third, we're tired of hearing about your enhanced oil spill response. Don't get me wrong: I'm very glad Ecology is doing proactive and professional work on preparing for spills from oil shipments *already* coming through our state, and I wish only the best for your funding requests to safeguard our coast (and hopefully our inland waterways). But that's completely different from using an improved oil spill response plan to justify or rationalize a massive increase in rail and tanker oil shipments. And these volatile Bakken trains don't spill, they explode, as we've seen with the fireballs in Quebec, Alabama, North Dakota, and Virginia, and the damage would be done long before your remotely stationed crews could arrive. (Improving rail car safety is also not enough, because the Alabama train was using the new improved rail cars.)

Let me use an analogy to illustrate the absurdity of the spill response argument. A cigarette company has boxes of lighters, and wants to distribute the lighters to kids in the local grade school to promote its product. The State acknowledges that all these lighters might increase the risk of the kids accidentally setting fires, so to offset that risk it funds a new burn unit in the local hospital. What parents would be reassured by the promised response of medical treatment, knowing that their kids would be in great danger, and the danger could be easily prevented by simply not distributing the lighters? And that's what's going on here: building these new oil terminals is literally playing with fire, and the role of government is to protect our kids.

On the first day of any Environmental Studies class, we talk about the Precautionary Principle, that it is more cost-effective and ethical to prevent disaster in the first place than to only plan an after-the-fact response to disaster. We insist that your EIS be firmly anchored in the sound science of the Precautionary Principle, rather than in the theoretical models of the most ideal after-the-fact spill response. Build it, and they will come, and we're saying the simplest way to prevent the risks is: Don't Build It. Deny the permit.

Instead of using the Precautionary Principle, the City of Hoquiam and the Port of Grays Harbor have promoted a project tied to the lucrative Bakken oil boom, only to find out too late about the multitude of safety and financial risks associated with oil-by-rail. It's not their fault; just chalk it up to bad timing.

How were they to know when they accepted the terminal plans that three trains carrying volatile Bakken crude would explode in massive fireballs, and the National Transportation Safety Board (NTSB) and the Pipeline and Hazardous Materials Safety Administration (PHMSA) would issue a warning that the oil itself may be explosive? The Port and terminal companies did not even know about this federal investigation until I brought it to their attention at the Ocean Shores town hall on November 14, but now the risks of explosive trains to the entire rail corridor have to be in the EIS.

How were they to know that public opinion would turn so strongly against fracking, which is exempt from the Safe Water Drinking Act for a good reason. Not only are the chemicals used in fracking a secret under the "Halliburton Loophole," but now it turns out that the oil shale often contains radioactive radium more than other oil deposits, and illegal dumping of low-level radioactive waste has become a huge problem in North Dakota. The EIS should explore the radiation levels in the crude oil.

How were they to know that virtually every news story about the Bakken boom now highlights the social crisis brought by the massive influx of newcomers and the inevitable coming bust. North Dakota has been through oil booms before. As a Midwestern, I remember the early 1980s, in a previous recession, when job-seekers were flocking to the oil fields. The oil rigs were erected in the farm fields, and the local economies

swelled, but soon the oil was exhausted and a massive bust gave the region a higher unemployment level than it had before any oil flowed. That's what a boom-and-bust cycle is—the local communities shell out new roads, housing, schools, sewers, etc. for the newcomers, then the newcomers are gone in a flash because of a commodity price drop or because the resource dried up.

Fast forward to the 2000s, with fracking. Hydraulic fracturing is the technique that companies use to open up old, exhausted oil fields, and use explosions of water and chemicals to crack open the shale to get what's left. It's not a technology for new robust deposits. The fracking frenzy has virtually destroyed the original ranching and farming economy of western North Dakota, leaving little for the residents to fall back on when a new oil bust hits.

In the past five years, we've seen a massive influx of newcomers. There are extreme shortages of housing, an astronomical increase in highway accident deaths with all the water and chemical trucks on the roads. There have been enormous growing social problems, such as a huge spike in sexual assault; women in western North Dakota don't feel safe to go out at night even in groups. Crime has literally quadrupled, and there's not enough jail space to fit all the new violators, so the towns have to build new ones. So the boom has not brought paradise to North Dakota, but has brought hell. Just google Bakken + social crisis, and see the series of BBC interviews. One journalist compared the Bakken "man camps" to a "commercial mining colony on Mars."

The coming Bakken bust will be even more catastrophic than the boom, or the previous bust. The higher the economy rises, the deeper it will crash. The local communities and state will be left not only holding the bag paying for new infrastructures such as jails, but will be left with poisoned groundwater even if a small fraction of the thousands of fracking wells crack the aquifers.

And it now looks that the Bakken bust will come sooner rather than later.
A November 21 article in *Market Oracle* entitled "The Coming Bust of the Great Bakken Oil Field" documents data from the US Energy Information Agency on individual oil plays in the country. It states that "the Bakken's daily decline rate from their existing oil wells has reached a staggering 63,000 barrels a day." If present trends continue, by the end of this year, the decline may hit up to 85,000 barrels a day. That rate is three times less than the oil pumped from Bakken fracking in 2011. Production declines 44 percent in the first year of the average Bakken well.

So why is oil production increasing in North Dakota? *Market Oracle* answers, "The only way oil production is increasing in the Bakken is due to the massive number of new wells that have been added." So the oil production is rising only because of thousands of new wells being drilled, which masks the declining production per well. As those two lines diverge, something has to break, and the growing contradiction will have to result in a massive bust.

The article specifies, "Six years ago, the Bakken in North Dakota only had 479 producing wells, however at last count in September when then Bakken was producing 867,123 barrels of oil a day, it took 6,447 wells to do so. Thus, the energy companies drilling and producing oil in the Bakken have to keep increasing wells each month (and year) to offset the huge 63,000 barrel decline….Lastly, the best and most productive wells are exploited first leaving the dead-beats for last. This will make things even more fun as the peak and subsequent bust finally arrives." A paper presented by professors David Hughes and Charles Hall to the Geological Society of America discusses this "drilling treadmill," and predicts that fracking may peak in some areas in 2016.

No wonder the *Wall Street Journal* posted an article on December 23, 2012 entitled "North Dakota Oil Boom Girds for Slowdown," with a video entitled "North Dakota's Oil Rush: If the Boom Goes Bust," or "if the Bakken Stops Rockin" According to the *Wall Street Journal*, Occidental Petroleum is "reducing the number of drilling rigs it was operating in North Dakota to four from 14, citing rising "cost pressures." ….Among the rising expenses for oil drilling are the cost of luring labor to the remote state, that of building housing for them in 'man camps' and the cost of the water that is pumped into wells during fracking."

Hoquiam and the Port is tying the new oil terminals to a sharp but temporary oil boom, but will these 21 new tanks be left empty after the upcoming Bakken bust? Is the short-term gain worth this long-term risk? The EIS should examine impacts on the rail corridor all the way to North Dakota, rather than look at Washington state as an isolated island, which does not make any sense either economically or ecologically.

In Washington DC in April, we saw the huge protest of the Cowboy and Indian Alliance, traditional enemies standing together against the Keystone XL pipeline. Here in Washington state we have an alliance of Quinault and other tribes with commercial fishermen and shellfish farmers, which also would have been unheard of even 20 years ago. These people have already stopped a coal terminal, and they're going to stop the oil terminals too. I hope that this is one of the shining moments of the Department of Ecology, in standing with the people, and fulfilling the goal to Governor Inslee to truly curb the growth of carbon pollution.

Documentation

North Dakota oil boom: American Dream on ice (*BBC News*, 3/12/14) http://www.bbc.com/news/magazine-25983917

Boomtown Rats on the Lonesome Prairie (*Gawker*, 10/3/13) http://gawker.com/boomtown-rats-on-the-lonesome-prairie-1440508492

An Oil Town Where Men are Many, and Women are Hounded (*New York Times*, 1/15/13) http://www.nytimes.com/2013/01/16/us/16women.html?_r=0

Radioactive Waste Booms With Fracking as New Rules Mulled. Alex Nussbaum, *Bloomberg News* (4/16/14) http://www.bloomberg.com/news/2014-04-15/radioactive-waste-booms-with-oil-as-new-rules-mulled.html

North Dakota Enjoys Oil Boom—But Girds for Slowdown (*Wall Street Journal*, 12/23/12) http://online.wsj.com/news/articles/SB10001424127887324296604578177432510742360

Surviving North Dakota's Oil Boom--If the Bakken Stops Rockin' (*Wall Street Journal*, 12/23/12) http://live.wsj.com/video/north-dakota-oil-rush-if-the-boom-goes-bust/7CBC6A33-3803-4AD7-8377-9497B1FC4A3B.html#!7CBC6A33-3803-4AD7-8377-9497B1FC4A3B

The Coming Bust of the Great Bakken Oil Field (*The Market Oracle*, 11/21/13)) http://www.marketoracle.co.uk/Article43227.html

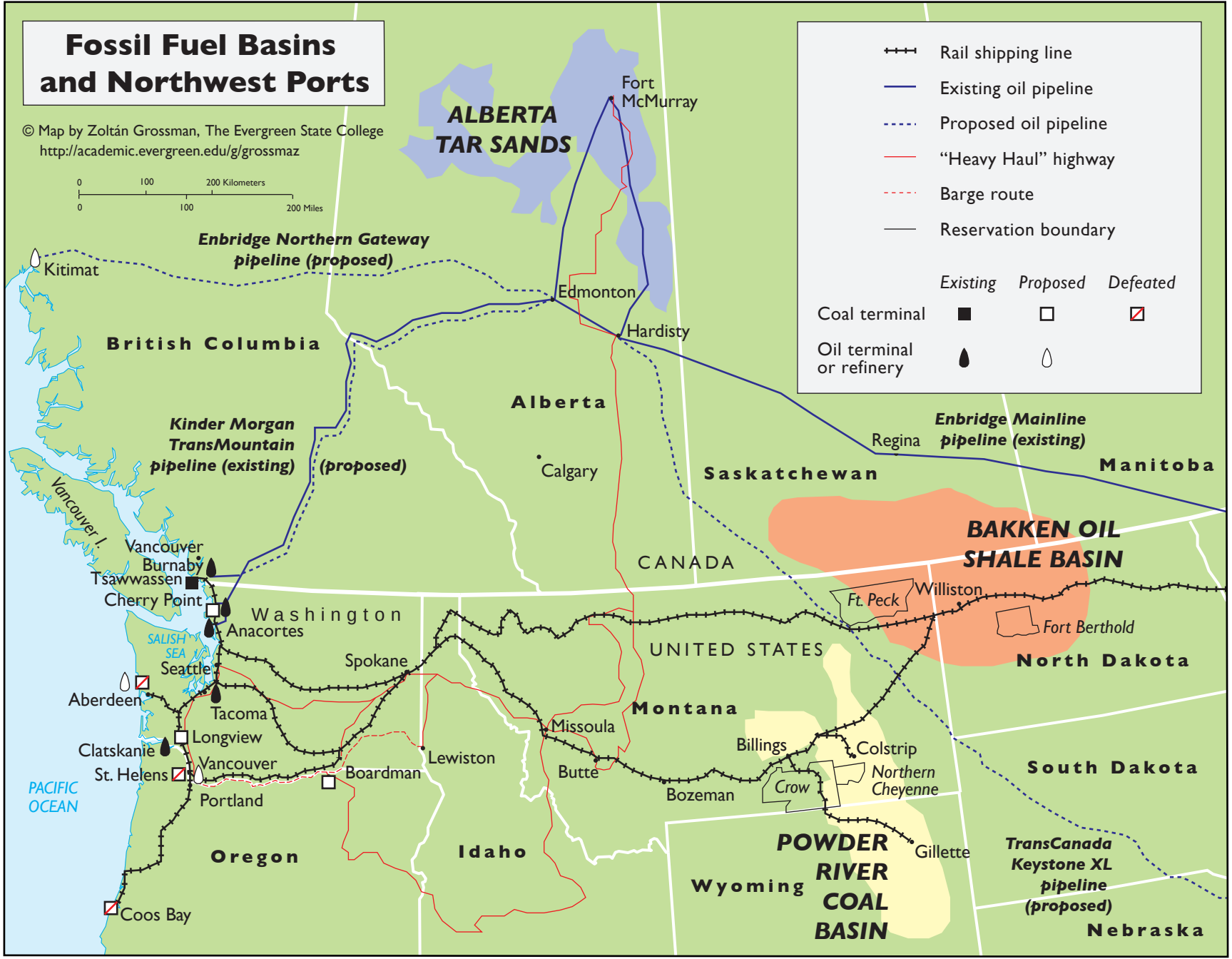
Fracking Boom Leading to Fracking Bust: Scientists (*Climate Central*, 11/1/13)
http://www.climatecentral.org/news/fracking-boom-leading-to-fracking-bust-scientists-16680

What Happens after the U.S. Oil Boom Goes Bust? (*OilPrice.com*, 11/17/13)
http://oilprice.com/Energy/Crude-Oil/What-Happens-after-the-U.S.-Oil-Boom-Goes-Bust.html

Bakken's boom-bust cycle (*Bakken.com*, 10/28/13)
http://bakken.com/news/id/34175/bakkens-boom-bust-cycle

When a boomtown goes bust: 'Sudden desertion' (*CNN Money*, 12/6/11)
http://money.cnn.com/2011/12/06/pf/oil_boom_bust/

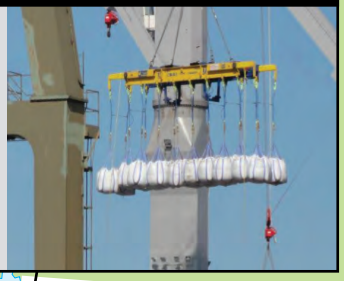
Bakken Bust is Already Beginning (*The Missoulian*, 2/24/13)
http://missoulian.com/news/opinion/columnists/george-ochenski-bakken-bust-is-already-beginning/article_b2259ab6-7f00-11e2-ba11-001a4bcf887a.html


Fossil Fuel Basins and Northwest Ports
© Map by Zoltán Grossman, The Evergreen State College
http://academic.evergreen.edu/g/grossmaz
0 100 200 Kilometers
0 100 200 Miles
Rail shipping line
Existing oil pipeline
Proposed oil pipeline
"Heavy Haul" highway
Barge route
Reservation boundary
Existing Proposed Defeated
Coal terminal
Oil terminal or refinery
ALBERTA TAR SANDS
Fort McMurray
Enbridge Northern Gateway pipeline (proposed)
Kitimat
Edmonton
Hardisty
British Columbia
Alberta
Kinder Morgan TransMountain pipeline (existing) (proposed)
Calgary
Regina
Enbridge Mainline pipeline (existing)
Saskatchewan
Manitoba
Vancouver I.
Vancouver
Burnaby
Tsawwassen
Cherry Point
CANADA
BAKKEN OIL SHALE BASIN
Ft. Peck
Williston
Fort Berthold
Washington
Anacortes
SALISH SEA
Seattle
Spokane
UNITED STATES
North Dakota
Aberdeen
Tacoma
Montana
Longview
Missoula
Billings
Colstrip
Clatskanie
Vancouver
Lewiston
Butte
Northern Cheyenne
St. Helens
Boardman
Crow
Bozeman
South Dakota
PACIFIC OCEAN
Portland
Oregon
Idaho
POWDER RIVER COAL BASIN
Gillette
Wyoming
TransCanada Keystone XL pipeline (proposed)
Coos Bay
Nebraska

THE WASHINGTON–NORTH DAKOTA OIL FRACKING CONNECTION

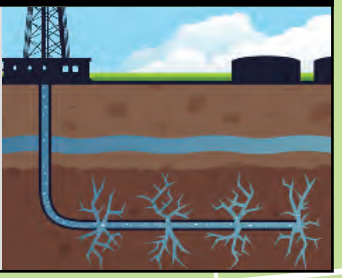
Port of Olympia

Now importing ceramic proppants from China (to prop up the earth during fracking), and shipping the giant bags via rail to North Dakota.



Oil Fracking

The "hydraulic fracturing" process cracks deep shale, forcing oil/gas to the surface with water & chemicals, which can poison drinking water.



Oil Trains

50 trains a month (each 1.5 miles long) are planned from ND to Grays Harbor, bringing noise, traffic tie-ups, and potential spills on the route.



Port of Grays Harbor

Planning to build 21 new oil tanks, to load Bakken crude oil onto Panamax-size tankers, near key habitats for fish, shellfish, and birds.



Bakken Oil Fracking Boom

Endless traffic of water & chemical trucks, tribal members displaced and ill, high taxes and crime, housing shortages, and an inevitable "bust."



MORE ON FOSSIL FUELS & CLIMATE CHANGE:

Citizens for a Clean Harbor
www.cleanharbor.org

Olympia Confronting the Climate Crisis
http://www.olympiafor.org/Climate_Crisis.html

Bakken Watch
http://bakkenwatch.blogspot.com

Gasland (documentary)
http://www.youtube.com/watch?v=phCibwj396I

Boom! Behind the Bakken (PBS)
http://watch.montanapbs.org/video/2236174487

Alb.
CANADA
Manitoba
Saskatchewan
BAKKEN OIL SHALE BASIN
Williston
Fort Berthold Reservation
B.C.
Washington
Everett
Salish Sea
Seattle
Spokane
Montana
Aberdeen/ Hoquiam
Olympia
UNITED STATES
North Dakota
S.D.
PACIFIC OCEAN
Portland
Oregon
Idaho
Wyoming

0 100 200 Kilometers
0 100 200 Miles

© Map by Zoltan Grossman
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Attached is a letter to be considered while setting the scope of the EIS from a Charter Fishermen prospective.

Freedom Sportfishing
Float 8
PO Box 1250
Westport, WA 98595

Phone: 1-866-202-0148 toll free or
360-268-8158
Website:www.fishonfreedom.com
E-mail: info@fishonfreedom.com

Freedom Sportfishing Westport, WA

Westway & Imperium EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, Washington 98104

Scoping Comments of FOGH (Friends of Grays Harbor) on the Proposed Imperium and Westway EIS

We run a family charter boat out of Westport, WA. We have been fishing here for more than 30 years. Our entire life and livelihood depends on the Pacific Ocean. 31% of employment in Grays Harbor depends on the marine industries but for our family it's 100%. We provide recreational fishing for thousands of people every year. We take generations of fishermen out of Westport to catch their first salmon. We would like to see the following addressed in the EIS:

1. What measures are you going to take to prevent a spill? Was there enough measures in place in Valdez, AK or the Gulf? We don't believe you will 100% be able to prevent a spill. Accidents happen. It will happen. Our Coast will be devastated. There will be no going back and life as we know it will change. There will be no more fishing in our area if there is a worse case scenario spill.
2. Once a spill happens how are you going to contain it? Will you be able to contain it? See attached picture of our shoreline in Westport. How are you going to contain a spill with a boom in that shoreline? You will not be able to contain it.
3. Once a spill happens and spreads what will be the impacts in the future for fishing? How long will the area be affected? What will happen to the people that depend on fishing to survive? What will happen if the impacts are as long as they were in Valdez? Will the town of Westport die? Westport which is celebrating it's 100 year centennial this year could no longer be a fishing town. Will generations of fishermen be forced out of our area to work and live?
4. What are the economic risks to existing employment and the communities in our area? Do we matter? Is anyone concerned about the lives of those who current live and work here. Can you put a dollar amount on what will be lost?
5. Would like a study of what the marine traffic will be like if all projects go through. How many ships will be coming in and out of the harbor. How will this effect current marine traffic with all the commercial, charter and recreational boats. Has this been studied? Will we have trouble navigating or will our vessels be restricted with the additional traffic? Will we have the right a way when we are crossing the bar with a load of passengers? Will our passengers safety be at risk?
6. Would like a complete study of all marine life that would be affected. Will some marine life loss be acceptable? How many dead birds, seals, whales, salmon, anchovies, oysters, clams is acceptable?
7. Is there a way to move this oil with less risk to the Ocean?

Sincerely,

Chuck & Jennifer Custer

Chuck and Jennifer Custer
360-268-8158





Please find attached the comments of Friends of the Earth, Protect Whatcom and Safeguard the South Fork regarding the scope of the EIS for the proposed Imperium and Westway oil terminals in Grays Harbor. Please let me know if you have any questions or have trouble with the attached PDF.

336 36th St., No. 605
Bellingham, WA 98225-6580
info@protectwhatcom.org

7001 Seaview Ave., NW, Ste. 160-233
Seattle, WA 98117
www.foe.org

May 27, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

VIA Attachment to Online Form:
https://public.commentworks.com/cwx/westwayimperiumcommentform/

RE: Request for Comments on Scope of the EIS
Imperium Bulk Liquid Facility Project
Westway Bulk Liquid Facility Project

Dear Madam or Sir:

The undersigned represent three organizations. Protect Whatcom is a local grassroots organization whose members are residents of Whatcom County, dedicated to informing the public about the impacts of fossil fuel proposals – particularly the Gateway Pacific Coal Terminal – on our county's human health, environment, and economy. Safeguard the South Fork is a local grassroots organization whose members are Whatcom County citizens dedicated to preserving the quality of life and economic base of agricultural lands and communities in Whatcom County. As Whatcom County-based groups, we have allied with Friends of the Earth, a national environmental organization the focus of which in the Pacific Northwest is the protection of our coastal waters. Friends of the Earth's activists and members have submitted more than 18,500 letters supporting these comments.

Estuaries like Grays Harbor have long been recognized as nurseries for numerous pelagic species of recreational, commercial and cultural importance. The designation of the Grays Harbor National Wildlife Refuge acknowledges its hemispheric importance to migratory seabirds. World authorities in seabird biology wrote strong comment letters on the PEIS for the Grays Harbor Estuary Management Plan underscoring the importance of protecting seabird habitat.[1]

We align ourselves with and incorporate by reference the May 27, 2014 comments of Friends of Grays Harbor submitted to the record for these proposed projects, and further ask that the Imperium and Westway EIS's address the following:

1. Cumulative Maritime Impacts.

The most important aspect of an environmental impact statement is to appropriately evaluate the cumulative impacts associated with the proposed development in context to existing and proposed developments that further contribute to the impacts of the proposal. In this context it is critical that not only are the rail impacts, including the third terminal being proposed by the US Development Group LLC, be considered but the maritime impacts as well.

Our organizations have compiled data for known proposals in the region which would add to maritime traffic:

Table 1[2]

FOSSIL FUEL TERMINALS AND REFINERIES,
PROPOSED FOR CONSTRUCTION OR EXPANSION[3]

	Terminal or Refinery/Location (North to South)	Proposed Vol. (bpd[4] or mmta[5])	Possible Additional Unit Trains per Day (one way)	Possible Additional Vessels per Annum[6] (one way)
	Puget Sound			
1	Westridge Marine Terminal,[7] Burnaby, BC	590,000[8] bpd	pipeline	348[9]
2	Ridley Terminals,[10] Prince Rupert, BC	13 mmta[11]	2[12]	n.a.[13]
3	Neptune Terminals,[14] Vancouver, BC	6 mmta[15]	1[16]	52[17]
4	Fraser-Surrey,[18] Vancouver, BC	8 mmta[19]	1.3	40[20]
5	Westshore Terminal, Vancouver, BC	6 mmta[21]	1	104[22]
6	Gateway Pacific Terminal (coal),[23] Ferndale, WA	48 mmta[24]	9[25]	487[26]
7	Petrogas Ferndale LPG Storage & Dist'n Facility[27]	30,000 bpd[28]	Unknown	15
8	BP Cherry Point Refinery,[29] Blaine, WA	71,500 bpd	1[30]	33
9	Phillips 66 Refinery,[31] Ferndale, WA	35,750 bpd	0.5[32]	17
10	Tesoro Refinery,[33] * Anacortes, WA	50,000[34] bpd	1[35]	36
11	Shell Refinery,[36] Anacortes, WA	61,286 bpd	1[37]	45
12	U.S. Oil & Refining Co.,[38] Tacoma, WA	40,000[39] bpd	0.6	29[40]
13	Targa Sound Terminal,[41] Tacoma, WA	30,000[42] bpd	0.4	22[43]
	Total Possible Additional Vessels in the Puget Sound (2012 traffic: 6272)[44]			***1228***
	Grays Harbor, Hoquiam, WA[45]			
14	Imperium Bulk Liquid Terminal, T1[46]	82,192 bpd[47] [68,250 bpd]	2[48] [1]	200[49] [200]
15	Westway Terminal Co., T1[50]	48,918 bpd[51] [28,692]	1.3[52] [0.4]	104[53] [60]
16	Grays Harbor Rail Terminal, T-3[54]	50,000[55] bpd	0.7	54[56]
	Total Possible Additional Vessels in Grays Harbor (2012 traffic: 82)			***358***
	Columbia River[57]			
16	Oregon LNG,[58] Warrenton, OR	9 mmta	pipeline	125[59]
17	Millennium Bulk Logistics (coal), Longview	44 mmta	7.4	850
18	Haven Energy LPG Terminal, Longview	47,000 bpd[60]	0.6	50
19	NW Innovation Works, Kalama methanol facility[61]	33,000 bpd[62]	pipeline	35
20	NW Innovation Works, Port Westward methanol[63]	33,000 bpd[64]	pipeline	35
21a	Port of Morrow,[65] Boardman, OR (coal)	8 mmta	1	624 barge tows
21b	Port Westward, Clatskanie, OR	See 17a	n.a.	156

22	Vancouver Energy Dist'n Term., [66] Pt of Vancouver	360,000 bpd[67]	5	386
23	Columbia Pacific Bio-Refinery,[68] Port of St. Helens, Port Westward Industrial Park, Clatskanie, OR	28,600 bpd[69]	0.4	31
Total Possible Additional Vessels on the Columbia River (2012 traffic: 1422)				***2292***
Total Possible Additional Trains (one way)			***37.2***	

We note that the Imperium and Westway proposals' volumes increased from the time of initial application for permits, and the documents submitted in support of the EIS required as a result of appeal to the Shoreline Management Hearings Board. Due to the fluidity of the information furnished by the proponents, we ask that the agencies consider market forces that may cause further increases in volume and, therefore traffic, particularly if the U.S. export ban on domestic crude is lifted.[70] The EIS must document how the volume of oil being transferred at the terminals will change as a result of the projects as well as the increase in risk of an oil spill as a result of cargo and bunker/diesel spills both at the terminal and from ships underway.

Specific issues which the EIS's must address include:

a. Operating protocols for tankers, tugs, barges, and ATBs both within the Harbor and offshore need to be specified and evaluated for changes in risk exposure along all routes taken within and adjacent to Washington waters. The degree to which tank vessels will bunker in Grays Harbor and the source of the fuel needs to be defined and evaluated for risk exposure.

b. A description of terminal operators' prebooming protocols must include how often they determine it will be "safe and effective" to preboom due to currents as a percentage of the transfers they are expected to make, and discuss consequences for failure of the terminal operator to preboom a transfer.

c. Discussion of the percentage of time during which transfers occur that spill responders will be able to implement the GRP's for the Harbor in light of the fact that they are only defined to work at slack tides.

d. If dispersants will be allowed within the Harbor or offshore, the EIS must describe whether there will be a preapproval zone or whether consideration will be made on a case by case basis.

e. Discussion of locally specific oil spill prevention measures and their enforcement should include whether tug escorts will be <u>required</u> for laden tank vessels and, if so, who determines for what size vessels or the suitability and number of tugs for escort, and the consequences of failure to utilize escorts.

f. Discussion of the effect on operations in the Harbor of the Coast Guard's changes to the bar closure (Fed. Reg. Vol. 79, No. 71 20797-20800), including the number and status of suitable anchorages for vessels waiting to cross the bar.

g. Discussion of any protocols in place to minimize the likelihood of collisions with migratory gray whales, and acoustic disturbance to cetaceans associated with the increased vessel traffic.

h. Discussion of what, if any liability, terminal operators have for spills that occur prior to or after oil cargo approaches or leaves the dock, including methods to guarantee payment prior to incident. Specifically, please address whether parent companies will guarantee liability for the subsidiary companies proposing the facilities.

i. Determine whether the State of Washington intends to sign an MOU with the Federal Rail Association (FRA) as the State's of Maine and New York have to empower them to inspect trains as Washington has done with the US Coast Guard targeting substandard ships.

2. <u>The proposals should be part of a programmatic regional analysis of cumulative rail impacts.</u>

Additional rail traffic described in the table above will overwhelm the existing infrastructure in the state. At the same time we were compiling data, the Washington Department of Transportation (WSDOT) was finalizing the 2013 Draft State Rail Plan[71] ("Rail Plan") released to the public for review and comment on September 30, 2013.

According to WSDOT, by 2035, volume on the Washington rails could increase to 260 million tons per year, "more than double" the 2010 volume.[72] Presumably, then, in 2013 there were roughly 130 million tons of all freight on the rails. Over half of that freight is bulk goods from out-of-state, most of which is bound for our ports,[73] a major employer and economic driver for our state. The Port of Seattle, for example, estimates it could add 100,000 jobs in the next 25 years based on long-range forecasts of demand for capacity at its container terminals.[74] Canadian grain growers currently cannot reach markets because of inaccessibility to rails clogged by crude,[75] and that is Washington's future. It therefore is hugely relevant that our rails are at over 85% capacity, as described by the Rail Plan.

Together, all proposals described in Table 1 could result in over 37 <u>additional</u> loaded trains per day passing through Spokane. If those trains average 1.5 miles in length, there would be a total of over 100 miles of train going and coming. This only accounts for Powder River Basin coal and North Dakota crude oil traveling to terminals proposed for construction or expansion on the Columbia River and in the Salish Sea; it does not account for the fact that Alberta tar sands may be shipped to and/or through the state via rail. In addition, the Washington Department of Transportation (WADOT) calculates, based on best available statistical analysis, other freight on Washington rails will increase by a compound rate of 3.4 percent per year.[76]

The proposed terminals would add well over 50 million tons of North Dakota crude to the rails, assuming the refineries are accurately reporting the number of trains they expect to receive. WSDOT reports the BNSF Pasco-Spokane subdivision currently operates at 87% capacity,[77] so regardless of what percentage of total freight currently uses that line, the Bakken shale crude – all of which would move on the Pasco-Spokane subdivision – would overwhelm rail capacity there. The same would pertain to all other subdivisions traversed by CBR, from Pasco to the Columbia River Gorge, and up the coast to Grays Harbor, Tacoma, and the refineries in Skagit and Whatcom Counties. Because all rail expansion previously deemed necessary by 2035 must come on line immediately as rail-dependent proposals come on line, WSDOT recommends the state "take an active leadership role to build on existing multistate coalitions to address rail system and corridor needs

across the Northwest."[78] Specifically, it recommends collaboration with Oregon, Idaho, California, and British Columbia regarding "corridor-level improvement opportunities."

Crude trains from the Bakken shale beds of North Dakota must follow similar routes as coal trains from the Powder River Basin, as explained in the Rail Plan[79] and illustrated in an info graphic developed by the undersigned.[80] The Surface Transportation Board and the Federal Railroad Administration should have been co-leads with agencies from the beginning of this process. As described above, WSDOT now says a regional approach to rail planning, from California to Canada, must occur immediately because once our infrastructure reaches capacity, which will happen soon if even some of the over 20 proposals in Table 1 come on line, WSDOT assumes BNSF will use rate manipulation to control access to the rails, with some quantity of Washington and out-of-state freight products bound for our container ports necessarily defaulting to our highways.

The rail impacts discussion in the EIS must consider how many trains will use all lines and not merely the Puget Sound and Pacific Line (PS&P), from source of the crude to the destination. PS&P already averages 3-4 derailments per year according to the Federal Railroad Administration, and the cumulative traffic increases on the main BNSF line will only increase risk of track fatigue and failure.

Because of the cumulative impact of our rail system approaching full capacity on communities and economies, the state and federal governments should be involved in addressing how interstate commerce will occur at all if we essentially dedicate our rail lines to fossil fuels. We have 130 mmta of freight on the rails now and are at over 85% capacity. Fossil fuel proposals would add over 150 mmta coal and crude to the rails. If volume of freight is any measure of capacity, ***current proposals require all the existing rail capacity Washington currently has,*** which has enormous implications for inter- and intra-state commerce for all other freight. At the least, these proposals represent unprecedented levels of wear and tear of the rails, increasing the risk of incidents involving freight including crude, and the ***passenger*** trains that share many of those lines. At some point, state and federal agencies must address whether existing rail infrastructure in the region will be dedicated to fossil fuel transport, whether we will subsidize the fossil fuel industry with massive infrastructure expansion, or whether we will examine how to approach these fossil fuel proposals in a programmatic way. In the meantime, the EIS must address these issues and regional economic, health, environmental, and safety issues.

3. <u>Crude is a hazardous material.</u>

In November 2013, the federal government issued an advisory, re-emphasizing that crude oil is in the class of most hazardous materials transported by rail:

> [W]e are emphasizing key definitions and information from 49 CFR 173.120 and 173.121 regarding the proper classification and packing group assignment for petroleum crude oil, namely: The definitions of flash point, flammable liquid, combustible liquid and packing group. We are also emphasizing the following applicable shipping names and packing groups as they pertain to the transportation of petroleum products:

i. *Crude oil.* Petroleum crude oil, UN 1267, is specifically listed in the Hazardous Materials Table (49 CFR 172.101) as a Class 3 material, in Packing Groups I, II, or III.

ii. *Sour crude.* Petroleum sour crude, oil, flammable, toxic, UN 3494, is specifically listed in the Hazardous Materials Table (49 CFR 172.101) as a Class 3 material, in Packing Groups I, II, or III.[81]

"Sour crude" is that which contains higher than acceptable levels of hydrogen sulfate, rendering the crude particularly susceptible to combustion. Bakken crude is generally classified as "sweet," or low in sulfur content,[82] but increasingly the fracked crude (see discussion below) is found to contain hydrogen sulfide.[83]

Bakken crude is particularly hazardous. The North Dakota Bakken crude formation[84] requires drilling using hydraulic fracturing, or "fracking."[85] That technique involves mixing water with sand and chemicals and acids, including hydrochloric acid, which are injected to facilitate extraction. It requires huge amounts of water to start a well, and often leaves ground water contaminated. Further, the Society for Petroleum Engineers links the "souring" of Bakken crude to fracking techniques, and describes consequences such as "health and environmental risks, corrosion of wellbore, added expense with regard to materials handling and pipeline equipment, and additional refinement requirements."[86] Bakken crude contains fracking water and chemicals when shipped. Recently, detected hydrogen sulfide levels have induced pipeline companies to reject Bakken crude as too "sour" for transport.[87]

After the first of numerous incidents involving crude explosions during rail transport, the Federal Railroad Administration (FRA) addressed the need to properly maintain and retrofit tanker cars in a July 2013 letter to the American Petroleum Institute (API).[88] At issue was inadequate testing and classification of shipped crude, properly identifying "flash point, corrosivity, specific gravity at loading and reference temperatures, and the presence and concentration of specific compounds such as sulfur." Classification determines whether tanker cars need retrofits such as liners to protect against corrosion, and determination of proper loading levels. Lack of compliance results in valve deterioration and overloading causing leakage, loss of shell integrity, and, ultimately, greater risk of explosion. The FRA informed the industry it would start testing cars to compare actual loads to classification reported, and determine if proper packaging was being used. The testing would be to determine only the degree to which the industry was complying, however; ***the federal government did not then, nor has it since announced, any plans to police crude by rail shipments.*** The EIS must address how shippers will guarantee the safest method of rail transport in the absence of federal requirements, and condition permits on those protocols.

4. <u>Typical crude rail tanker cars are particularly dangerous.</u>

In a 2012 letter, Deborah Hersman, Chairman of the National Transportation Safety Board (NTSB), wrote that 69% of rail tank cars used for crude transport are DOT-111 type, which have "a high incidence of tank failure during accidents," noting:

The fact that DOT-111 general service tank cars experience more serious damage in accidents than pressure tank cars, such as DOT-105 or the DOT-112 cars, can be attributed to the fact

> that pressure tank cars have thicker shells and heads. The pressure cars are also usually equipped with metal jackets, head shields, and strong protective housings for top fittings. They do not have bottom outlet valves, which have been proven to be prone to failure in derailment accidents.[89]

DOT-111 design inadequacies make them more susceptible to rupture, and their poorly designed valves are subject to failure, resulting in leakage.[90]

Under 2011 rules passed by the American Association of Railroads (AAR), *new* DOT-111 cars will be required to have "a thicker shell, head protection, top fittings protection, and relief valves with a greater flow capacity" to reduce the risk of leaks, explosions, and fires after derailment.[91] However, the AAR expressly did not require retrofits, much less replacement of existing tankers of inferior design, citing cost concerns.[92] The NTSB finds phasing in to be inadequate, citing the existence of 62,000 cars in the U.S. inventory, length of service life of the cars, and loss of safety benefits when unit trains combine old and new tank cars.[93]

On August 13, 2013, in response to the catastrophic Lac-Megantic, Quebec, incident, Congressman Charles Schumer called on the FRA to order an immediate phase out of the DOT-111 for transport of hazardous materials.[94] Instead, the Pipeline and Hazardous Materials Safety Administration (PHMSA) issued a safety alert on Thursday, January 9, 2014, to warn the public that Bakken crude "may be more flammable than traditional heavy crude." The Agency also issued the alert to remind railroads they are required to properly label crude tanker cars to identify properly the level of volatility, and announced it will conduct new testing to determine the gas content, corrosivity, toxicity and flammability of Bakken crude, stating,

> The results of this expanded testing will further inform shippers and carriers about how to ensure that the materials are known and are properly described, classified, and characterized when being shipped. In addition, understanding any unique hazards of the materials will enable offerors, carriers, first responders, as well as PHMSA and FRA to identify any appropriate mitigating measures that need to be taken to ensure the continued safe transportation of these materials.[95]

The EIS must discuss what requirement, if any, will be imposed on shippers to use the safest available tanker cars for transport to the terminal facilities.

Conclusion

Though the rate of catastrophic rail incidents may be low relative to total train trips, the relevant number is actually the percentage of *only* Bakken CBR trains having incidents. Ultimately, the rate is not the issue, but the enormity of the harm when incidents occur. That is particularly true for vessel incidents. A risk analysis must be conducted given the risk posed to the aquatic environment. The federal government's response so far to the rail risks – advising and monitoring for reporting on compliance with labeling – is no substitute for state and local analysis of the risk to our communities of projects which pose such threats of harm.

Thank you very much for your consideration. Please accept electronic signatures as you would originals.

Sincerely,

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[1] E.g., Program Final Environmental Impact Statement, Washington State Coastal Zone Management Program, Amendment No. 3, Approval of the Grays Harbor Estuary Management Plan, St. of Wash. & U.S. Dep't of Commerce, April 1987.

[2] Compiled by Protect Whatcom and Friends of the Earth. Table updated as of April 17, 2014. Numbers on info graphics are based on known information at the time of printing, and may not be consistent with this table.

[3] General information Source: http://www.petroleumnewsbakken.com/.

[4] "BPD" is barrels per day. A barrel of crude is 42 U.S. gallons or 158.9873 litres.
In some cases, volume is extrapolated from train numbers. We assumed 110 rail cars/train, each carrying an average of 650 bbl (range is 600-700 bbl), for a total of 71,500 bbl/train unit. *See* Ass'n of American Railroads, *Just the*

Facts – Railroads Safely Move Hazardous Materials, Including Crude Oil, located online 8/30/13, at http://www.portofgraysharbor.com/downloads/crude-by-rail/Facts-on-Hazmat-and-Crude-Oil-Safety.pdf.

[5] Mmta = metric tonnes per annum. A metric tonne is approximately 1.1 short tons.

[6] Vessels are bulkers of the Panamax or Cape class; tankers of the Panamax class; and LNG (liquid natural gas) carriers of equivalent size as Panamax tankers and bulkers. Not counted are bunker barges which will fuel vessels at dock. For every two large vessels, estimate one bunker barge transit. Source: *Minutes, Combined Meeting, Steering Committee of the Puget Sound Harbor Safety Committee and Puget Sound Partnership Oil Spill Work Group, Vessel Traffic Risk Assessment (VTRA),* Draft *Estimates, Notes and Decisions on Future Scenarios,* May 2, 2013 (rev. 5/7) (hereafter "5/13 PSP VTRA Est."), located online Oct. 15, 2013, at http://www.psp.wa.gov/downloads/OILSPILL/VTRA_SC_Decisions5_2_13Final.pdf.

Unless otherwise specified, the following assumptions were made:

- Crude received will leave terminals and refineries in its unrefined state, by vessel and not by rail or the Olympic pipeline;
- Crude volume received is roughly equivalent to volume of refined product. In fact, volume of refined product is actually slightly higher. Source: telephone conversation with Julie Harris, Refinery Operations, US DOE EIA, 2032-586-6281. *See Petroleum & Other Liquids, Data, Refinery Yields,* US Energy Information Administration, http://www.eia.gov/dnav/pet/pet_pnp_pct_dc_nus_pct_m.htm.
- At Tacoma, Grays Harbor, and Columbia River terminals, crude will leave by some combination of (a) oil tankers with a maximum draft of 40' and capacity of 340,000 bbl ; and (b) articulated tug/barge combo, with an 85,000 bbl-capacity barge (they range from 55-150,000 bbl). Vessel estimates in the table represent only tankers of the largest class, and not barges, unless other source information is cited.

[7] Proponent Kinder Morgan Canada Terminals LP. The Kinder Morgan Pipeline serves multiple facilities including the Westridge Terminal, BP Cherry Point, Phillips 66 Ferndale, and the Tesoro and Shell refineries in Anacortes. *TransMountain Pipeline & Puget Sound Pipeline: Connected Delivery Terminals and Refineries*, located online Aug. 31, 2013, at http://www.kindermorgan.com/business/canada/delivery_receipt_locations.cfm.

[8] According to the proponent's website, the Trans-Mountain Pipeline Expansion project would increase capacity from 300,000 to 890,000 bpd. Accessed online Oct. 17, 2013, at http://www.kindermorgan.com/business/canada/tmx_expansion.cfm.

[9] Kinder Morgan Canada, Trans Mountain, *Tanker Traffic,* located online Oct. 17, 2013, at http://www.transmountain.com/tanker-traffic.

[10] Proponent website: http://www.rti.ca/. Ridley is an existing coal terminal with plans for expansion.

[11] The terminal plans to expand from 12 to 25 mmta. http://www.rti.ca/terminal (accessed Oct. 17, 2013).

[12] Ridley's rail map for coal routes from the Powder River Basin bear no relation to current lines. *See http://www.rti.ca/sites/default/files/shippingcommodities.png.* They seem to be saying coal would go to the coast through Stevens Pass, but loaded trains are too heavy for the grades in the Cascade Mountains, and loaded trains all go west through the Columbia River Gorge. Returning empty trains could use Stevens Pass until it reaches capacity. The more direct route, north from the PRB to Calgary, and north by northwest via Canadian National, is not favored by BNSF.

[13] Ships from Ridley Terminal have direct access to the Pacific Ocean and do not add traffic in Puget Sound. They do, of course, add traffic on the Great Circle Route to the Pacific Rim.

[14] The permit for this coal terminal's expansion was granted in January 2013. *See* terminal webpage: http://www.portmetrovancouver.com/en/projects/OngoingProjects/Tenant-Led-Projects/neptune-terminals-upgrades-coal-handling-expansion.

[15] Information from terminal website, accessed Oct. 17, 2013, at http://www.portmetrovancouver.com/en/projects/OngoingProjects/Tenant-Led-Projects/NeptuneTerminals.aspx.

[16] *Vancouver Fraser Port Authority Environmental Assessment Report and Schedule of Environmental Conditions,* Port Metro Vancouver VFPA Review No. 12-066, p.1, Jan. 23, 2013, located online Oct. 17, 2013, at http://www.portmetrovancouver.com/docs/default-source/projects-project-review/2013-01-23-project-permit---signed-with-plans-and-schedule---neptune-coal-capacity-pp-2012-066.pdf?sfvrsn=0. Note that this projection assumes trains 152 cars long, versus the current average of 125 cars. *Port Metro Vancouver Neptune Bulk Terminals – New Stacker Reclaimer Project and Additional Coal Handling Improvements January 2013 – Input Consideration Memorandum,* p.4, located online Oct. 17, 2013, at http://www.portmetrovancouver.com/docs/default-source/projects-project-review/january-2013_final_neptune-project-input-consideration-memo.pdf?sfvrsn=0. Total terminal capacity after proposed expansion would be 18.5 mmta. *Id.* at 2.

[17] According to the *5/13 PSP VTRA Est.* http://www.psp.wa.gov/downloads/OILSPILL/VTRA_SC_Decisions5_2_13Final.pdf, there would be a total additional 176 vessel calls per year, for all commodities and docks at Neptune. Vessels associated with expansion for met coal will be one additional vessel per week. *Vancouver Fraser Port Authority Environmental Assessment Report and Schedule of Environmental Conditions,* Port Metro Vancouver VFPA Review No. 12-066, p.1, Jan. 23, 2013, located online Oct. 17, 2013, at http://www.portmetrovancouver.com/docs/default-source/projects-project-review/2013-01-23-project-permit---signed-with-plans-and-schedule---neptune-coal-capacity-pp-2012-066.pdf?sfvrsn=0.

[18] Proponent website: http://www.fsd.bc.ca/index.php/company/community-outreach/. Port Metro Vancouver conducted a River Tanker Traffic Study completed June 2012. See generally http://www.portmetrovancouver.com/en/portusers/marineoperations/navigation/tanker-traffic. Study located online Oct. 17, 2013, at http://www.portmetrovancouver.com/docs/default-source/port-users-marine-operations/Fraser_River_Tanker_Traffic_Study_Full_Report.pdf?sfvrsn=0.

[19] *Fraser Surrey Docks, Risk Assessment Study for Coal Barge Operation,* Report No./DNV Reg.No.: PP050173/1-5EZEXO, Rev. 2A, 2012-09-26, p.1, located online Oct. 17, 2013, at http://www.fsd.bc.ca/_documents/coal/marine_risk_assessment.pdf.

[20] *5/13 PSP VTRA Est.* http://www.psp.wa.gov/downloads/OILSPILL/VTRA_SC_Decisions5_2_13Final.pdf.

[21] See http://www.platts.com/latest-news/coal/washington/vancouvers-westshore-terminal-coal-exports-increase-21394473.

[22] *5/13 PSP VTRA Est.* http://www.psp.wa.gov/downloads/OILSPILL/VTRA_SC_Decisions5_2_13Final.pdf.

[23] *MDP2011-000001/SHR2011-00009, Pacific International Terminals, Inc. Major Project Permit and Shoreline Substantial Development Permit Supplemental Applications – Supplemental Information (*hereinafter "GPT Permit App."), March 16, 2012, located online Oct. 15, 2013, at http://www.co.whatcom.wa.us/pds/plan/current/gpt-ssa/pdf/20120319-permit-submittal.pdf. Status: Scoping closed for the Draft Environmental Impact Statement January 22, 2013; the Scoping Report was issued March 29, 2013. http://www.eisgatewaypacificwa.gov/resources/scoping-report. Comments may be viewed online at http://www.eisgatewaypacificwa.gov/get-involved/comment/all.

[24] *GPT Permit App.* at Table 4-2, p. 4-51.

[25] *Ibid.* at Table 4-5, p. 4-55.

[26] *Ibid.* at Table 4-6, p. 4-63.

[27] This facility shares Intalco's pier.

[28] That is the facility's existing capacity. No announced plans to expand capacity. Callie Mitchell, West Coast LPG Exports are a Brand New Game – A New Wave of Exports from Ferndale, WA, April 4, 2014, RPN Energy, LLC, https://rbnenergy.com/west-coast-lpg-exports-are-a-brand-new-game-from-ferndale-wa.

[29] Proponent BP West Coast Products, LLC. County permits were approved for rail expansion on October 18, 2012, after a SEPA threshold review resulted in a mitigated determination of nonsignificance. See case No. SEP2012-00059 at http://whatcomcounty.us/pds/plan/sepa/2012-quarter4.jsp. For a general description of the facility, see BP Cherry Point, http://www.bp.com/content/dam/bp/pdf/abp_wwd_us_cherry_point_fact_sheet_june_2011.pdf.

Pending from the Wash. Dep't of Ecology: Water Permit Draft NPDES WA-00-2290-0. Comment period opened 9/4/13, and closed 10/7/13. For information: public disclosure coordinator Ann Lowe via E-mail or phone (360) 407-6916. http://apps.ecy.wa.gov/industrial/proposed.asp.

[30] Cascade Engineering Group, P.S., Inc., *Rail Logistics Stormwater Site Plan,* p.1, Aug. 16, 2012, located online 8/31/13, at http://whatcomcounty.us/pds/plan/sepa/pdf/sep2012-00059-sepa-packet-mdns-20121018-part2.pdf at 83/164 ("The facility will be designed to transfer a variety of train sizes (up to and including one unit train per day).").

[31] Proponent Phillips 66 Co. Ferndale Refinery. Permits were approved for rail expansion on Apr. 29, 2013, after a SEPA threshold review resulted in a mitigated determination of nonsignificance. See case No. SEP2013-00005 at http://whatcomcounty.us/pds/plan/sepa/2013-quarter2.jsp.

[32] Whatcom County Planning & Development Services SEPA Mitigated Determination of Nonsignificance, p.4, Apr. 29, 2013, located online 8/31/13, at http://whatcomcounty.us/pds/plan/sepa/pdf/sep2013-00005-sepa-packet-mdns-20130429.pdf at 2/40 ("The project will add up to one unit train every other day, on average on an annual basis….").

[33] Proponent Tesoro Refining & Marketing Co./KM/BNSF. Refinery website: http://www.tsocorp.com/tsocorp/productsandservices/locations/refinerylocations/001545.

[34] *See id.* The terminal manager states publicly Tesoro refinery receives only 50,000 bpd, but that number is very low given they receive 6 trains per week. We assume industry average volume per train and applied that number. This

terminal states it can receive no more than 120,000 total bpd from all sources—Alaskan and Bakken crude, and Canadian tar sands by pipeline.

[35] This facility receives Bakken crude now. Mark Stayton and Kate Martin, *Shell considers rail loop for Bakken crude,* goskagit.com, Mar. 30, 2013, located online 9/1/13, at http://www.goskagit.com/all_access/shell-considers-rail-loop-for-bakken-crude/article_117f6919-350e-539d-b38d-4c8bb694aebf.html (quoting terminal manager stating they receive 6 trains per week).

[36] Proponent Shell Oil Products US. Pre-application filed (see fn. below). Skagit County POC: Will W. Honea, willh@co.skagit.wa.us.

[37] *Shell Puget Sound Crude by Rail East Gate Project, Anacortes, WA, Pre-Development Meeting* "Project Description" at p.3 of attachment filed Aug. 22, 2013, located online 8/31/13 at http://www.scribd.com/doc/163737250/Shell-SkagitCounty-PreDevelopmentMeetingApplication-2013-08-22 ("At this early stage the project plans to handle about one unit train per day, with a maximum of 6 trains per week in and out of the facility.").

[38] Proponent U.S. Oil Trading LLC, Transcor Astra Grp, subsid. of Compagnie Nationale a' Portefeuille S.A. (CNP) (Belgium).

[39] Fielden, Sally, *Crude Loves Rock'n'Rail—West Coast Destinations,* RBN Energy, LLC, Apr. 10, 2013, located online 9/1/13, at http://www.rbnenergy.com/crude-loves-rock-n-rail-west-coast-destinations.

[40] Berth information: http://www.usor.com/about/dock. One pier accommodates tankers; one barges.

[41] Proponent Targa Resources & Phillips 66 Ferndale.

[42] Phillips 66 Press Release, March 20, 2013, located online 8/31/13, at http://www.phillips66.com/EN/newsroom/news_releases/2013NewsReleases/Pages/03-20-2013.aspx, announcing Bakken crude will be delivered to Targa for transfer to vessels bound to Phillips 66 Ferndale or San Francisco.

[43] Gilley, John, *Diversifying for Port of Tacoma's Future*, The News Tribune, Feb. 3, 2013, located online 8/31/13, at http://www.thenewstribune.com/2013/02/03/2460260/diversifying-for-ports-future.html.

[44] VEAT 2012 Vessel Entries And Transits for Washington Waters. Washington State Department of Ecology Spill Prevention, Preparedness and Response Program P.O. Box 47600 Olympia, WA 98504-7600. WDOE Publication 13-08-001, March 2013, available online as of Oct. 17, 2013, at https://fortress.wa.gov/ecy/publications/SummaryPages/1308001.html.

[45] Rail service via Union Pacific and BNSF through GW Puget Sound & Pacific RR.

[46] Proponent Imperium Renewables. T-1's depth is http://www.portofgraysharbor.com/terminals/terminal1.php. MDNS issued 5/2/13 jointly by the City of Hoquiam and Wash. ECOL. SSDP issued 6/17/13; appealed by Earth Justice and overturned by Shoreline Management Hearings Board. Determination of Significance jointly issued by City and Ecology April 4, 2014; scoping opened April 10, closes May 27, 2014. http://www.ecy.wa.gov/geographic/graysharbor/terminals.html. Imperium Renewables produces pure, unblended B100 biodiesel. Port of Grays Harbor (PGH) will not grant a lease until all required permits are received from city, state, and federal governments. http://www.portofgraysharbor.com/downloads/crude-by-rail/Port_CBR_FAQ.pdf. Proponent does business as Imperium Term. Svcs., LLC. Rail carrier will be Union Pacific and BNSF through GW Puget Sound & Pacific RR. Port of Grays Harbor, *Grays Harbor Economic Opportunity: Crude by Rail,* Jan. 30, 2013, p.13, located online 8/30/13, at http://www.portofgraysharbor.com/downloads/crude-by-rail/CBR_Workshop_Presentation.pdf.

[47] Determination of Significance and Request for Comments on Scope of Environmental Impact Statement for Imperium Bulk Liquid Facility Project, City of Hoquiam & Wash. Dep't of Ecology, Apr. 4, 2014, http://www.ecy.wa.gov/geographic/graysharbor/20140404-Imperium-DS.pdf.

[48] *Id.*

[49] *Id.*

[50] MDNS from City of Hoquiam and ECOL Mar. 2013. SSDP issued 4/26/13; appealed and overturned by Shoreline Management Hearings Board. Determination of Significance jointly issued by City and Ecology April 4, 2014; scoping opened April 10, closes May 27, 2014. http://www.ecy.wa.gov/geographic/graysharbor/terminals.html. Port of Grays Harbor (PGH) will not grant a lease until all required permits are received from city, state, and federal governments. http://www.portofgraysharbor.com/downloads/crude-by-rail/Port_CBR_FAQ.pdf.

[51] Determination of Significance and Request for Comments on Scope of Environmental Impact Statement for Westway Bulk Liquid Facility Project, City of Hoquiam & Wash. Dep't of Ecology, Apr. 4, 2014, http://www.ecy.wa.gov/geographic/graysharbor/20140404-Westway-DS.pdf.

[52] *Id.*

[53] *Id.*

[54] Proponent US Development Group, LLC . T-3's depth is 38-40'. http://www.portofgraysharbor.com/terminals/terminal3.php. Proponent granted option to lease by PGH in Apr. 2013. Pending filing of permits after feasibility review by proponent. http://www.portofgraysharbor.com/downloads/crude-by-rail/CBR_Fact_Sheet.pdf.

[55] Grays Harbor Rail Terminal, *Proposed Facility at Port of Grays Harbor: Frequently Asked Questions,* located online 8/30/13, at http://www.portofgraysharbor.com/downloads/crude-by-rail/USD_FAQ.pdf.

[56] *Id.* Proponent states "[s]hip calls will range from 45-60 per year, depending on vessel size."

[57] Other possible proposals include:

- NuStar Energy, Tacoma or Vancouver. *New Traffic Patterns Emerge to Supply Crude Oil to West Coast Refiners,* EIA, Aug. 14, 2013, located online 9/2/13, at http://www.eia.gov/oog/info/twip/twiparch/2013/130814/twipprint.html ("[M]erchant terminal operators, such as … NuStar Energy … are also investing in new rail-to-barge and rail unloading facilities.") NuStar has three terminals, one in Tacoma and two in Vancouver. http://www.nustarenergy.com.
- Paramount Terminal, Portland, OR. The Wash. Dept. of Ecology lists this proposal on their *Energy Movement Evolution* map. http://static.squarespace.com/static/50538902e4b06a8cd25aff1b/t/51a95db6e4b0c88fb1ffbae4/1370054070258/Ecology%20Map%20oilmovementjan713.pdf. Possible proponent: Paramount Petroleum Corp. (503) 273-4760, http://paramountasphalt.com/about-us.

[58] Proponents LNG Development Company, LLC (d/b/a Oregon LNG) and Oregon Pipeline Company, LLC. http://www.oregonlng.com/, http://www.oregonpipelinecompany.com/.

[59] Terminal depth is 43', vessel numbers are for LNG (liquid natural gas) carriers. Source for number of vessels: *Oregon LNG Export Project Resource Report 1—General Project Description,* Docket Number PF12-18-000, Table 1.3-1, Aug. 2012, located online Oct. 15, 2013, at https://s3-us-west-2.amazonaws.com/oregonlng/pdfs/RR1_Prefiling_Draft_8-13-12/1OLNG_RR1_PrefilingDraft_public.pdf.

[60] Callie Mitchell, West Coast LPG Exports are a Brand New Game – A New Wave of Exports from Ferndale, WA, April 4, 2014, RPN Energy, LLC, https://rbnenergy.com/west-coast-lpg-exports-are-a-brand-new-game-from-ferndale-wa.

[61] According to Northwest Innovation Works' website, its major investors include PPE, Joint Venture between CECC and Dalian Xizhong Island Petrochemical Park, and H&Q Asia Pacific. CECC is a Joint Venture between Chinese Academy of Science (CAS) and BP. http://nwinnovationworks.com/. Permits required include a shoreline permit, an air permit and stormwater permit from Washington agencies. Erik Olson, President of methanol firm talks permits, jobs at EDC meeting, February 27, 2014, TDN.com, http://tdn.com/news/local/president-of-methanol-firm-talks-permits-jobs-at-edc-meeting/article_bc1d69de-a01c-11e3-adbf-0019bb2963f4.html. The Port of Kalama signed a lease agreement April 9, 2014. Shari Phiel, Port of Kalama, methanol company OK lease agreement, TDN.com, April 9, 2014, http://tdn.com/news/local/port-of-kalama-methanol-company-ok-lease-agreement/article_82d9af5e-c072-11e3-88c1-001a4bcf887a.html. The company expects the facilities to be fully operational by 4th quarter 2017. http://nwinnovationworks.com/.

[62] http://nwinnovationworks.com/. Calculations are based on company's statement it will produce 10,000 metric tons per day. It was assumed this was for both facilities, so 5000 metric tons per day was converted to a barrel equivalent.

[63] See notes for Northwest Innovation Works Port of Kalama methanol proposal, above. Permits required at Port Westward include Oregon land use and stormwater permits and possibly shoreline permits from the U.S. Army Corps of Engineers. Erik Olson, President of methanol firm talks permits, jobs at EDC meeting, February 27, 2014, TDN.com, http://tdn.com/news/local/president-of-methanol-firm-talks-permits-jobs-at-edc-meeting/article_bc1d69de-a01c-11e3-adbf-0019bb2963f4.html.

[64] http://nwinnovationworks.com/. See note for Port of Kalama facility.

[65] Proponent Coyote Island Terminals, LLC, a subsidiary of Ambre Energy, proponent of the Millennium Bulk Logistics Terminal in Longview. Coal would arrive by rail for storage and transfer to barges which would be towed to the shipping terminal at Port Westward. http://www.nwp.usace.army.mil/Missions/Currentprojects/CoyoteIslandTerminal.aspx.

[66] Proponent Tesoro-Savage; Rail service by Puget Sound and Pacific RR. Permitting lead agency: Wash. Energy Facility Site Evaluation Council (http://www.efsec.wa.gov/default.shtm, 360-664-1345), POC Stephen Posner, Compliance Mgr., sposner@utc.wa.gov, 664-1903. Governing law: RCW § 80-50-020. 10/1/13 approx. date of announcement of pre-scoping review.

[67] http://tesorosavagevancouver.com/here/wp-content/uploads/2013/08/POV_FactSheet.pdf.

[68] Proponent Global Partners, LP.

[69] Source: de Place, Eric, *Sightline Report: The Northwest's Pipeline on Rails: Crude Oil Shipments Planned for Puget Sound, the Washington Coast, and the Columbia River*, (Aug. 2013 Update), fn.20, located 8/29/13 at http://www.sightline.org/wp-content/uploads/downloads/2013/07/crude-oil-by-rail_August-Update.pdf.

[70] Sandy Fielden, Imagine There's No Export Ban, No Need to Split the Condensage, RBN LLC, May 26, 2014, https://rbnenergy.com/imagine-there-s-no-export-ban-no-need-to-split-the-condensate.

[71] http://www.wsdot.wa.gov/Rail/staterailplan.htm.

[72] Cambridge Systematics, Inc., "Washington State Rail Plan Public Review Draft," Prepared for Washington Dep't of Transportation, Sept. 30, 2013, http://www.wsdot.wa.gov/NR/rdonlyres/F67D73E5-2F2D-40F2-9795-736131D98106/0/DSRP_Draft_Final_Report_20131003.pdf.

[73] *Id.* at 39-40.

[74] *Id.* at 40.

[75] Jen Skerritt, "Record Grain Crop Stuck on Prairie as Railways Tap Oil," Bloomberg, Jan. 23, 2014, http://www.bloomberg.com/news/2014-01-23/recrod-grain-crop-stuck-on-prairie-as-railways-tap-oil.html.

[76] Washington State Rail Plan, *Public Review Draft*, Sept. 30, 2013, p.35. Accessed Oct. 22, 2013, at http://www.wsdot.wa.gov/NR/rdonlyres/F67D73E5-2F2D-40F2-9795-736131D98106/0/DSRP_Draft_Final_Report_20131003.pdf.

[77] *See* http://www.wsdot.wa.gov/Rail/StateRailPlan.

[78] http://www.wsdot.wa.gov/NR/rdonlyres/F67D73E5-2F2D-40F2-9795-736131D98106/0/DRAFTStateRailPlanforPublicComment.pdf, p. 87.

[79] *See* http://www.wsdot.wa.gov/Rail/staterailplan.htm.

[80] http://protectwhatcom.files.wordpress.com/2013/10/gatewaytoextinctioncarrie10-14-13.pdf.

[81] 78 FR 69745, "Safety and Security Plans for Class 3 Hazardous Materials Transported by Rail," Notice of Safety Advisory, Pipeline and Hazardous Materials Safety Administration and the Federal Railroad Administration, Nov. 20, 2013, https://www.federalregister.gov/articles/2013/11/20/2013-27785/safety-and-security-plans-for-class-3-hazardous-materials-transported-by-rail.

[82] "Oil Markets Explained," BBC News, Oct. 18, 2007, http://news.bbc.co.uk/2/hi/business/904748.stm.

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[85] This comment incorporates by reference the Wikipedia.org entry for "Hydraulic fracturing." http://en.wikipedia.org/wiki/Fracking#cite_note-onepetro-182.

[86] Yevhen I. Holubnyak, et al., "Understanding the Souring at Bakken Oil Reservoirs," conference paper presented to SPE International Symposium on Oilfield Chemistry, April 11-13, 2011, http://www.onepetro.org/mslib/servlet/onepetropreview?id=SPE-141434-MS.

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[87] http://en.wikipedia.org/wiki/Bakken_crude; *see also* Matt DiLallo, "Is the Bakken Turning Sour?" Daily Finance, June 4, 2013, http://www.dailyfinance.com/2013/06/04/is-the-bakken-turning-sour/.

[88] Letter from Thomas J. Herrmann, Acting Director, Office of Safety Assurance and Compliance, Federal Railroad Administration, to Jack Gerard, American Petroleum Institute (July 29, 2013), http://www.fra.dot.gov/eLib/details/L04717.

[89] Letter from Deborah A.P. Hersman, Chairman, National Transportation Safety Board, to Cynthia L. Quarterman, Administrator, Pipeline and Hazardous Materials, Safety Administration (March 2, 2012), http://www.ntsb.gov/doclib/recletters/2012/R-12-005-008.pdf.

[90] Paul M. Stancil, "DOT-111 Tank Car Design," NTSB, http://www.ntsb.gov/news/events/2012/cherry_valley/presentations/Hazardous%20Materials%20Board%20Presentation%20508%20Completed.pdf.

[91] Letter from Thomas J. Herrmann, Acting Director, Office of Safety Assurance and Compliance, Federal Railroad Administration, to Jack Gerard, American Petroleum Institute (July 29, 2013), http://www.fra.dot.gov/eLib/details/L04717.

[92] *See id.*

[93] *Id.; see also* Paul M. Stancil, "DOT-111 Tank Car Design," NTSB, http://www.ntsb.gov/news/events/2012/cherry_valley/presentations/Hazardous%20Materials%20Board%20Presentation%20508%20Completed.pdf.

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NATIONAL PARKS CONSERVATION ASSOCIATION

May 13, 2014

Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Dear Sir or Madam:

The National Parks Conservation Association (NPCA) appreciates the opportunity to submit scoping comments on the Westway and Imperium Renewables Expansion Projects. NPCA is concerned with the possible impacts of the proposed Westway Terminal Company and Imperium Terminal Services on units of the National Park System as the project receives crude oil by rail, transfers it onto tankers, and ships it through Grays Harbor.

NPCA is an independent, nonpartisan voice working to address major threats facing the National Park System. We represent more than 800,000 members and supporters and work to protect and enhance our national parks.

NPCA would like to see the following areas receive particular analysis in the Environmental Impact Statement (EIS):

1) **Impacts to Natural Resources**

NPCA is concerned about potential negative impacts to natural resources, including lands, plants, and wildlife, that could result from oil spills or other accidents occurring during transportation either by rail or ship near national park units. These units include Fort Vancouver National Historic Site (NHS), Lewis & Clark National Historical Park (NHP), Lewis and Clark National Historic Trail (NHT) and the Ice Age Floods National Geologic Trail (NGT). Many important and protected species of plant and animal are found in and around these national park units and are adjacent or near the rail lines and shipping lanes used to transport the crude oil. Trains and ships hitting and killing wildlife is a real threat that will only increase as traffic from this proposed project increases. A close analysis of the risk to these national park units from increased rail traffic and shipping traffic caused by this proposed project, which will escalate the possibility of harmful oil spills or discharges that would greatly damage park natural resources, must be undertaken.

2) **Impacts to Cultural Resources**

NPCA is also concerned about potential negative impacts to cultural resources, including buildings and

Northwest Regional Office

1200 5th Avenue, Suite 1925 | Seattle, WA 98101 | P 206.903.1444 | F 206.903.1448 | npca.org

archeological resources, from an increased possibility of oil spills and derailments. Of special concern is Fort Vancouver NHS which will be impacted by both increased rail traffic and shipping traffic due to its location. Fort Vancouver NHS also contains some of the most important collections of cultural resources in the country. Additionally, the Lewis and Clark NHT contains many significant historic sites and locations important to the story of the Corps of Discovery which could be potentially damaged due to its close proximity to the route increased numbers of oil trains would follow. A detailed of analysis and evaluation of the risk to these important resources must be done.

3) **Visitor Use and Enjoyment**

A careful evaluation of the potential impacts to visitor use and enjoyment of these national park units must also be completed. The sense of "stepping back in time" at Fort Vancouver NHS and Lewis & Clark NHP could be severely impacted by the sights and sounds of increased trains and/or ships related to this proposed project. Furthermore, the views and ability to take in the landscape along the Ice Age Floods NGT could suffer greatly from increased rail and shipping traffic.

4) **Public and NPS Staff Safety**

The safety of the public and employees of the National Park Service is of great concern to NPCA. Increased rail traffic and ships adjacent to and near multiple national park units increases the risk of harm to both the public and NPS employees in these areas from oil spills or derailments. A detailed analysis of the potential risk to the public and NPS employees must be undertaken.

5) **Air Pollution and Climate Change**

NPCA is concerned with the negative impacts to the air and climate potentially caused by this project. Train and ship emissions may have an impact on the visibility and air quality of several national park units including Olympic National Park. Furthermore, the eventual refining and burning of the crude oil being transported through this potential project will increase air pollution, reduce visibility at numerous national park units, and release tons of harmful greenhouse gases that will contribute to climate disruption. An analysis of these potential impacts must be completed.

In conclusion, NPCA is concerned with numerous potential negative impacts to national park units located adjacent or near the increased rail and shipping traffic that will result from this project. An EIS that is comprehensive in scope and which recognizes the potential impacts over a large area from increased oil train traffic is needed. Careful analyses of all these impacts must be completed in the EIS.

NPCA appreciates the opportunity to submit these scoping comments and we look forward to reviewing and having an opportunity to comment on the Draft EIS.

Thank you.

Sincerely,



David G. Graves
Northwest Program Manager
PH: 206-903-1645
dgraves@npca.org



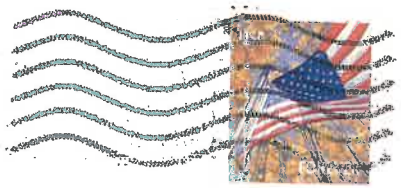


Thank you for your interest. The comment period closed May 27, 2014. We are no longer accepting comments.

NATIONAL PARKS CONSERVATION ASSOCIATION
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Seattle, WA 98104

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NORTHERN PLAINS
RESOURCE COUNCIL

May 21, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, Washington 98104

Dear EIS Scoping Comment officials:

On behalf of Northern Plains Resource Council (Northern Plains) and its members in Montana, I am submitting scoping comments for the proposal to allow the Westway and Imperium terminals at Grays Harbor, Washington, to receive crude oil shipments via rail and then load the oil on tanker ships to transport the oil to refining facilities along the West Coast. Under the State Environmental Policy Act (SEPA), this public scoping period begins the environmental review process of the proposal to ascertain if there are any issues, alternatives, or concerns that the public has which should be included in the environmental impact statement (EIS) prepared for the project.

Because there will be significant direct, indirect, connected, and cumulative impacts to Montanans as a result of this proposed project, we are requesting that issues and concerns of Montanans be included in the scope of analysis for the proposed project. These impacts are generally connected with the rail shipment of the crude oil to Washington through Montana.

Northern Plains formed in 1972 and is a grassroots conservation and family agriculture non-profit corporation organized under the laws of the State of Montana. Northern Plains organizes Montana citizens to protect our water quality, family farms and ranches, and unique quality of life. Northern Plains is dedicated to providing the information and tools necessary to give citizens an effective voice in decisions that affect their lives.

The proposal to permit the Westway and Imperium terminals to receive crude oil shipments will have enormous impacts on the commerce and communities in Montana by increasing rail traffic through our state. When combined with the coal export terminal proposals at Cherry Point and Longview in Washington, Port of Morrow in Oregon, and the various British Columbia export terminals, the systemic impacts to the entire rail transportation system of the region will be enormous.

As detailed in the recently published report, *Heavy Traffic Still Ahead* (February 2014, Western Organization of Resource Councils, www.heavytrafficahead.org), the effects this increased train traffic would have for communities and citizens living along rail lines are real and potentially significant. The economic viability of key regional industries reliant on rail service, including import/export container shippers, passenger service, agricultural and other commodities shippers, is at risk with the prospect of increased train traffic.

220 S. 27th Street, Suite A, Billings, MT 59101
Tel: 406.248.1154 Fax: 406.248.2110 Email: info@northernplains.org www.northernplains.org

There are currently more than 50 trains traversing Montana on two main lines each day; this number is nearing capacity for the current rail system, and some upgrades are already in progress. However, projections of an additional 22 trains each day as a result of Bakken oil shipments and between 26 to 35 additional trains each day in the next 5 years as a result of coal export shipments will more than congest even an upgraded rail system.

More train traffic would lead to more frequent and longer traffic delays for citizens at rail crossings. These delays would disrupt the business and commerce of cities and towns. These delays would mean a greater potential that emergency responders would be delayed in reaching residents when there is a medical emergency or a fire or the need for police. These issues must be thoroughly addressed and considered in the EIS.

Increased train traffic would mean an increase in the amount of airborne pollutants – particulate matter – from diesel engines. Medical studies have shown a clear link between these airborne pollutants and disease. Increased train traffic would mean more noise. Increased train traffic would mean a higher potential for derailments, which are especially dangerous and life-threatening when trains are carrying crude oil. These issues must be thoroughly addressed and considered in the EIS.

Increased train traffic would cost taxpayers money. We all understand that if a rail company needs to upgrade its track or a crossing in order to facilitate current or increased train traffic, they will do so and they will pay for it, however, if a city or county wants to have a particular crossing in their community upgraded to deal with local impacts and the rail company doesn't want to do this, under existing law the railroads do not have to respond to the local government concerns. Nor do railroads have to pay for "Quiet Zones." The only choice citizens have if they decide their community needs a Quiet Zone or any other infrastructure upgrades is to pay for these things themselves with public money – taxes. These issues must be thoroughly addressed and considered in the EIS.

Of great concern to Northern Plains is the impact this increased train traffic would have on the rail transportation of our agricultural products. Montana's Number One economy is agriculture, and Montana grain farmers export more than 80% of their wheat to Asian markets. Montana grain producers have invested decades and many dollars into building a reputation for timely and reliable service for their product in the global marketplace, for which they get a premium in price. These added oil trains along with growing coal train traffic jeopardize this key marketing premium. Crude oil (and export coal) shipments will receive priority in rail use because they are higher income-generating products for the railroads. In addition, the limited capacity on the rail system means that export grain traffic would experience a deterioration of rail service, and producers would experience higher transit and cycle times as well as higher freight rates. These issues must be thoroughly addressed and considered in the EIS.

Increased crude oil train traffic has the additional significant consequence of catastrophic negative effects should a derailment occur. Derailments may not be common, but they do happen, and with the increase in the number of trains, the potential for derailments will also increase. In 2011 Burlington Northern Sante Fe Railroad and Montana Rail Link (the two railroads operating in Montana) had 29 main line accidents/derailments in Montana; in 2013

there were 14. But, the deadly consequences of an oil train derailment, explosion, and fire as seen in the Lac-Magantic, Ontario; Casselton, North Dakota; and Lynchburg, Virginia derailments are far more significant than other types of derailments. The risks to communities, citizens, and the environment of rail transport of crude oil as well as the related connected and cumulative consequences of the costs of preparedness, response, and clean-up of oil spills must be thoroughly addressed and considered in the EIS.

The impacts of increased oil (and coal export) train traffic are real and significant. Each and every citizen and community along the hundreds of miles of rail lines between the Pacific Northwest and the Bakken oil fields (and the Powder River Basin coal mines) would experience numerous and significant effects that are the result of this increase in train traffic. Consequently, it is absolutely appropriate, and Northern Plains respectfully requests, that the scope of the environmental review for the Westway and Imperium terminals project be comprehensive and that it include the **cumulative and connected impacts that increased train traffic would have on all citizens and communities along the entire length of the rail lines involved, particularly the impacts on Montana and Montanans.**

Thank you for consideration of our requests.

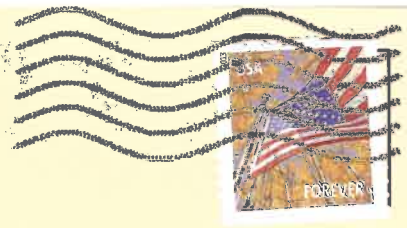
Sincerely,

Steve Charter

Steve Charter, Chair
Northern Plains Resource Council

NORTHERN PLAINS
RESOURCE COUNCIL
220 South 27th Street, Suite A
Billings, MT 59101

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Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

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NPC MRC

May 27, 2014

STEVE ALLISON
Hoh Tribe

ROD FLECK
City of Forks, WA

JOHN HUNTER
Citizen, Clallam County

KATIE KRUEGER
Quileute Tribe

CATHY LEAR
Clallam County

ROY MORRIS
Citizen, Clallam County

RICH OSBORNE
Citizen, Clallam County

TAMI POKORNY
Jefferson County

JOHN RICHMOND
Citizen, Jefferson County

DANA SARFF
Makah Tribe

JILL SILVER
Citizen, Jefferson County

CHIGGERS STOKES
Citizen, Jefferson County

Westway and Imperium Renewables Expansion Project EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

RE: Westway and Imperium Expansion Proposals - EIS Scoping

The North Pacific Coast Marine Resources Committee (NPC MRC) is a local science-based group, formed under Chapter 36.125 RCW, dedicated to marine stewardship and citizen engagement focused on the resources and communities of the North Olympic Peninsula's Pacific Coast. We would like to comment on the scope of the EIS for these proposals to expand existing bulk liquid storage, and to allow receipt of crude oil, at the Port of Grays Harbor.

These projects will increase the risk of oil spills in Grays Harbor, a particularly sensitive estuarine environment of nation-wide importance both ecologically and commercially, and to cause other serious and enduring environmental harms and economic impacts to the region. The projects, by facilitating the release of carbon dioxide to the atmosphere, also add to the growing risks of catastrophic climate disruption, sea level rise and ocean acidification. Consequently, the broadest possible scope and a comprehensive approach to the EIS are necessary and justified.

We understand that the Westway and Imperium expansion proposals would result in at least a 300% increase in the number of vessel entry and departure transits over 2012 levels (168 to 688), and a 133% increase in the number of train transits (730 to 1703), and the train "units" will include at least 100 train cars. The total storage liquid fuel storage capacity would increase by 72.2 million gallons and up to 749.9 million gallons would pass through the facility each year. A third proposal from US Development, now under consideration by the City of Hoquiam, would add an additional 42 million gallons of storage capacity and another train transit every two days.[1]

The proposed expansion sites and rail corridor are located on fill and other soils prone to liquefaction, post liquefaction settlement, and lateral spreading in the event of Cascadia Subduction Zone Interplate events (earthquakes) which "have occurred in the prehistoric past and will occur in the future."[2] The site and corridors also

[1] http://cityofhoquiam.com/rail-terminal/GHRT-Shoreline-Permit-App.pdf
[2] http://cityofhoquiam.com/rail-terminal/GHRT-Geotech-Report.pdf

coincide with, or are adjacent to, flood and tsunami hazard zones and critical habitat for ESA-listed species.

The NPC MRC strongly recommends that:

1. EIS scoping be delayed until the 2014 Marine and Rail Oil Transportation Study is complete and its findings reviewed in the context of other proposed tank farms and coal terminals in Washington State.

2. The EIS for the Westway and Imperium proposals consider the cumulative effects of oil transport through Grays Harbor, to include US Development's Grays Harbor Rail Terminal (and tanks)[3], on vessel and train traffic and patterns, on levels of environmental risk, on existing economic activities and on the quality of life for people living in the region.

3. The EIS consider potential failures, of structures or processes, that would cause oil to spill into the environment – such as derailments or other damage caused by earthquakes of various magnitudes, river flooding and associated debris, or tsunamis.

4. The EIS determine what additional infrastructure, plans, procedures and equipment should exist in order to minimize damage to the environment from a forecasted tsunami and to coordinate with the evacuation and other needs of the local population.

5. The EIS identify and quantify any new costs to the public of effective emergency response such as costs to station an ocean rescue tug in Grays Harbor and costs to upgrade emergency response capacity on land.

6. The EIS characterize how the risks of derailments and other train wrecks in the Grays Harbor Region would change as a result of the proposals.

7. The EIS describe in detail the direct and indirect effects of a major spill of 1). Crude oil from the Bakken Formation and its associated impurities (fracking chemicals) and 2). Canadian tar sands and associated impurities (synthetic crude and butimen with diluents) on the ESA-listed western snowy plover (*Charadrius alexandrinus nivosus*), streaked horned lark (*Eremophila alpestris strigata*), and their designated critical habitats.

Thank you for this opportunity to comment.

Sincerely,

The Members of the NPC MRC

cc:
OCNMS (L. Antrim, C. Bernthal)

---

[3] http://cityofhoquiam.com/rail-terminal

WA Sea Grant (I. Miller)
ONP (S. Creachbaum)
ONRC (F. Hanson)
Grays Harbor MRC
Pacific County MRC
Wahkiakum County MRC

NPC MRC - Pokorny

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615 Sheridan Street • Port Townsend, Washington 98368

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Westway & Imperium
Renewables Expansion Project
EIS
c/o ICF International
710 Second Avenue Suite 550
Seattle, WA 98104

PUBLIC HEALTH
ALWAYS WORKING FOR A SAFER AND
HEALTHIER COMMUNITY

98104175425

Please refer to the attached letter.

May 27, 2014

STEVE ALLISON
Hoh Tribe

ROD FLECK
City of Forks, WA

JOHN HUNTER
Citizen, Clallam County

KATIE KRUEGER
Quileute Tribe

CATHY LEAR
Clallam County

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Westway and Imperium Renewables Expansion Project EISs
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Thank you for this opportunity to comment.

Sincerely,

The Members of the NPC MRC

cc:
OCNMS (L. Antrim, C. Bernthal)

[3] http://cityofhoquiam.com/rail-terminal

WA Sea Grant (I. Miller)
ONP (S. Creachbaum)
ONRC (F. Hanson)
Grays Harbor MRC
Pacific County MRC
Wahkiakum County MRC

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MAY 27 2014

Northwest Alternative Energy

25 Johnson Road • Aberdeen, WA 98520 • Office 360-532-9279 • Mobile 360-580-7724

May 27, 2014

Westway & Imperium EISs

c/o ICF International

710 2nd Avenue, Suite 550

Seattle, WA 98104

Northwest Alternative Energy

Al Smith
Owner

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penorganics@comcast.net

25 Johnson Road • Aberdeen, WA 98520 • www.NorthWestAlternativeEnergy.com

SUBJECT: EIS Scoping Comments from Al Smith, North West Alternative Energy LLC proposed operational areas at Port of Grays Harbor and City of Hoquiam Washington.

Dear Sirs:

Thank you for providing the time and consideration of making comments on these two projects in my home county of Grays Harbor. North West Alternative Energy LLC is a locally owned solar hot water energy business owned and operated by me at 25 Johnson Road, Aberdeen, Washington. It is my hope the following comments will help provide some guidance to your team in the decisions regarding the future benefit of our local economy, environment, Chehalis Basin ecosystem and its tributaries, and the treaty rights of my Native American neighbors.

The following are concerns and requests for discussion surrounding and involving the Westway & Imperium Projects at the Port of Grays Harbor, City of Hoquiam, and the railroad on approach to both project sites from the Centralia/Chehalis, Washington interchange:

Cumulative impact of these proposed projects in Grays Harbor, and Bakken Crude oil transport across our region must be researched in detail via the Environmental Impact Statement (EIS). It must include the increased risks of crude by rail transport as it relates to all projects proposed, and or will be proposed, with the diverse impacts they would have cumulatively, on our county and the surrounding region.

The Risks of spills in our Chehalis Basin Ecosystem, and or its tributaries from the above stated interchange to the off load facilities at the Port of Grays Harbor and Hoquiam. The increased shipping traffic and the subsequent oil traffic through our bay and the impacts of a spill (s) eminent to our aqua culture and tourism must be included in the EIS. Further, the EIS must consider and research the risks and resources required in the event of such a spill and or a fire. Specific attention should be applied to the **location** of trained emergency response team(s), in the event of resources needed for spills, fires, and explosions. Further, who, in the event of any magnitude, will be financially responsible?

Risks from Bakken Crude and Canadian Tarsands oil. The installation of this infrastructure would allow these oils to be transported to, offloaded, and stored for shipping at the above stated tank farm locations. Specifically, the Bakken Crude oil has demonstrated burn characteristics, thermal

sensitivity, and explosive characteristics that would put communities, and emergency responders at risk. Special emphasis must be placed on these characteristics during the EIS process.

Community impacts of long unit trains along the travel route to the offload facilities, have thus far demonstrated an accessibility issue between communities, businesses, shopping centers, and both sides of the railroad from Spokane to Grays Harbor. This anomaly, has thus far shown very little foresight from community leadership towards the public welfare with regards to response times from EMS and fire emergency crews. The EIS should provide workable and cost effective solutions in mitigating future emergency response times where "golden hour" is breeched due to customary unit train blockage of customary access routes and or approaches to the aforementioned gathering places.

Public Health; with the advent of the latest tank farm location near the Hoquiam High School in Hoquiam, I am asking for an extensive Health Impact Assessment of this school facility as it relates to this proposal location. An objective evaluation of the potential health impacts of the project **during and after** its completion on this school and its occupants must be considered and researched extensively.

Environmental impact of the potential impact these projects will have on our streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats, and the non-recoverable impact it will have on the fishing industry in the event of a spill must be evaluated along the entire transport route from the above stated interchange.

In the Event of a seismic event from the Cascadia Fault System it is imperative that an extensive evaluation be made on all rail road beds, bridges, and their foundations leading to and from the projects tank farm facilities. **The potentiality of a Cascadia event is the impetus of this letter and must not be taken lightly.**

Water pollution impact from carbon fallout, due to continued and exploited use of oil must be considered in the EIS process as it pertains to the ocean acidification problem we are experiencing in the Pacific Northwest.

Thank you for your time and consideration.

Respectfully submitted

Al Smith, Owner & Resident

Grays Harbor County

Northwest Alternative Energy

25 Johnson Road • Aberdeen, WA 98520

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WESTWAY & IMPERIUM EISs
C/O ICF INTERNATIONAL
710 2ND AVENUE, SUITE 550
SEATTLE, WA 98104

Please see attached Word document. Thank you.

San Juan Islanders for Safe Shipping
PO BOX 805 • FRIDAY HARBOR WA 98250

May 27, 2014

Ms. Sally Toteff, Washington State Department of Ecology
Mr. Brian Shay, City of Hoquiam
Submitted via web comment form:
https://public.commentworks.com/cwx/westwayimperiumcommentform/

Re: EIS Scoping Comments on Westway and Imperium Terminals Proposal

Dear Ms. Toteff and Mr. Shay,

Thank you for this opportunity to submit comments on the two proposed oil terminals in Grays Harbor, Washington: Westway Terminal Company and Imperium Terminal Services.

I am writing on behalf of San Juan Islanders for Safe Shipping, a grassroots educational outreach and advocacy group in the San Juan Islands focused on shipping safety and oil spill prevention, preparedness, and response. San Juan Islanders for Safe Shipping formed in response to several proposals for new and expanding terminal projects that would increase the numbers of vessels in our waters and subsequently increase the risk of a major oil spill. Our members reside, work, and recreate on or in view of our marine environment. A major oil spill would directly and adversely impact our environment, economy, and quality of life.

Therefore, we are submitting our request that the Environmental Impact Statement (EIS) for these projects include an evaluation of the potential marine vessel related impacts of these proposed projects on the environment and economy of San Juan County.

San Juan County's air, water, fish, and fowl migrate over long distances on our planet. Thousands of species spend all or part of their life cycle in San Juan County, with 113 Salish Sea species listed as threatened, endangered, of concern, or candidates for listing. Their health directly affects our quality of our life in San Juan County. The impacts from the proposed Westway and Imperium Terminals do not exist in an isolated bubble that can be drawn only around the location of the proposed terminal. A terminal-specific or site-specific EIS will not adequately consider the cumulative impact of the transportation, storage, shipment, and use of fossil fuels on the environment and the jobs that directly and indirectly depend upon a healthy Salish Sea ecosystem or upon the health of our citizens and visitors, and the local economy.

San Juan County's economy is inextricably connected to the beauty of its environment and the health of its ecosystems. Many islanders depend upon a healthy and sustainable salmon fishery and Orca population. Jobs are directly tied to commercial and recreational fishing and shellfish farming. The tourist industry is the engine that runs our economy. People come to the

San Juan Islands from all over the world to enjoy the beautiful environment and to see birds and sea life.

Southern Resident Killer Whales (SRKW), also known as Orca whales, are San Juan County's icon. These charismatic marine mammals are loved by our residents and are a major tourist attraction and economic driver for San Juan County. The Southern Resident Killer (Orca) Whale was listed as endangered in 2005. Since then the National Oceanic and Atmospheric Administration (NOAA) has funded studies of Southern Resident Killer (Orca) Whales to better understand how they can be protected. A key part of this effort is defining Critical Habitat areas that are essential for their traveling, foraging, resting, and reproduction.

It is well-established that Southern Resident Killer (Orca) Whales spend much of the summer near the San Juan and Canadian Gulf Islands, but winter sightings had been rare until a recent NOAA-funded project tracked the winter travels of the Southern Resident Killer (Orca) Whale K pod along the outer coast from Northern California to the Strait of San Juan de Fuca. K pod spent the most time between December 29, 2012 and February 22, 2013 outside the mouth of the Columbia River and along the coast to the north and south of the mouth of the river -- this means that their route takes them near Grays Harbor and the proposed terminals. The Orca are presumed to have been feasting on upper Columbia and Snake River Chinook salmon that were transiting these waters at the time. The Chinook salmon is the preferred food of the Southern Resident Killer (Orca) Whales and their birth rates are strongly correlated with the abundance of Chinook salmon.

The following link shows a map of K Pod's travels:
http://www.youtube.com/watch?v=8ApK0SYothA

The proposed Westway and Imperium Terminal's EIS must address the adverse impacts to Chinook salmon. What would be the adverse impacts to Chinook salmon from the construction and the on-going operation of the proposed Westway and Imperium Terminals and associated rail lines, docks, ship loaders, and equipment? What would be the adverse impacts to Chinook salmon from the on-going adverse impacts to water quality from storm water runoff?

What would be the cumulative adverse impacts to Chinook salmon from the increased vessel traffic associated with the Westway and Imperium Terminals and all other proposed fossil fuel terminal projects in Washington State? What would be the cumulative adverse impacts from multiple smaller fuel spills over time to Chinook salmon? What would be the cumulative adverse impacts from multiple moderately-sized fuel spills over time to Chinook salmon? What would be the adverse impacts to Chinook salmon from a single catastrophic fuel spill? What would be the adverse impacts to Chinook salmon smolts during migration from oil spills of all sizes and in particular from heavy (also referred to as persistent) oils?

Where will the vessels associated with the Westway and Imperium Terminals receive their propulsion fuel and what would be the adverse impacts to Chinook salmon from that vessel

traffic and the bunkering? What would be the adverse impacts, including the increased risks of oil spills, to the waters of San Juan County from the transport of propulsion fuel from any of Washington State's refineries to the cargo vessels associated with the Westway and Imperium Terminals? What would be the adverse impacts to the health of San Juan County's residents and visitors, including any propulsion fuel particulate impacts on air quality?

Executive Order 12-07, Washington's Response to Ocean Acidification, includes implementation of the recommendations of Governor Gregoire's Blue Ribbon Panel on Ocean Acidification; the number one recommendation is reduce emissions of carbon dioxide. The proposed Westway and Imperium Terminals present a direct contradiction to Executive Order 12-07, Washington's Response to Ocean Acidification.

The proposed Westway and Imperium Terminal's EIS must address ocean acidification's risk to San Juan County's marine species and ecosystems. The burning of fossil fuels releases carbon dioxide into our oceans and contributes to ocean acidification. Based on the amount of crude oil proposed to be exported and subsequently burned, what would be the impacts of increased ocean acidification in the waters of San Juan County? What would be the costs of the increased ocean acidification's impacts on recreational and commercial shellfish? What would be the impacts to the spawning of shellfish for recreational and commercial harvest? What would be the impacts to the wildlife that feed on shellfish? What would be the impacts to the pteropods that comprise much of the diet of juvenile salmon? What would be the costs associated with the increased ocean acidification?

Chinook salmon are the preferred diet of the Endangered Southern Resident Killer (Orca) Whales. As their food supply declines, SRKW numbers will inevitably decline as well. What would be the economic costs to San Juan County from the adverse impacts of ocean acidification to Southern Resident Killer (Orca) Whales?

The burning of fossil fuels releases carbon dioxide that contributes to global Climate Change. Based on the tonnage of crude oil proposed to be exported and subsequently burned, what would be the impacts of the acceleration of Climate Change to San Juan County? What would be the costs from associated increased storm winds, ocean surges, and precipitation? What would be the impacts due to sea level rise? What would be the costs associated with sea level rise? What would be the costs associated with more intense storms coinciding with the highest "King Tides?"

The burning of fossil fuels releases carbon dioxide. Based on the amount of crude oil proposed to be exported and subsequently burned, what amount of CO2 emissions will be released and what amount of that will increase the pollutant content of San Juan County seafood and the people and wildlife that feed upon that seafood? Prevailing winds send CO2 from the burning of fossil fuels in Asia back towards the U. S. Pacific Northwest. What would be the impacts of the increased greenhouse gas emissions? How would the increase of CO2 emissions impact fish consumption rates? What would be the costs associated with the increased air pollution?

San Juan Islanders for Safe Shipping
PO BOX 805 • FRIDAY HARBOR WA 98250

What would be the impacts on the health and reproduction of the Southern Resident Killer (Orca) Whales?

We look forward to the draft EIS that addresses all of our comments with in-depth analysis and with reasonable alternatives identified, including the no-build option. Should the projects be permitted, all feasible mitigation measures should be required to be implemented. Thank you for this opportunity to comment on the scope of the EIS for the proposed Westway and Imperium Terminals.

Sincerely,



Shaun Hubbard, Member
San Juan Islanders for Safe Shipping

Please see the attached letter with Skagit Audubon Society's scoping comments. Thank you.

Skagit Audubon Society
P.O. Box 1101
Mount Vernon, WA 98273

May 26, 2014

Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Dear City Administrator Shay and Regional Director Toteff:

I am writing on behalf of Skagit Audubon Society to submit scoping comments for the draft Environmental Impact Statements (EISs) for the proposed bulk liquid storage facility expansions by Westway Terminal Company and Imperium Renewables at the Port of Grays Harbor in Hoquiam.

Skagit Audubon is one of 25 National Audubon chapters in Washington State. Most of our 210 member families live in or close to Skagit County. Many of us visit the Grays Harbor area at least yearly to see the birds for which Grays Harbor is such important habitat. When we attend the shorebird festival, for example, we contribute to the local economy in multiple ways. If Hoquiam and other Grays Harbor communities fail to adequately protect the area's very important bird-related habitats, we will have no reason to visit and spend our money. However, our concerns related to the proposed projects have much less to do with the enjoyment we derive from Grays Harbor birds than with the essential role the area plays in the lives of many thousands of them and a myriad of marine creatures as well.

We are certain you are receiving many requests for a thorough analysis of the potential impacts to human health and safety directly, indirectly, and cumulatively related to the proposed two terminal expansions. As residents of another part of Washington State already being impacted by unit trains carrying Bakken crude, we share those concerns. However, in this letter we will focus our scoping comments on potential impacts to natural resources, particularly birds.

Channel dredging and its effects are inseparable from the terminal expansion projects
We note that on March 24, 2014, the U.S. Fish & Wildlife Service (USFWS) submitted a letter to the U.S. Army Corps of Engineers expressing extensive concerns. These addressed the very real potential for adverse impacts from the Grays Harbor Navigation Improvement Project on Grays Harbor National Wildlife Refuge, on the habitat of the Snowy Plover and Streaked Horned Lark, both listed under the Endangered Species Act, and for the area's many migratory waterfowl. The dredging this project entails has much to do with the proposed terminal expansion projects which are the subject of the present scoping and which the USFWS letter also addresses. The Fish & Wildlife Service concludes that the dredging and terminal projects pose unacceptable risks to the listed species and other resources for which the agency is responsible, and for which, we would submit, you as public servants and we as the general public are responsible too.

We request that the E.I.S.'s for the 2 proposed terminal expansions thoroughly study all potential direct, indirect, and cumulative effects of the construction at the terminals, the shipping traffic to and from the terminals and related dredging and shoreline erosion due to passage of larger ships on the migratory shorebirds, waterfowl, and ESA-listed Snowy Plover and Streaked Horn Lark and their designated critical habitats.

Hemispheric importance of the Grays Harbor area for shorebirds

For migrating shorebirds Grays Harbor is one of the two most important stopover areas on the west coast of the United States. For example, at least half the populations of Red Knots and Western Sandpipers depend on this area. If their necessary habitat is degraded due to an oil spill or other contamination, a drastic decline in their populations is a very real possibility. We note that the spoils from the channel dredging project deemed unsafe for open-water deposition would be placed on a City of Hoquiam-owned site directly adjacent to Grays Harbor National Wildlife Refuge. On the face of it, this proposal takes impressive risks with maintaining a resource recognized as of Hemispheric Importance in the Western Hemisphere Shorebird Reserve Network and of Global Significance in the international Important Bird Area program. We therefore request that the E.I.S.'s for the terminal expansion projects especially examine the potential adverse effects on Grays Harbor National Wildlife Refuge and the habitats and birds it protects, and that the impacts from all projects in any way related to the terminal expansions, including dredging to accommodate deep-draft vessels, be included in the E.I.S. analyses.

Shellfish and Forage Fish

We request that the E.I.S.'s thoroughly analyze all direct, indirect, and cumulative impacts of the proposed projects and their associated marine transportation on the shellfish areas and forage fish spawning or rearing habitat in greater Grays Harbor. Shellfish and forage fish are of great importance to both people and wildlife. Negative impacts to them have adverse implications for birds, marine mammals, people, and the economy. Jobs created by the terminal expansions will be offset by those lost in tourism and in the harvesting of food from the marine environment.

Tourism

We request that the E.I.S.'s analyze all direct, indirect, and cumulative impacts to the tourism industry of the greater Grays Harbor area from the terminal expansion projects and related activities such as channel dredging and increased rail traffic.

Fresh and Marine Waters

We request that the E.I.S.'s analyze all direct, indirect, and cumulative impacts of the unit trains bringing Bakken crude and other fuel stocks to the terminals on the rivers, streams, and wetlands which the trains will cross or parallel from the point of loading to the terminals. We request that the same thorough analysis be done of the potential effects to the marine waters and marine species at the ports to which barges and tankers will be transporting the transferred crude and other materials from the Imperium and Westway terminals and impacts to the waters the ships and barges will traverse en route. Among other areas, this analysis should include the Port of Anacortes and the vicinity of the Shell and Tesoro refineries there, Padilla and Fidalgo Bays, the San Juan Islands, Strait of Juan de Fuca and other waters which the ships and barges would traverse. Padilla Bay is the only National Estuarine Research Reserve in Washington and one of

only 28 such reserves in the United States. The only more extensive eel grass meadow on the west coast of the U.S. is in Alaska. This highly productive habitat which supports salmon, Dungeness crabs, many marine species, the entire wintering population of Gray-bellied Brant, and much more, is highly susceptible to damage from oil spills. We would also note that adjacent Fidalgo Bay is one of Washington's few Aquatic Reserves, designated for its variety of habitats, spawning areas for Pacific Smelt, Sandlance, and Pacific Herring and vital wintering habitat for many bird species.

Cumulative impacts of all fossil fuel transport projects

As residents of another area of Washington State being increasingly impacted or threatened by the adverse effects on people and the environment of fossil fuel transportation by ship and rail, we request that the E.I.S.'s assess the cumulative impact of the proposed Grays Harbor projects and other oil and fossil fuel transport projects across the Northwest. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, from the point of origin of the crude or other materials to their destination by ship or barge. The analysis should not omit potential impacts on the dwindling population of the ESA-listed Marbled Murrelet, which frequents Skagit County marine waters.

Oil spill response

The possibility of an oil spill in Grays Harbor related to the expanded terminal operations or the associated marine traffic cannot be fully discounted, as many others have noted. Therefore, all direct, indirect, and cumulative impacts of potential spills on ESA-listed species and their designated critical habitats as well as on non-listed but protected species must be considered. The effects of chemicals used in response to oil spills on these species must also be addressed. If tug escorts are not currently required for tankers entering and leaving Grays Harbor, we request that you analyze how that simple measure might mitigate the threat of an oil spill.

Rail accident response

We request that the E.I.S.'s thoroughly examine what equipment, personnel, and training would be necessary to ensure an adequate and timely response to and restoration after potential oil spills and/or fires both in the marine environment, at the terminals, and at all points along the rail transportation route to the terminals from the point of origin. Response needs should be analyzed keeping in mind the different impacts of the various types of crudes, from Bakken shale oil with its headline-generating volatility to Canadian tar sands crude with its high viscosity and tendency to sink and make recovery even more difficult. The source of funding for this necessary response and restoration capability should be identified. We assume that Hoquiam is as concerned about a Bakken crude explosion in the midst of its community as we are for the safety of our communities of Mount Vernon, Burlington, etc. Our fire departments do not have the capability to deal with such an incident. Does yours? Are the resources at hand to treat the large quantities of oiled birds and contaminated habitat which are the potential outcome of a spill in Grays Harbor?

Diesel emissions and air quality

Terminal expansion will entail a large increase in rail and shipping traffic with a related increase in diesel emissions. We request that in preparing the E.I.S.'s you conduct a thorough analysis of

the impacts on human health and on wildlife and vegetation of these increased emissions and subsequent reduced air quality.

Global Warming

Obtaining, transporting, refining, and eventually burning the fossil fuels passing through the proposed expanded terminals will all contribute to greenhouse gas emissions. We request that all direct, indirect, and cumulative impacts of these emissions on global warming and ocean acidification be included in the E.I.S.'s for the proposed projects.

We appreciate the opportunity to provide scoping comments for these important Environmental Impact Statements.

Sincerely,

Philip Wright
President
Skagit Audubon Society

Timothy Manns
Conservation Chair
Skagit Audubon Society

RECEIVED
MAY 23 2014

WASHINGTON DUNGENESS CRAB FISHERMEN'S ASSOCIATION

P.O. Box 2678, Westport, WA 98505

May 27, 2014

Imperium and Westway Environmental Impact Statements

c/o ICF International

710 Second Ave, Suite 550

Seattle, WA 98104

Scoping comments of WDCFA, (Washington Dungeness Crab Fishermen's Association of Westport, WA), on the Proposed Imperium and Westway EIS:

The Washington Dungeness Coastal Crab Fishery is sustainable. Dungeness crab is marketed domestically and worldwide. Tribal and non-tribal coastal catches routinely provide $35,000,000-$60,000,000 in ex-vessel value each year and direct employment of approximately 600 fishers. The members of our association are very concerned over the environmental, economic, and community impacts and unintended consequences of the "Crude by Rail projects" (CBR) proposed by Imperium, Westway, and US Development.

When considering the scope of the environmental issues of these projects there are plenty to go around and impact communities and environments over vast areas both upstream and downstream of the sites of these projects. From the facilitation of a controversial extraction technology, to the transportation of highly volatile crude over many miles of weary and worn railroad tracks-- in marginally safe rail cars, to the lack of adequate emergency response teams in all of the communities these trains pass through, to the storage and transfer facilities supervision and safety, to the barges and ships transporting the oil through highly sensitive and highly valued marine resource environments, the impacts will follow the crude. If the scope of the EIS follows the crude the true impacts involved in these projects will become clear.

Many of our members have been directly affected by past oil spills -- the Exxon Valdez 1989 crude oil spill in Alaska, the Nestucca barge bunker oil spill in 1988 off of Grays Harbor, and the Cosco Buson 2007 bunker oil spill in San Francisco Bay are some examples. Those members witnessed first-hand the difficult task of recovery of oil on water and shorelines. While many "plans" are in place for recovery response in case of spills, the practical reality of recovery is daunting, desperate, and most often overwhelming. Booming is our first defense in the event of a spill. Booming loses effectiveness in strong current or rough water or both. Ebb Tide in Grays Harbor regularly exceeds four knots. Fall and winter gales blow strong and often-- unless a spill occurs during daylight hours, with no wind, at a slack tide, and in calm water—booming will offer little defense against a spill. Booming may work well in some places but not in Grays Harbor. Once the Bakken crude oil supply has been depleted, the facilities will likely be used for Alberta oil-sand derived crude oil, much of which will sink, rendering booming useless.

Storing highly volatile crude in storage tanks on seismically sensitive and tsunami vulnerable shoreline within 70 miles of the Cascadia Subduction zone welcomes trouble. Transferring highly volatile crude to a ship or barge and then transiting through a highly sensitive and highly productive resource environment is a recipe for disaster. With the volume of oil to be transferred and the number of vessels expected annually spills are inevitable.

WDCFA expects that the scoping document in the EIS include but not be limited to the following for all the proposed facilities:

1. An evaluation of the economic impacts of projects including identification and quantification of benefits and identification and quantification of economic risk to existing jobs and communities both upstream and downstream of these projects. What local jobs will be created what existing jobs are in jeopardy?
2. What areas and human populations are threatened in advent of spill, fire, and/ or explosion in transit of oil by rail, in shore-side oil storage areas, and from the marine exchange and transport of oil?
3. In the event of various oil spill volume scenarios and differing weather and current conditions where will the oil go? What areas will be affected? What marine species, marine mammal populations, and bird populations may be threatened or live in the spill area footprints? The Nestucca oil barge "holed" in 1988 on the North Jetty of Grays Harbor spilled approximately 250,000 gallons of "bunker oil" and killed an estimated 56,000 birds. The Exxon Valdez spilled approximately 11,000,000 million gallons of "crude" oil in 1989 in Alaska and soiled 1,100 miles of coastline. What are the volumes of oil to be carried by each ship or barge?
4. What are tidal current velocities in Grays Harbor at various locations along proposed transit routes? How often do gale force winds blow in the Grays Harbor Area? What is the effect of wind and current on oil boom effectiveness? A clear understanding of water flow dynamics from tide, wind, and currents within Grays Harbor, into and out of Grays Harbor, and along the Pacific Coast is essential to creating an adequate response plan.
5. What is the contribution of freshet flows to current speed and what is their frequency?
6. What is the scale of a potential spill from these projects?
7. What spill response assets will be in place? How effective are response plans in strong currents and bad weather? How do spill response plans differ if a spill occurs along the Chehalis River? In Grays Harbor? In the Pacific Ocean?
8. What does a worst case scenario look like and what are the plans for a worst case scenario?
9. Who will pay for spill response and recovery? Who will pay for environmental damage and damage to existing economies? How do you rebuild an estuary?
10. How well suited are the storage and transfer sites to withstand earthquakes of differing magnitudes and Tsunamis of differing wave heights?
11. How long will it take for a Tsunami generated by a seismic event along the Cascadia Subduction Zone to reach the proposed terminal sites?
12. Is the soil of these sites subject to liquefaction in the event of an earthquake? What engineering is in place to compensate? Is it adequate?
13. How will increased ship and barge traffic associated with these projects be managed? What will be the expected increase in ship and barge traffic? Will collision avoidance systems be in place?
14. Ships are required to have Harbor Pilots. Will new tug traffic be required to have escorts or pilots? What requirements will be in place to insure all tug captains are familiar with Grays Harbor before crossing the bar, entering the Harbor, navigating the channel, or disembarking with 6,000,000 gallons of crude in tow?
15. Grays Harbor has limited deep water areas to stage ships or tugs. What staging areas are available to ship and tug traffic? Are staging areas adequate to accommodate expected increases in shipping traffic? Will staging area be designated? Where will ships and tugs and barges await a turn to load? Where will ships and tugs await bad weather events? Who will co-ordinate these activities?
16. With deep waters areas in Grays Harbor limited at this time is the Grays Harbor Navigation Improvement Project intended to help provide more staging area for vessels transporting oil? What are the impacts of increased dredging operations on crab, oysters and other benthic species? What is expected cost of Grays Harbor Navigation Improvement Project?

17. The coastal crab fishery provides millions in economic benefit to coastal communities. What plans would be in place to protect the crab fishery and those depending on it in the event of a spill?
18. What is the value and volume both ex-vessel and value added of all seafood products originating and transported through Grays Harbor?
19. What would be effect on market conditions for crab caught and oysters harvested in the event of and /or public perception of an oil spill? Presently many coastal Dungeness crab are sent live to China this market has become an important piece of Dungeness crab marketing. What would be expected response in overseas markets to perception of oil contaminated shelifish? How long would it take for markets to recover? Would they recover?
20. If 2.7 billion gallons of crude oil is shipped from Grays Harbor annually what would be expected public response or market impacts to shellfish and fish products originating in Grays Harbor whether a spill occurs or not?
21. At the present time agreements between towboat operators and the fixed gear crab fishery are in place. These agreements are facilitated through Sea Grant. Agreements provide for designated towboat lanes entering and leaving Grays Harbor. The lanes help to minimize interaction and damage to crab pots, (estimated 100,000 pots on Washington Coast), and vessels and to minimize pre-emption of fishing areas by shipping activities. Will existing towboat agreements remain in effect with the expected increase in shipping traffic from CBR proposals? If wider lanes are needed to accommodate increased traffic or if " Safety Zones" have to be in place to accommodate increased traffic and/ or hazard cargo transport, who will mitigate for lost fishing opportunities and areas?
22. If Alberta Tar Sands oil transport is in Gray Harbor's future how will a spill response plan which is based primarily on the booming and recovery of oil on the surface be effective against a heavy crude oil that will likely sink?
23. Is the transportation of heavy crude through Grays Harbor included in these proposals? Would approval of this project as proposed set the stage for heavy crude transport by the applicants without additional scrutiny or procedural or permit requirements?
24. What are the spill response plans specific to a "heavy" crude oil spill event?
25. What are alternatives to these proposals?

The fishing industry is as dependent on fossil fuels as any other. In our collective quest to fill our fossil fuel requirements some alternatives are likely better than some others. Direct transit to existing refineries seems a more logical and less potentially harmful solution.

WDCFA thanks those responsible for forcing a formal EIS process on the proposed oil terminal projects and associated high volume crude oil shipping from Port of Grays Harbor terminals. WDCFA expects our requests for specific scoping questions be taken as seriously as our members are taking these proposals.

Thanking you in advance,

RT

Ray Toste, WDCFA manager 360 268 1513

Larry Thevik, WDCFA, 1st Vice President 360 289 2647

TNEMIK
P.O. Box 68
Ocean Shores, WA 98569

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WA 983
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IMMIGRATION / WESTWAY EIS
c/o ICF INTERNATIONAL
710 SECOND AVE, SUITE 550
SEATTLE, WA 98104

WASHINGTON DUNGENESS CRAB FISHERMEN'S ASSOCIATION

P.O. Box 2678, Westport, WA 98505

May 27, 2014

Imperium and Westway Environmental Impact Statements

c/o ICF International

710 Second Ave, Suite 550

Seattle, WA 98104

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6. What is the scale of a potential spill from these projects?
7. What spill response assets will be in place? How effective are response plans in strong currents and bad weather? How do spill response plans differ if a spill occurs along the Chehalis River? In Grays Harbor? In the Pacific Ocean?
8. What does a worst case scenario look like and what are the plans for a worst case scenario?
9. Who will pay for spill response and recovery? Who will pay for environmental damage and damage to existing economies? How do you rebuild an estuary?
10. How well suited are the storage and transfer sites to withstand earthquakes of differing magnitudes and Tsunamis of differing wave heights?
11. How long will it take for a Tsunami generated by a seismic event along the Cascadia Subduction Zone to reach the proposed terminal sites?
12. Is the soil of these sites subject to liquefaction in the event of an earthquake? What engineering is in place to compensate? Is it adequate?
13. How will increased ship and barge traffic associated with these projects be managed? What will be the expected increase in ship and barge traffic? Will collision avoidance systems be in place?
14. Ships are required to have Harbor Pilots. Will new tug traffic be required to have escorts or pilots? What requirements will be in place to insure all tug captains are familiar with Grays Harbor before crossing the bar, entering the Harbor, navigating the channel, or disembarking with 6,000,000 gallons of crude in tow?
15. Grays Harbor has limited deep water areas to stage ships or tugs. What staging areas are available to ship and tug traffic? Are staging areas adequate to accommodate expected increases in shipping traffic? Will staging area be designated? Where will ships and tugs and barges await a turn to load? Where will ships and tugs await bad weather events? Who will co-ordinate these activities?
16. With deep waters areas in Grays Harbor limited at this time is the Grays Harbor Navigation Improvement Project intended to help provide more staging area for vessels transporting oil? What are the impacts of increased dredging operations on crab, oysters and other benthic species? What is expected cost of Grays Harbor Navigation Improvement Project?

17. The coastal crab fishery provides millions in economic benefit to coastal communities. What plans would be in place to protect the crab fishery and those depending on it in the event of a spill?
18. What is the value and volume both ex-vessel and value added of all seafood products originating and transported through Grays Harbor?
19. What would be effect on market conditions for crab caught and oysters harvested in the event of and /or public perception of an oil spill? Presently many coastal Dungeness crab are sent live to China this market has become an important piece of Dungeness crab marketing. What would be expected response in overseas markets to perception of oil contaminated shellfish? How long would it take for markets to recover? Would they recover?
20. If 2.7 billion gallons of crude oil is shipped from Grays Harbor annually what would be expected public response or market impacts to shellfish and fish products originating in Grays Harbor whether a spill occurs or not?
21. At the present time agreements between towboat operators and the fixed gear crab fishery are in place. These agreements are facilitated through Sea Grant. Agreements provide for designated towboat lanes entering and leaving Grays Harbor. The lanes help to minimize interaction and damage to crab pots, (estimated 100,000 pots on Washington Coast), and vessels and to minimize pre-emption of fishing areas by shipping activities. Will existing towboat agreements remain in effect with the expected increase in shipping traffic from CBR proposals? If wider lanes are needed to accommodate increased traffic or if " Safety Zones" have to be in place to accommodate increased traffic and/ or hazard cargo transport, who will mitigate for lost fishing opportunities and areas?
22. If Alberta Tar Sands oil transport is in Gray Harbor's future how will a spill response plan which is based primarily on the booming and recovery of oil on the surface be effective against a heavy crude oil that will likely sink?
23. Is the transportation of heavy crude through Grays Harbor included in these proposals? Would approval of this project as proposed set the stage for heavy crude transport by the applicants without additional scrutiny or procedural or permit requirements?
24. What are the spill response plans specific to a "heavy" crude oil spill event?
25. What are alternatives to these proposals?

The fishing industry is as dependent on fossil fuels as any other. In our collective quest to fill our fossil fuel requirements some alternatives are likely better than some others. Direct transit to existing refineries seems a more logical and less potentially harmful solution.

WDCFA thanks those responsible for forcing a formal EIS process on the proposed oil terminal projects and associated high volume crude oil shipping from Port of Grays Harbor terminals. WDCFA expects our requests for specific scoping questions be taken as seriously as our members are taking these proposals.

Thanking you in advance,

Ray Toste, WDCFA manager 360 268 1513

Larry Thevik, WDCFA, 1st Vice President 360 289 2647

May 27, 2014

Via Web Portal and Hand-Delivery

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Spokane Riverkeeper
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The two proposed terminals will significantly increase the rail traffic through hundreds of communities along the rail line from drill sites in North Dakota or Alberta Canada all the way to the city of Hoquiam. This increase in rail traffic will impact the economic vitality and public health of each of these rail side communities and the region as a whole.

Increases in rail traffic threaten to displace industries that rely on rail service, including import/export of commodities and passenger service. The impact analysis should include how the increased traffic and congestion will impact Washington products ability to get to market. The impact analysis should also include how the increased traffic and congestion will impact Washington's ports and other industries dependent upon products from across the region.

Additionally, an increase in rail traffic will increase delays for citizens and first responders at rail crossings, disrupting business and commerce, and impacting access to expedient emergency responses in these rail side communities.

Increases in rail traffic will also increase the airborne pollutants present in each of these communities from the diesel engines, a significant public health issue. Lastly, increased rail traffic will increase the noise and vibrations along the rail lines, reducing property values in these communities.

The EIS needs to address these various and significant economic and health impacts to all of the communities located along the rail line and the broader economic impacts to industries that rely on access to rail to get their product to market.

4) **Drilling of oil in North Dakota and Alberta, Canada:**

These terminal projects are tied to the work to extract oil from the Bakken Fields and the Tar Sands. The EIS should include an evaluation of the environmental and public safety impacts at these extract locations.

5) **Refining and burning of the oil:**

The crude oil proposed to be transported through these facilities will be refined and burned. An analysis of how these facilities contribute to greenhouse gas emissions, air pollution and the impacts of climate change, from sea level rise, to ocean acidification, is important for the overall understanding of the impact of the proposals. Whether this refining and burning occurs in Washington State, Hawaii, California, or abroad, the EIS should include an analysis of this impact.

6) **Cumulative impacts of proposals in Grays Harbor:**

There are three projects proposed in Grays Harbor to receive crude oil by rail: Westway and Imperium which this scoping process focuses on and US Development, which recently submitted their permits for consideration. This EIS should include an evaluation of the cumulative impact of these three projects on the community, natural resources, transportation, and public safety.

7) **Climate Change:**

Climate change continues to require immediate action to steadily reduce the amount of greenhouse gases emitted in our state. The EIS should look at a full life cycle analysis of greenhouse gases associated with the projects.

8) **Impacts of construction at and near the terminal:**

Impacts to Grays Harbor aquatic ecosystem from the noise, vibrations and dredging during construction of the terminals need to be addressed. This includes economic viability of the shellfish and finfish industries, potential of an oil spill during construction, transport of other commodities such as grains to the Port of Grays Harbor, and the public health impacts associated with construction to the community. This also should include associated traffic related to construction vehicles and materials.

9) **Impact of operation of facilities at and near the terminal:**

Impacts to the City of Hoquiam and the greater Grays Harbor area from the operation of the facilities should be evaluated. This includes public health impacts including air emissions, toxic contaminants, cultural resources, and tourism industry in Grays Harbor. This also includes the ongoing potential for an oil spill and the prevention, response, and preparedness required to be ready in the case of an accident. An oil spill would devastate the local economy, community, and natural resources like shellfish and finfish populations. The EIS should evaluate the impact of an oil spill and what would be required to address one should it occur.

10) Cumulative impacts of coal and oil projects:

The impacts of this project on the environmental and our communities cannot be accurately assessed without looking at the past, present, and foreseeably future impacts of the existing and proposed oil and coal projects in Washington and Oregon. Each of the issues highlighted above should be assessed with impacts of the other proposed export facilities in mind.

As this list highlights, these proposed terminals will potentially have significant impacts on public health and safety, economic vitality, and ecological resources of people and places in Grays Harbor and far beyond Grays Harbor. The communities along the rail line from the extract location to the Port of Grays Harbor will be exposed to an increased risk of crude oil spills, increase rail congestion, and increase air pollution from the diesel engines. Communities and individuals across the globe will be impacted by the climate impacts of drilling, transporting, refining, and ultimately burning this crude oil. The EIS must analyze these broader cumulative impacts to these communities to accurately assess the impacts of these proposed terminals.

Respectfully,

Washington Environmental Council
1402 Third Avenue # 1400
Seattle, WA 98101

Climate Solutions
1402 3rd Ave #1305
Seattle, WA 98101

Spokane Riverkeeper
35 West Main, Suite 300
Spokane, WA 99201

Forest Ethics
1329 N State St. Suite 302
Bellingham, WA 98225

Friends of the Columbia Gorge
522 SW 5th Ave #720
Portland, OR 97204

Please see attached comment letter.

Willapa-Grays Harbor Oyster Growers Association
P.O. Box 3 Ocean Park, WA 98640

5/27/2014

Westway & Imperium EIS
c/o ICF International
710 Second Avenue, Suite550
Seattle, Washington 98104

RE: The Willapa Grays Harbor Oyster Growers Association (WGHOGA) present the following scoping comments and inquiries we would like addressed in the environmental impact statement for the proposed Imperium and Westway projects.

As many residents of Washington and Oregon are finding out, the two states are being eyed as shipping ports for coal and tar sands oil from the middle northern states and Canada. Many questions regarding potential problems arise as citizens learn of these large multi-faceted proposals. Examples would range from traffic delays caused by up to forty daily 1.5 mile train trips, the tons of coal dust from the open gondola train cars, general spillage at points of transfer, potential river and marine pollution along the routes and of course the increase to atmospheric carbon dioxide with associated warming and ocean acidification when eventually oxidized (burned). After a long list of public concerns including increased pollution, costly spills, explosions, and long term often irreversible damage the public is beginning to learn that most if not all the coal and oil from the north mid continental US is extracted from public lands and being removed with little say of or benefit to local citizens. Of all the aspects which should invoke discussion the main aspect is the fact that it will be the public and their properties which take all the risk for a few to profit.

One portion of this large western United States and Canadian project is planned to have a number of these trains travel to proposed terminals at the margin of Grays Harbor. A train which utilizes the same older design of vulnerable tank cars and travels the rails and bridges constructed long ago and have suffered years of neglect poses unacceptable risk. The huge volumes each train is capable of transporting (each tank car at 34,500 US gals) would be transferred to large near shore storage at Westway, Imperium and US Development terminals. Next the oil would be transferred to large oil tankers that would then traverse Grays Harbor and go north, south or direct to Asia. At all points of this transport and transfer are the chance of spills, ruptures or accidents and explosions. This would not be all focused in Grays Harbor but would be impacting all railways, road crossings, urban areas boarding tracks, the rivers and tidal waterways near of over which the tar sand bitumen will pass.

Thus as Shellfish Growers and Processors and as part of the valuable seafood industry along the Washington coast we have numerous questions based on many serious concerns. Not only could these projects directly impact our shellfish growing areas but they also run the risk of negatively impacting many areas of the upland and marine habitats.

The following scoping comments and inquiries need to be addressed in the environmental impact statement for the proposed Imperium and Westway projects.

- The legislature passed in 2012, a law directing that carbon production be assessed in Washington with goals set to consider steps to reduce Washington's carbon emission footprint. Recently, Governor Inslee through executive order established a task force to begin an implementation plan around the legislature's action in 2012. By allowing carbon based fuels to pass through Washington Ports so as to increase global carbon pollution, it must be considered a large increase in the State's carbon footprint. How will this project be considered within the task force's work? How will this project reconcile this increase in production with the states statutory goals to reduce the Washington's contribution to the global carbon footprint?

- Washington State has specific statutory requirements in regard to Coastal Marine Spatial Planning (CMSP) through entities such as the State Ocean Caucus, Washington Coastal Marine Advisory Council, etc. One key element of statue is the requirement to "Protect and Preserve Existing Sustainable Uses". This ties specifically to insuring that new or expanded uses do not significantly impact existing marine uses. How is this project specifically addressing CMSP statutory requirements around new and expanded uses?

- The outgoing chair of the National Transportation Safety Board, Deborah Hersman said on April 21 in her farewell address that U.S. communities are not prepared to respond to worst-case accidents involving trains that carry crude oil and ethanol. Hersman also said that the NTSB is overwhelmed by the number of oil train accidents because of a lack of rail investigators. What steps will be taken to respond to emergency accidents or spillage? Are all agencies on board, e.g. firefighters, police, coast guard, etc.? Are plans proposed to make sure spill response equipment and supplies will be available in accordance to the magnitude of and volume of the oil shale bitumen that is planned to be transported? Where is spill containment equipment going to be stored?

- An estimate from a US Coast Guard representative in regard to the percent of a spill that could be recovered in a coastal estuary and the near shore waters was approximately 5%. This estimate was provided during an oil spill preparation presentation. What this clearly implies is that if an oil spill were to occur, it could destructively modify the benthic habitat critical to shellfish farms, as well as, the near shore habitat for crab and other commercial species along Washington's coast. Large private investments have been made into these resources. How will the project proponent be required to assure full and immediate financial restitution is forthcoming to offset all short and long term damage? Will measures take into account the fact that tar sands oil damage might be permanent (as in the Gulf BP spill) when the hardened asphalt like crude becomes incorporated into the sediments especially when cleanup proves impossible. The actual damage to the benthic food chain might eventually allow some productivity to occur but will the damage perceived by customers and the resulting financial loss to shellfish farmers be accounted for? This was and continues to be a problem in the Gulf. Is the City of Hoquiam in a position to adequately build and respond to an emergency at the future size and dangers of the tank farms? If not who will pay these costs and who will fund the upgrade? Will the City of Hoquiam be a responsible party for marine near shore damage when it occurs?

- The current railroad infrastructure (rails, beds, trestles, etc.) is severely neglected. With the several derailments and collisions with resulting spills and explosions of oil trains over the past few years it has been pointed out the DOT-111 cars have been declared unsafe to carry hazardous liquids. Will the railroad infrastructure be upgraded to meet not only the greatly increased volume and weight but update all safety features to transport these highly dangerous materials and thus avoid collisions or derailments? Are these tank car types to be replaced or rebuilt/reinforced? Is Washington going to allow them to pass through our cities and towns? Is the increase in number of trains being considered in the spill and explosion considerations?

- Perhaps one of the most important consequences of a spill within the bay or near shore along our coast would be the financial loss for a substantial period of time and perhaps permanently to industries such as oyster and clam farming. One of the long term impacts of both the BP spill in the Gulf ± 4 years ago and the more recent Galveston Bay spill (150,000 gal) was and continues to be the reduction, abnormal growth and loss of marine organisms. In addition, for a long period, the perception by people that seafood is bad because oil was spilled in a particular bay. The Gulf Coast seafood industry continues to suffer from that today. What financial liability and by who would the financial burden fall (oil companies, railroads, tanker companies, City of Hoquiam or Port of Grays Harbor) in the loss of a large part of the shellfish industry. This also should be asked of the other fisher groups on, Dungeness crab or salmon both of which the juvenile stages utilize the bays and benthic for this stage of their life. Can guarantees be put into place for possible levels of damage settlement before it actually occurs? What baseline studies might be planned to document benthic conditions of the near shore marine areas before any construction and oil storage? One important aspect in assessing damages when a spill occurs is a complete documentation of the sediment modifications. Are sediment analysis and sampling planned ahead of any project approval as part of the permit procedure?

- We have seen what destruction can be imposed (reference Fukushima Japan) upon near shore facilities when an earthquake and tsunami strikes. Instead of radioactive material spread over the area this facility and huge storage tanks would seem to hold promise of heavy crude oil over the urban area. What plans or provisions are being made for this very real eventuality along the west coast? The impacts of earthquakes, resulting tsunamis and severe storms become more probable as sea level continues to rise (currently around 5 mm per year). Are the costs of these critical geological impacts factored in? What sort of bond or arrangement will form a guarantee? Ironically the atmospheric increase in certain gases (e.g.CO2) will be exacerbated by the shipping of oil shale bitumen. Has a tax or fee on those profiting from the overseas sale been proposed to offset these long term costs especially to local areas and industries?

- Grays Harbor is a relatively shallow river embayment with rapid aggradation of sediments which it is assumed would require constant maintenance dredging to permit passage of the large tankers. The EIS should detail this factor. How much bay modification will need to be done to permit the large tankers to access the terminals? How deep and how often and what happens to the spoils? Will contamination be monitored and dredge spoils be segregated away from shellfish growing beds and other critical benthic areas? Will spoils be deposited upon major Dungeness crab foraging areas? How will the loss of these foraging areas be replaced? Has the transporting plans taken into account the often very severe weather and high surf conditions over this difficult bar? These same tidal and weather conditions only

allow access to intertidal shorelines for a few hours of each day. This would make sediment cleanup of a spill very difficult and costly. How is this being factored into the overall cleanup assessment and plan? If oil tankers are traveling from Asia to Grays Harbor are provisions being addressed to keep invasive species out of the bay that are attached ships hulls or released from the bilge water? Has WDFW set forth rules on this possible problem? Will the large tankers cause navigational problems in this relatively restricted waterway?

- One overall question community members and especially those involved in marine activities such as our shellfish industry has is: Who is liable upfront for damages this project will probably cause to a greater or lesser degree along the entire route through western states? Who is covering the risk along the entire rail course along the Columbia River, through the small towns and urban areas, through the Chehalis basin, around the marine terminal and the shipping route across Grays Harbor and off the coast? Who is on guard to protect from oil which might spill into the Columbia River then by long shore currents work its way north along the beaches and bays such as Willapa and Grays Harbor? Could the responsible parties in this project provide surety bonds or some means of making available the potential cost of the damage that has a high degree of probability of occurring? The guarantee or responsibility is what shellfish farmers and other who would be impacted by spills or explosions seek for both the short term and the more likely, when truly assessed, long term damage?

Thank you for the opportunity to comment on the Westway and Imperium projects. The Willapa Grays Harbor Oyster Association is made up of Shellfish Growers and Processors from both Willapa Harbor and Grays Harbor working together to achieve common agricultural, environmental, and educational goals.

Sincerely,

Don Gillies
WGHOGA President

WEC

Please see attached pdf'ed public comment from the online petition we posted in opposition to oil export terminals in grays harbor. Thanks!

•This crude oil is classified as more highly flammable than gasoline by the NFPA, placing Centralia residents along the line at risk for both fire and explosion (Note neighboring Montesano has had two train derailments in recent years.).

• A single crude oil spill could severely damage drinking water, groundwater and marine resources, as well as hunting, fishing, agricultural, commercial and recreational resources in Centralia and Lewis County.

•A number of Northwest oil refineries already accept crude oil shipments making the proposed terminals both redundant and unnecessary. For this reason, it is thought terminals are actually being built to supply lucrative markets in China and Asia.

As a pass-through community, crude oil shipments will diminish our property values, hurt our children, families, seniors, farms and businesses!
In short, Centralia and Lewis County would see all of the negative consequences and expenses, but none of the benefits.

Comments

Name	Location	Date	Comment
Cheryl Kopec	Tacoma, WA	2013-05-24	I don't want any more toxic substances coming through our neighborhoods. We need SUSTAINABLE, renewable energy. Stop enabling Dirty Oil and Coal!
Susan Brock	Seattle, WA	2013-05-24	we need to find sources of renewable energy and better public transit in state rather than supporting so many out of state interests.
Sally Buckner	Cary, NC	2013-05-24	Danger..several kinds
Sarah Dailey	Chehalis, WA	2013-05-25	My parents live 3 doors down form the main street through the Edison district in a historic home.
Lucy Page	Centralia, WA	2013-05-25	This dangerous and dirty fuel does not need to come though the heart of our historic downtown.
Margaret Rader	Rochester, WA	2013-05-25	This trains would go practically through my front yard and over the Black River on an old railroad bridge near my home in Gate (Rochester). It's a near hand environmental risk and a long term contributor to climate change.
Maryellen Jones	Centralia, WA	2013-05-25	I live in the historic district and the trains are very near our residence. we're fed up with the disruption in our community with the trains now and this would be unbearable and certainly affect the value of the property in Centralia
bonnie beltz	puyallup, WA	2013-05-29	wh wouldn't it be??
Robert Garvey	Lilburn, GA	2013-06-06	People have a right to say what hazards move through their land.
vicki johnson	Centralia, WA	2013-06-07	All we need to know is the history of these companies. The disastrous malfunctions of equipment and the devastating, multi-generational harm that their companies cause should be enough for anyone to stand up and proclaim Unacceptable!
Lela McNutt	Centralia, WA	2013-06-28	I would be devistated financially I would be ruined and my physical and mental health would be is severely affected.
Roger McLean	Centralia, WA	2013-06-29	Current train traffic through city is barely tolerable as is. No further traffic, either coal or oil, should be allowed in this community.
Rick Laviolette	Cheboygan, MI	2014-04-22	Oil is a dirty business, They ruin the land everywhere with it. We have alternatives that are green, let's use them.
Julia van Paepeghem	chehalis, WA	2014-04-23	I care about the health of my community.
Max Vogt	Centralia, WA	2014-04-23	I live 4 blocks from the train
Michael Coday	Chehalis, WA	2014-04-24	I live in the blast zone of the dangerous Bakken oil trains. My wife, daughter and granddaughter all live in the blast zone.
Phil Brooke	Centralia, WA	2014-04-25	I live in the blast zone as well. This is a non-starter for Lewis County. It bi-sects our 4 largest cities.
Franklin Swenson	Chehalis, WA	2014-04-25	Noise levels, health and safety issues are my greatest worries.
Jude Armstrong	Hoquiam, WA	2014-04-25	My dreams of retirement in a clean beautiful place with lots of wildlife and a bird refuge near by, will be obliterated by crude oil. Every one here will loose!
Lynn Majors	Centralia, WA	2014-04-25	There are grade schools, day care centers and skilled nursing care facilities near these tracks. Those are our most vulnerable citizens. To place these children and elderly people who may have respiratory and cardiac issues already at risk for chemical exposure, inability to get emergency medical care, and the potential for a catastrophic explosion is outrageous. Money does not justify this risk. Build a different track away from towns!
marylea coday	chehalis, WA	2014-04-25	`

Name	Location	Date	Comment
Donna Ruby	Randle`, WA	2014-04-25	health & well-being of living things
Garry Dale	Athens, GA	2014-04-26	I have a farm on the Wynoochee River in Montesano, Wa and spend a good part of the year there. This proposal will have devastating impacts on all towns along the route.
carol Seaman	Malone, WA	2014-04-28	This is so filthy, dangerous, and explosive in our environment--I cannot imagine communities surviving this type of onslaught.
Joan Meisenholder	Vancouver, WA	2014-04-29	To prevent an oil spill in the Pacific Ocean and to stop potential terrorist attack in Grays Harbor
Laura Reisdorph	Centralia, WA	2014-04-30	I live in the neighborhood.
Laura Noreau	Centralia, WA	2014-05-01	Our small community has to put up with the pollution and danger of coal trains, we simply cannot have another form of toxic material come through our town.
Bernie Meyer	Olympia, WA	2014-05-02	Not only local dangers, but use of oil makes a significant addition to CO2 in the atmosphere
Glen Anderson	Lacey, WA	2014-05-03	Oil trains explode and kill people and burn cities. Other people's houses will burn down while fire trucks are waiting for long oil trains to pass. People will die because ambulances are waiting for oil trains to pass.
Joel Carlson	Lacey, WA	2014-05-03	Fossil fuels must stay in the ground so we don't destroy our planet from global warming! 350 parts per million of carbon dioxide in our atmosphere is what many scientists, climate experts, and national governments are now saying is the safe upper limit for sustainable life on earth. For many thousands of years before human industrialization it was 180-280 parts per million. Because of our massive burning of fossil fuels, we are now at 400 parts per million and rapidly rising which will release huge amounts of frozen methane making things much worse. This is similar to the Permian period approx. 250 to 300 million years ago when huge volcanoes in what is now Russia raised the CO2 level to 900 ppm (parts per million) and the mean surface temperature 2 degrees C above modern level. Oceans rose significantly above modern levels, lost their oxygen and emitted deadly hydrogen sulphide gas. Nearly 90% of marine species and 70% of terrestrial species died out. It would take millions of years, well into the Triassic period for life to recover from this catastrophe. We are very near a tipping point where release of frozen methane in the oceans will create global warming destruction that we cannot reverse. Stopping this destruction of our planet is the most important issue of our time! We have got to stop burning fossil fuels as fast as possible. Solar panels for homes now are affordable and make economic sense. Electric hybrid and hydrogen fuel cell cars are rapidly developing, becoming more affordable and becoming a compelling buying decision. Buildings can be made much more energy efficient. Biofuels from algae hold promise. Renewable energy creates many more jobs and prosperity for the United States. We all must do our part to stop burning fossil fuels and leave them in the ground! See http://vimeo.com/28991442□ and http://lasthours.org/
Elsa Bruton Edwards	Olympia, WA	2014-05-03	Oil billionaires make more money while ordinary people suffer. Not fair -- and this would exacerbate global warming in a big way!
Dennis Mills	Olympia, WA	2014-05-03	Safety!!!!

Name	Location	Date	Comment
Jana Wiley	Olympia, WA	2014-05-03	Safety, health and the environment. Too many risk factors such as derailments, explosions. Climate change calls for us to use renewable resources...not dirty fossil fuels.
janis aimee	Olympia, WA	2014-05-03	Google any video when "what if" happens - because it will!
Susan Sunshine	Olympia, WA	2014-05-03	The folks in Centralia are my neighbors and would not like to see them suffer the way 8 other areas in the US and Canada have when an oil train spills and/or burns.
Thom Lufkin	Olympia, WA	2014-05-03	I have friends in Centralia and I'm concerned about spills and explosions.
Todd Dunn	Bass Harbor, ME	2014-05-03	I grew up in Centralia and Lewis County. I don't want to see this beautiful area despoiled by crude oil. Also Grays Harbor is a terible choice for a crude oil port. A spill there would be catastrophic for the harbor ecosystem.
susan macomson	Olympia, WA	2014-05-04	This is such a poorly thought out plan from an industry train and oil that have a horrid track record.
Patricia Holm	Olympia, WA	2014-05-04	Our family has a family farm with a railroad trestle in poor repair about 100 ft from the main house. This is now called the "incineration zone". Accidents do happen and we don't have the resources to repair the damage these oil cars will cause.
Beverly Bassett	Olympia, WA	2014-05-04	Fossil Fuels are killing us and planet earth! Immoral and insane to extract, transport and/or burn them!
Arlene Eubanks	Hoquiam, WA	2014-05-13	safety, no oil in environment,

WEC

Mrs. Ingrid Eisenman
3641 88th Ave SE
Mercer Island, WA 98040-3614
(206) 232-3543

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I prefer to avoid an oil train disaster in my neighborhood.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation

should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Ingrid Eisenman

Ms. Pamela Harris

3404 S 176th St
Seatac, WA 98188-4024

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

KEEP WASHINGTO GREEN!

Thank you for your consideration.

Sincerely,
Ms. Pamela Harris

Ms. Joyce Dillenberger

1 Lake Louise Dr Unit 42
Bellingham, WA 98229-2782
(360) 676-1350

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

We need to take a CLOSE LOOK at the REAL issues involved in transshipping oil—and coal, too, for that matter.

But more specifically about oil: after a year of record-breaking disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington state. These impacts must be carefully considered.

I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region.
- Risks from crude oil. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, thereby putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.

Paying for cleanup is always worse than not having the spill in the first place.

- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the

emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks all the way from Spokane to Grays Harbor.
- Climate impacts related to the greenhouse gas emissions that will be produced from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration and careful thought when determining the impacts of this proposal. Our future depends on it!

Thank you for your consideration.

Sincerely,
Ms. Joyce Dillenberger

Mr. Dean Willett

9522 132nd St NW
Gig Harbor, WA 98329-7050
(253) 444-7373

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

This is another example of the personal greed involving a small powerful group overshadowing the health and well being of the general public and an unnecessary risk to the environment. Do not rubber stamp this project. It is up to you to put a stop to this.

Thank you for your consideration.

Sincerely,
Mr. Dean Willett

Ms. Wendy Marcus

2632 NE 80th St
Seattle, WA 98115-4622
(206) 525-0915

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration for the sake of my children, grandchildren, and generations to come.when determining the impacts of this proposal.

Wendy Marcus.

Sincerely,
Ms. Wendy Marcus

Ms. Sharon Wilson

3240 NE 96th St
Seattle, WA 98115-2528

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil as well as the combustion of the fossil fuel transported.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Sharon Wilson

Mr. Craig Canine

178 Pinneo Rd
Eastsound, WA 98245-9376
(360) 376-3107

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a year of horrible disasters caused by rail shipments of crude oil, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington. I'm writing to ask that the Environmental Impact Statement for these projects include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil, especially the exceptionally dirty crude extracted from tar sands.

Please give all of these risks thorough consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Craig Canine

Mr. Dj Wyatt

206 Farwest St
N Bonneville, WA 98639-4621

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Keystone Pipeline and other pipelines are the safest way to transport our needed oil.

Please use your status to encourage President Obama to approve the pipeline and to encourage the building of other pipelines throughout the country.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Dj Wyatt

Mr. Raymond Smith

506 W 16th St
Vancouver, WA 98660-2829
(360) 694-5481

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Please take special note of my address. We live in the area that a disaster of this kind could happen. Your decisions will have future consequences for my family and an Elementary school located at 1900 Daniels street as well.

Thank you for your consideration.

Sincerely,
Mr. Raymond Smith

Mrs. Julie Budd

2201 C St
Bellingham, WA 98225-3623

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

N.I.M.B.Y! Or any one elses yard! If it's so safe, you transport it in your own car.

Sincerely,
Mrs. Julie Budd

Ms. Nancy Dahlberg

1757 NW 59th St Apt 301
Seattle, WA 98107-3057
(206) 784-5442

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Nancy Dahlberg

Mr. Richard Rowell

30281 Gamble Pl NE
Kingston, WA 98346-9576
(360) 297-0467

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

On Sunday May 18, 2014 I took the Ferry from Kingston WA to Edmonds. When we arrived at Edmonds, we had to wait to unload as we waited for a freight train to pass. It was two pulling engines followed by 100 open top loaded Coal cars followed by a pusher engine. The train had come from south along the waterfront and continue along the waterfront with coal dust blowing off the cars into the sound. Then on my return trip we had to wait again for another train this time with two pulling engines, followed by 100 Oil tanker cars and the following pusher engine. I would hate to think what would happen if the train derailed either here at the ferry terminal, or say as it was passing thru downtown Seattle. I fire would incinerate hundreds or thousands of people, and untold property damage. There are about 100 trains like this on this route every day to supply the Chinese with cheap coal, and cheap dirty oil. We continue to ignore the scientist who have said it's game over for our civilization because of all the Co2 we are pumping into the atmosphere, so why not double down on this policy to make sure that we will be party to the mass extinction of the human race. It does not seem to matter which party is in charge, It is full steam ahead on Mass Extinction. Thank you so much for killing my children and grandchildren!

Sincerely,
Mr. Richard Rowell

Mr. Cliff Wells

PO Box 126
Wa21ld Wa2cd Grove Pco
Lynnwood, WA 98046-0126
(206) 310-6745

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

There are times when I wonder if my representatives read the same news I do. Seeing them stumble or simply voting against the best interest of most of their constituents makes me wonder what their intent is. There has been much talk lately about global warming, post Peak Oil (times), Future of Energy, Clean Energy, Sustainable Energy, Sustainable living (even attended a class at WORKabout this), and more, but these people seem to live in the past or in WADC or a land far far away. Today the Sierra Club has a concern and they have worded it in such a way I dare not tamper with it. Suffice to say this issue is important to me. When the (Presidential Award Winning) Teachers of the year up the block wonder what's going by on the trains just below their yard, I feel I am not alone.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Cliff Wells

Ms. Ruth Pyren

2154 Jason Ct
Ferndale, WA 98248-8306
(360) 224-9772

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. These trains would go right thru the heart of Ferndale , Washington where I live.

Thank you for your consideration.

Sincerely,
Ms. Ruth Pyren

Mr. Paul Franzmann

420 Catherine St Apt 12
Walla Walla, WA 99362-3192
(509) 301-3054

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Not in Washington; not now, not ever. We need to be done with fossil fuels NOW, not making it easier for these foul companies to further decimate the environment. After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Paul Franzmann

Mr. Tyler Morse

3515 Grandview Dr W
University Place, WA 98466-2134

May 21, 2014

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Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

The problem CAN and WILL only get worse.

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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation

should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Tyler Morse

Mrs. Jean Davis

303 Cottage Ave
Hoquiam, WA 98550-1005
(360) 538-0680

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Jean Davis

Mrs. Polly Tarpley

848 NW Bracken Ct
Poulsbo, WA 98370-6956
(360) 394-8344

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Living in the beautiful Pacific Northwest, we are particularly concerned, frightened, worried about our personal safety, and just plain angry over this obvious threat to our Planet, our Nation, and our State! These fuel trains threaten all of this, and all of us!!!! They must be halted!

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Polly Tarpley

Mr. Ray Couture

3755 S 162nd St
Seatac, WA 98188-3035
(206) 497-3071

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Make room for the possibility that our children will have a future!

Thank you for your consideration.

Sincerely,
Mr. Ray Couture

Mr. Edmundo Bautista

6225 64th Ave W
University Pl, WA 98467-4950
(253) 564-1407

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Whether this scenario is likely or not, there is just no good reason to even be risking it... Stop wasting money on dwindling energy sources, and start using it on less dangerous, more available alternatives.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Edmundo Bautista

Dr. William Walcott

14136 Woodcrest Loop NW
Silverdale, WA 98383-9530
(360) 697-6900

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. Please don't wait for the next disaster and for the eventual total destruction of our environment.

Thank you for your consideration.

Sincerely,
Dr. William Walcott

Ms. Catherine Adams

7903 8th Ave S
Seattle, WA 98108-4319

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

I prefer to keep WA green and oil will not help our state. Keep it out.

Thank you for your consideration.

Sincerely,
Ms. Catherine Adams

Mrs. Barbara Morkill

12411 N Hope Ln
Spokane, WA 99208-9204
(509) 466-1244

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I am a Spokane resident. The tracks cross the river, pass Lewis and Clark high school and pass through our hospital,medical facilities near downtown. Where would the injured go if the hospitals were aflame or at least under a toxic cloud? The infrastructure is not meant to handle such loads. This could be a disaster beyond disasters. Not a tragedy but a man made disaster.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Barbara Morkill

Mr. JR Holland

3209 NE 124th Ave
Vancouver, WA 98682-7836

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

"Live so that when your children think of fairness, caring and integrity, they think of you." H. Jackson Brown, Jr.

Sincerely,
Mr. JR Holland

Mr. David Martens

PO Box 2267
Gig Harbor, WA 98335-4267
(360) 941-2444

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. David Martens

Ms. Patricia Bieze

2934 SE 3rd Ave
Camas, WA 98607-2321
(360) 835-2981

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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Please give all of these risks proper consideration when determining the impacts of this proposal. And then finally know that should you approve any oil terminal and oil transportation by rail in Washington that you are guaranteeing the citizens of this state that you will pay all damages should harm come to them or to their property.

Thank you for your consideration.

Sincerely,
Ms. Patricia Bieze

Mrs. Diane Berg

1313 SE Chelsea Ave
Vancouver, WA 98664-1611
(360) 693-6569

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

To me, there is no project or number of jobs worth risking the health of our earth and the precious lives residing on it!

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Please vote NO.

Thank you for your consideration.

Sincerely,
Mrs. Diane Berg

Mr. Joel Carlson

3634 Loren St NE
Lacey, WA 98516-3402

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Don't let corrupt oligarchs destroy our country! After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Joel Carlson

Ms. Elna Benoit

1706 Boulevard Rd SE
Olympia, WA 98501-2657
(360) 705-3321

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Are we really such money whores that we would destroy our own planet and pollute our beautiful state just so some severely damaged money addicts can get more money??!! Say NO to fossil fuels whenever possible. Say no to poison - say no to pollution - say no to greed.

Sincerely,
Ms. Elna Benoit

Mr. Joseph Connell

3416 S Conway Ct
Kennewick, WA 99337-3053
(509) 582-0114

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.

In particular increasing rail shipment through towns that are not equipped to handle the kinds of disasters that have been occurring should be evaluated for cost to upgrade and salvage the lifestyle of the inhabitants.

- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments

and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Joseph Connell

Ms. Cindy Cole

9802 45th Ave SW
Seattle, WA 98136-2711
(206) 932-9522

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I'm writing to ask that the Environmental Impact Statement for the proposed oil export terminal projects should include a thorough evaluation of:

The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.

- Risks from crude oil. Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive. These aspects should be taken into account.
- What will be the impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
- What about traffic backups that will impact accessibility between homes, businesses, emergency resources, and communitiesSpokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Thank you for your consideration.

Sincerely,
Ms. Cindy Cole

Mr. Peter Caliandro

PO Box 21862
Seattle, WA 98111-3862
(206) 466-1440

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor would have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Peter Caliandro

Mr. Brad Wiley

1833 13th Ave
Seattle, WA 98122-2528

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

One more thing. Enough is enough. We've been dependent on fossil fuels for too long. It's time to double down on renewable, environmentally sustainable energy sources. We should spend ZERO government dollars subsidizing and facilitating the fossil fuel industry. Instead, spend government time and money on the new energy economy and make the fossil fuel industry pay for the true environmental and social costs they incur. I'm tired of supporting a dirty, outdated industry. No more CORPORATE WELFARE for the old energy economy. It's time to let the oil and coal industries fossilize.

Sincerely,
Mr. Brad Wiley

Ms. Mary B McCulloch

104 Bonnie Brae Ln
Eastsound, WA 98245-9666
(360) 376-5733

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

I agree with the above request for the thorough evaluation of crude oil, the contamination, spills,and toxic results of transportation in Washington State. The possible devastation and cost from any or all of these is just not acceptable. We do not get a second chance with our planet, inhabitants, and fragile environment.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Mary B McCulloch

Ms. Janice Wieser

PO Box 1402
Auburn, WA 98071-1402
(253) 833-6346

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. I appreciate your attention to my views on this matter.

Thank you for your consideration.

Sincerely,
Ms. Janice Wieser

Mr. Tim and Judith Prowell

1914 165th Pl NE
Bellevue, WA 98008-2617
(425) 746-9837

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. we are writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Tim and Judith Prowell

Ms. Karen Genest

17200 SE 26th Dr Unit 38
Vancouver, WA 98683-4311
(360) 694-3092

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Haven't there been enough disasters caused by crude oil shipments by rail? It is inevitable that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington. We need a thorough and complete Environmental Impact Statement for these projects which should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and across the region.
- Risks from crude oil, including an evaluation of the risks of oil spills and the resources needed to prevent and respond to oil and tar sands spills.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Karen Genest

Mr. John Kersting

2404 Olympia Ave NE
Olympia, WA 98506-4845
(360) 970-5550

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

As a Parent, Environmental Journalist, Special Education Teacher and Community Leader of the Fraternal Order of Eagles with 450 members- I have been watching our corporately driven loss of commitment to environmental integrity likewise devastated by our government with drilling, transporting and offshore oil use with NAFTA pollution standards that are a cruel joke at best.

For over 40 years I have heard how our National Government is going to move us from fossil fuel dependency and international wars over oil, where is the action? When will our regulators actually protect and serve the public good and health?

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.

- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Many communities throughout America continue to unwillingly accept the risks and damage that rail traffic includes particularly with oil, coal and waste materials. In 2013 many of us are fed up with the bullying of oil and coal companies and mostly overtaken government agencies and corrupt officials whose loyalty lies not with the citizens, but corporations. It is long past time to clearly protect our own health and that of future generations.

My relatives mostly live in Hegwisch, a suburb of Chicago where huge amounts of oil and tar sand coke residues are being piled on the Calumet River where our family has spent decades restoring health and access only to see the Koch Brothers annihilate it's environment.

My brother lives in the Northside of Montana, where he has renovated an entire neighborhood area with affordable housing, restored numerous small businesses-their business and building structures and provided a renaissance of the blighted neighborhood. He and I are furious that the nearby railyard has horrendous environmental practices including allowing poorly running diesel engines pouring toxins in the air to run for days, numerous idling engines habitually disturbing and polluting the neighborhood people and of course spilling regular amounts of by waste coal, oil and chemicals into the area. Efforts to get city leaders to move the facility out of town are met with deaf ears despite a nationwide move recognizing the value of moving them and to do just that.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. John Kersting

Ms. Erika Giles

8304 SE 64th St
PO Box 1534
Mercer Island, WA 98040-4905
(206) 236-1760

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Erika Giles

Mr. Lewis Sikes

PO Box 122
Grapeview, WA 98546-0122
(360) 275-5649

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

We don't want a tragedy to occur in our area. After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Lewis Sikes

Dr. Roger Owen

1050 Larrabee Ave
104-801
Bellingham, WA 98225-7367
(360) 527-1220

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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*Increased shipping of this oil is a cumulative increase in risk to all those routes where the ships go, both prior and after refining. This risk is to the entire Washington Coast, possibly to Puget Sound, and other places in the state.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Dr. Roger Owen

Ms. Lisa Winters

24901 Roberts Dr
Black Diamond, WA 98010-9211
(425) 985-3881

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I LIVE IN WASHINGTON & I VOTE!

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Lisa Winters

Mr. Robert Sendrey

1401 Merrill Creek Pkwy
Everett, WA 98203-7133
unlisted

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters involving crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington. Those impacts must be carefully considered. Therefore, I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Robert Sendrey

Dr. David Scheer

2715 Cody Cir Apt 102
Bellingham, WA 98225-8280
(206) 527-8752

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

We do NOT want crude oil train shipments running through our towns here in the State of Washington. Too dangerous! Plus fossil fuels are outmoded and pollute the environment! Use the money spent 'that way' to develop alternative, renewable sources of energy such as solar and wind...get with it!!

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Dr. David Scheer

Ms. Karen L. Lew

15302 40th Ave W Apt 1-202
Lynnwood, WA 98087-8972
(425) 787-3337

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I was recently considering moving to a retirement home in Edmonds, WA, one of my favorite towns in the state. But then I decided living across the street from the railroad tracks and the potential ofcoal, gas, and oil trains going through there all the time turned Edmonds into a less desirable, and potentially very dangerous place to live.

I'm beginning to feel the same way about Washington in general.

Washington doesn't need oil and fossil fuel projects.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Karen L. Lew

Mr. Rod Tharp

1231 Miller Ave NE
Olympia, WA 98506-3382
(360) 951-1080

May 21, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

The dangers to each community, town, city and county that the trains will pass through. Including cost of safety equipment for when a spill happens.

Thank you

Sincerely,
Mr. Rod Tharp

Ms. Joyce Lewis

3084 Galena Dr
Camano Island, WA 98282-8226
(425) 338-0487

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

They all say....it's safe, it can't happen here...until it does.

Thank you for your consideration.

Sincerely,
Ms. Joyce Lewis

Ms. Patricia Warden

8848 129th Pl SE
Newcastle, WA 98056-1786
(425) 277-4079

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Patricia Warden

Ms. Lani Riday

13004 NE 88th St
Kirkland, WA 98033-5941
(425) 828-6209

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Lani Riday

Mr. Richard Frith

3011 NW 94th St
Seattle, WA 98117-2944
(206) 789-2567

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered.

Your primary and most important responsibility is to the citizens of Washington, NOT a desire to help some out-of-state or even foreign corporation make more money at our expense! Your responsibility is to us, not to them.

I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Richard Frith

Mrs. Virginia Ramey

9049 Samish Island Rd
Bow, WA 98232-9356
(360) 766-6866

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Any Environmental Impact statetment regarding the Westway and Imperium Terminal proposals must include the numbered points listed below in order to adequately address the many risks in this proposal. Why? After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

1. Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.

2. Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.

3. Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.

4. Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and

explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

5. Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.

6. Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Virginia Ramey

Ms. Martha Koester

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

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Not to mention which, coal and oil trains are destroying our transportation system. Amtrak gets delyaed by many hours on a routine basis, and shipping of grains and other agricultural products is being impacted very negatively.

Thank you for your consideration.

Sincerely,
Ms. Martha Koester

Mrs. Patty Bowen

16620 NE 4th St
Bellevue, WA 98008-4532
(425) 746-7020

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Learning from horrible experiences is something intelligent beings are supposed to be capable of using in future behaviors. Humans need to work more diligently at this practice.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Patty Bowen

Ms. Jean Mullen

100 NE 99th St
Vancouver, WA 98665-7502
(408) 849-1566

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. I love living in Vancouver. I will do everything in my power to protect this beautiful area and the rest of the world. We can no longer pretend that a fossil fuel based economy is sustainable. We need profound change on personal and systemic levels. Please step into the 21st century and work toward protecting the future.

Thank you for your consideration.

Sincerely,
Ms. Jean Mullen

Mr. Patrick Conn

22018 126th Ct SE
Kent, WA 98031-9669
(253) 631-9100

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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Please give all of these risks proper consideration when determining the impacts of this proposal. AND PLEASE REMEMBER ALL THE TIME, ENERGY, LEGAL WRANGLING (BOTH SUCCESSFUL AND UNSUCCESSFUL) IT TOOK TO FORCE RESISTANT RESPONSIBLE OIL INDUSTRY PARTIES TO FULFILL THEIR LEGAL, MORAL, AND CONTRACTUAL OBLIGATIONS TO RESTORE ECOLOGICALLY AND ENVIRONMENTALLY DAMAGED PRIVATE AND PUBLIC PROPERTY! PLEASE, DO NOT EXPOSE THE PUBLIC TO ANY MORE OF IT!

Thank you for your consideration.

Sincerely,
Mr. Patrick Conn

Ms. Dawn Larrison

PO Box 221
Irrigon, OR 97844-0221
(541) 720-2078

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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*Washington state is one of the most beautiful places on Earth. Let's leave it that way for as long as possible!

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Dawn Larrison

Mrs. Christine Westland

8293 Fawn Cres
Blaine, WA 98230-9302
(360) 371-8319

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

PERSONAL SIDE NOTE: If you continue to allow the transport of crude oil or other fossil fuels through the iconic PNW, where the unique environment allows abundant, healthy ecosytems, your actions will begin to DESTROY THEM. What is worse is that you are contributing to increase global warming, which is causing climate change to rush at us like an on-coming train. The human species must work quickly to CHANGE the way we produce electricity, heat, and energy, using nature's storehouse in non-polluting, safe ways. The greed for money will bring us nothing but disaster.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Christine Westland

Mr. Denny Justis

702 E Marrowstone Rd
Nordland, WA 98358-9565
(360) 385-7364

May 22, 2014

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c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. We should not risk the environment of our state to increase the prophets of the oil companies.

Thank you for your consideration.

Sincerely,
Mr. Denny Justis

Mr. Lehman & Barbara Holder

8916 NE 11th St
Vancouver, WA 98664-2411
(360) 901-0861

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Our own city of Vancouver, WA, is also at risk of an oil train accident and explosion. These "unit trains" (that carry only flammable Bakken crude) pass through here on the way to Hoquiam.

We don't need this. After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Lehman & Barbara Holder

Mr. Dan Freeman

4395 Rollinghill Rd
Clinton, WA 98236-8439
(360) 341-2345

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. This is not sustainable, in fact, this is detrimental to humans.

Thank you for your consideration.

Sincerely,
Mr. Dan Freeman

Ms. Laurel Hughes

8814 236th St SW Apt 23
Edmonds, WA 98026-8926
.

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

We MUST protect our Washington communities and Puget Sound from non-compliant oil trains! Opt OUT of Oil ports!!!

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Laurel Hughes

Ms. Mary (Meg) Gates

9634 36th St E
Edgewood, WA 98371-2648
(253) 219-7671

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

We MUST stop destroying this world - - and this is just one reason why:

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Mary (Meg) Gates

Ms. Mara Reynolds

PO Box 62
Stevenson, WA 98648-0062
(509) 427-4749

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
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- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

There are too many trains, including trains of open coal cars, coming through our community already. We do not need the additional trouble of oil car passing through!

Sincerely,

Mara C Reynolds
P O Box 62
Stevenson, WA 98648-0062
United States

Thank you for your consideration.

Sincerely,
Ms. Mara Reynolds

Ms. Ursula Mass

15797 Snee Oosh Rd
La Conner, WA 98257-8927
(360) 466-3257

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

I live near Anacortes and the Shell and Tesaro refineries. Include the safety problems this will effect our Communities also in your studies.

Thank you for your consideration.

Sincerely,
Ms. Ursula Mass

Mr. John Bremer

2604 Kentucky St
Bellingham, WA 98229-4058
(360) 527-3503

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Today, May 22, 2014, we learned that the Wall Street syndicates promoting the accelerated exploitation of our fossil fuel capital have been promulgating an outrageously exaggerated lie about the recoverable reserves of shale gas in California. An investigation into the corrupt practices of the syndicates behind this treasonous effort to trick the people of the United States of America into repeating the 1950's blunder of exporting our fossil fuel natural capital must be launched:

we cannot afford the inefficiency and misdirection of a corrupt
political and economic system.

Compounding the harm to the people of the United States and our economy, is our bizarre system of subsidizing bookkeepers and speculators like 90-year-old last-legger Warren Buffett who rips off our communities with his polluting, hazardous, disruptive, obsolete, poorly maintained railroads operating under arcane 19th century laws and corruption of the Democratic and Republican political parties.

Thank you for your consideration.

Sincerely,
Mr. John Bremer

Ms. Lorree Gardener-Milne

9810 Dempsey Ln SW
Olympia, WA 98512-2147
(360) 534-0357

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal and help us move completely away from dirty fossil fuels as quickly as possible!

Thank you for your consideration.

Sincerely,
Ms. Lorree Gardener-Milne

Mr. David Sovey

1225 E Sunset Dr
Bellingham, WA 98226-3597
(360) 715-8793

May 22, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

CLOSE YOUR EYES AND IMAGINE GRAYS HARBOR ENVELOPED IN DARK SMOKE &

TALL FLAMES(and no one can put out the FIRE)!

Sincerely,
Mr. David Sovey

Mr. Don Steinke

PO Box 822393
Vancouver, WA 98682-0052
(360) 892-1589

May 23, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Dear DOE and City of Hoquiam,

For 15 years, the City of Vancouver has had a vision of reconnecting the people of Vancouver to the Waterfront and to add vibrancy to our downtown.

The City has spent $45 million building infrastructure which would allow people to access the waterfront and has secured a developer with a proven track record.

This project will cost $1.3 B, create 3300 residential units, restaurants, office space, a hotel, $33 million in annual tax revenue, and 8000 long term jobs.

In your scope, please evaluate the cumulative impacts of dangerous oil trains adjacent to this property.

The developer fears that he will not be able to retain investors because residents will perceive risk from dangerous oil trains.

Please evaluate the cumulative economic impacts of the oil train traffic on Vancouver and on all rail communities.

Don Steinke

Sincerely,
Mr. Don Steinke

Mrs. Andronetta Douglass

7317 Halibut Dr
Blaine, WA 98230-9091
(562) 477-5165

May 23, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

My grandchildren pass over several rail crossings near their home, which is only 2.5 miles from the BP refinery at Cherry Point.After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Andronetta Douglass

Ms. Jeanette Merki

10425 NE 130th St
Kirkland, WA 98034-2839
(425) 821-4605

May 23, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

I am vitally concerned about the negative effects of transporting and burning fossil fuels. Not just the danger posed by spills from trains and tankers but just the impact on our climate overall. The increased CO2 levels in our atmosphere have already impacted so many aspects of our lives and it will only get worse. This is a carbon pollution problem that will effect everyone of us for generations. Please take all of the negative impacts into consideration before making your decision, I beg of you.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.
Sincerely,
Jeanette Merki
10425 NE 130th St.
Kirkland, WA 98034

Sincerely,
Ms. Jeanette Merki

Dr. Anne Botwin

349 Cove Rd
Bellingham, WA 98229-8924
NA

May 23, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

We have all witnessed a record-breaking year of disasters caused by crude oil shipments by rail. It has become clear that the Westway and Imperium terminals Grays Harbor and the Gateway Pacific terminal in Ferndale will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and all other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Allowing the terminal infrastructure in Grays Harbor would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through the narrow straits of Juan de

Fuca, greatly increasing the risks of a disastrous spill. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive. HOLD THE RAILROAD and SHIPPING MAGNATES 100% RESPONSIBLE!

- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Dr. Anne Botwin

Ms. Gail Barton

1010 Old River Rd
Naches, WA 98937-9419
(509) 658-2108

May 24, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.Clean water, clean air, clean food are our survival. We must find alternatives to our lifestyles in guaranteeing these essentials. It is plain to see the priorities before us.

Thank you for your consideration.

Sincerely,
Ms. Gail Barton

Ms. Joan Morabito

1029 S Sand Dune Ave SW
Unit B
Ocean Shores, WA 98569-9271

May 24, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

As a new resident of Ocean Shores, WA, I was disheartened to hear this dangerous proposal for Grays Harbor.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Note: Especially alarming to me is the antiquated rail cars that the rail industry refuses to retire or rebuild. It is a proven fact the dangerously outdated rail cars are the prime reason we have had so many spills and explosions all over the United States.

- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Joan Morabito

Ms. Linda Mattox

6321 Seaview Ave NW Unit 24
Seattle, WA 98107-2671
(206) 283-9216

May 24, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

It's just not worth it...the deleterious effect of climate change on children is astounding and this proposal will make it even worse....even without a disaster. We must not allow these ticking time bombs to continue to function.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the

emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Linda Mattox

Ms. Cathryn Chudy

1506 E 29th St
Vancouver, WA 98663-2807

May 24, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

I live in Vancouver and am concerned about the impacts (as listed above) that will affect my city and region along with with Gray's Harbor. The oil will be railed through my city and there are no economic benefits, only negative impacts. I urge you to do the right thing by having the broadest scoping review possible, since so much is at stake throughout Washington.

Thank you for your consideration.

Sincerely,
Ms. Cathryn Chudy

Miss Burke Flanagan

PO Box 603
Olympia, WA 98507-0603

May 24, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Why is it that the Department Ecology's staff who said the turning of Grays Harbor into an oil tank dump to facilitate Warren Buffett 's profit was "insignificant" is still involved in this particular absurd process to imagine an oil tank farm is a rational proposal? They should be removed from any role in judging anything 'ecological'.

The City Council of Hoquiam should resign in disgrace if they do not remove Brian Shay from his position as City Manager and, excuse the title, "environmental" manager.

Have you noticed that the decrepit PSAP railroad is famous only for the record number of derailments in a two week period and Ecology is proposing to send 150 unit cars of volatile Bakken oil down these same rail lines along the Chehalis Rivet and into a sanctuary known for its crab, oysters, salmon and bird sanctuaries and Tribal rights to co-manage this resource.?

Probably the most obscene part of this is the prostitution of the public interest to an EIS produced by a corporate hack funded by the oil companies and sanctioned by an agency head appointed by a Governor claiming concern for the climate.

All I can say is divest from Berksire Hathaway. Warren made his biggest mistake thinking he can run over the people of the northwest. We are not Barack Obama.

Sincerely,
Miss Burke Flanagan

Ms. Barbara Mckee

8824 Boulder Ave
Vancouver, WA 98664-2548
(360) 513-1408

May 25, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Washington is a paradise - don't ruin it!

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Barbara Mckee

Mr. Lehman & Barbara Holder

8916 NE 11th St
Vancouver, WA 98664-2411

May 25, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

The city council of Vancouver, WA, is poised to vote on a resolution opposing a proposed Tesoro/Savage oil terminal at the Port of Vancouver. This will likely happen on June 16. It's clear that the city of Vancouver doesn't want an oil terminal and wants to limit oil by rail as much as possible.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Lehman & Barbara Holder

Mrs. Judith Akins

2174 E Birch St
Bellingham, WA 98229-4558
(360) 982-8599

May 25, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

The industry has proved already that these shipments are unsafe and don't belong in our cities and towns. Leave this oil in ground where it is safe. Let's concentrate on clean renewables AND ways to use less energy.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Judith Akins

Ms. carol seaman

2002 Mallard Lane
Aberdeen, WA 98520
(360) 943-5262

May 25, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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In closing—I emphasize, again, this oil project proposal requires a full exploration, study and determination of effects crude by rail at Grays Harbor will have on our property values, as well as our safety. This is of great concern—as a citizen who happens to live with the beautiful Chehalis River in front of me, and the PSAP rail tracks 125 ft. behind me. We have already had one derailment in Central Park, Aberdeen which kept us blocked from our home for hours. Now these projects promise us more than 1000+ additional trains per year through our back yard, and through thousands of back yards from North Dakota's Bakken Shale to Grays Harbor. Yes, I am extremely concerned and you must consider people's home values, as well as the enormous risk you place on us because of our location. How will you ensure our safety and the biggest investments of our lives—our homes? I simply do not think you can mitigate the possible loss of our lives and all other issues mentioned here in this public comment.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. carol seaman

Mrs. Carol Rose

8205 NW 12th Ave
Vancouver, WA 98665-6990

May 25, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I grew up in Aberdeen and Hoquiam and graduated from Hoquiam High School. I now live in Vancouver WA but still have friends and family in a Grays
Harbor. I am fighting against the proposed oil terminal at the Port of Vancouver. Not only do we have that hanging over our heads, but if this is approved for Port of Grays Harbor, every one of those oil trains will pass through Vancouver
I am pleading for you to deny this Port of Grays Harbor project. The risk is too great for too many people. Who is responsible for prevention of derailments? Why do rail hubs face far less red tape than major new pipelines? And why are railroads usually not required to submit comprehensive oil spill response plans? And who pays when there is a spill or disaster?

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Carol Rose
820512th Ave
Vancouver WA 98665

Sincerely,
Mrs. Carol Rose

Mrs. Diana Gordon

642 I St
Washougal, WA 98671-1129
(360) 835-7748

May 25, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

A further impact that will be felt by many, many communities along the rail line is falling property values. Living in a dangerous fossil fuel corridor cannot possibly add to our property's value and resale appeal.

Thank you for your consideration.

Sincerely,
Mrs. Diana Gordon

Mr. steve swanson

405 3rd Ave
Aberdeen, WA 98520-1815

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I live here. Bringing the oil industry to Grays Harbor would eventually destroy the fishing industry (and recreational fishing) that is already here. Of the two, I prefer to keep what we have.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Thank you for your consideration.

Sincerely,
Mr. steve swanson

Mr. Joseph & Diane Williams

3880 Stikes Dr SE
Lacey, WA 98503-8207

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Joseph & Diane Williams

Mrs. Jerry Craig-Jones

5692 Correll Dr Apt 102
Ferndale, WA 98248-8564

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

One of the reasons we moved to Washington from Texas was because of the mindset here to save the environment. This is a gorgeous state and the risks of oil/coal trains and ships is too high.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Jerry Craig-Jones

Ms. Linda Hines

3623 219th Pl SE
Sammamish, WA 98075-9278
(425) 961-0623

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

In addition to the risks detailed above the impact on tourism will be great. I will no longer vacation there and others will feel the same. Why would we want to support a town that continues the national trend is putting profits for a few ahead I'd preserving our precious animals and environment. Instead become a leader in wise stewardship.

Thank you for your consideration.

Sincerely,
Ms. Linda Hines

Mr. Gary Westerlund

9623 S 205th Pl
Kent, WA 98031-1495

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

In my opinion, any benefits from these projects do not outweigh the risks of oil train disasters and environmental hazards from train wreck oil spills.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Gary Westerlund

Dr. Deborah Nelson

4905 NE 47th Ave
Vancouver, WA 98661-2630

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Would you want your family living next to the tracks, waiting for the next disaster?After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Dr. Deborah Nelson

Ms. Lorraine Marie

PO Box 546
Colville, WA 99114-0546
unlisted

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- And above all, climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil, and last stop, the impact of its use at the final destination.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Lorraine Marie
Colville, WA

Sincerely,
Ms. Lorraine Marie

Mr. Joe Chasse

22313 V St
Ocean Park, WA 98640-3513
(360) 665-3135

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

WHY? Why would you risk thousands of youir neighbors lives, the most beautiful environment on planet Earth after a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Joe Chasse

Ms. Marcia Huey

10817 Moller Dr NW
Gig Harbor, WA 98332-7516

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Marcia Huey

Mr. Otto Youngers

3523 S Wilkeson St
Tacoma, WA 98418-1826
(253) 222-2590

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

We do not need the increased risk, increased pollution, and increased destruction of our ecosystems. Can we have electricity run through an increased electrical grid formed by Solar, Wind, and Wave technology? Solar Reactors that have no radioactive issues and no meltdown issues are already in existence, underwater wave turbines that move with the natural tides of the sea, wind turbines built into building structures as stairways and elevator shafts. We can be part of much smarter, beneficial, and responsible energy systems instead of the extractive Hell's that continue and increase.

Thank you for your consideration.

Sincerely,
Mr. Otto Youngers

Ms. Nancy Curry

621 Union St
Cheney, WA 99004-1437
(509) 235-4469

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Already, we have heavy train traffic, we don't need anymore trains coming through especially ones carrying hazardous material. The noise from the existing trains now is intolerable.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Nancy Curry

Ms. Marianne Kenady

2839 NW 56th St Apt 311
Seattle, WA 98107-4283
(360) 632-7190

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. Don't just look the other way on this issue since we all know, without a doubt, what's going to happen sooner or later.

Thank you for your consideration.

Sincerely,
Ms. Marianne Kenady

Ms. Teresa Bessett

PO Box 99
Soap Lake, WA 98851-0099
(509) 246-0132

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I respectfully urge you to deny the building of the two oil export terminals in Grays Harbor. After a record-breaking year of disasters caused by crude oil shipments by rail, it's abudantly clear the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully weighed and considered. I ask that the Environmental Impact Statement for these projects include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

I implore you, give all of these risks proper consideration when determining the impacts of this proposal.

Thank you, I appreciate your time and consideration.

Sincerely,
Ms. Teresa Bessett

Mr. Hamilton Dutcher

1501 Samish Way
Bellingham, WA 98229-3209
(360) 738-7014

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Mantra of corporations - Rape, Rob, Repeat.
why do we let this happen year after year after year.
this is why we formed a government of the people, by the people, for the people.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Hamilton Dutcher

Dr. William McPherson

2728 Fairview Ave E Apt 303
Seattle, WA 98102-3137
(206) 218-8987

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil. These include the droughts in western US states, flooding in Europe, Asia and the Southeast states of the U.S., intensified typhoons and hurricanes, and ocean acidification. All of these will have indirect or direct effects in Washington state.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Dr. William McPherson

Ms. Darby Ringer

8220 40th Ave NE
Seattle, WA 98115-4931
(206) 524-0260

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

I strongly urge you to base your decisions on the risk of transporting oil by rail on the people and the ecology of Washington, from Spokane to Grays Harbor.

Thank you for your consideration.

Sincerely,
Ms. Darby Ringer

Mrs. Mayellen Henry

16651 SE 17th St
Bellevue, WA 98008-5123
(425) 746-5959

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

The risks are huge and your decision on this will have long reaching effects. Please think of the future generations as well as the immediate dangers of this project.

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Mayellen Henry

Mrs. Kristin Meijer

14830 119th Ave NE
Kirkland, WA 98034-4604
(425) 488-6625

May 26, 2014

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Seattle, WA 98104

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Why don't we value oil and make sure we have no more spills? Weren't we going to get off fossil fuels? Who will pay for the cleanup? Why don't we increase fines as every thing else has gone up?

Thank you for your consideration.

Sincerely,
Mrs. Kristin Meijer

Mrs. Judith Heath

2535 Ivy St
Port Townsend, WA 98368-6821
(360) 302-5037

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Tar sands products should never leave the ground in Canada. That is environmental disaster enough, but adding to the cumulative danger in our own local environment is utterly unacceptable. Do not put our harbor and river systems at risk.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Judith Heath

Mr. Leif Knutsen

436 F St
Port Townsend, WA 98368-5206
(360) 385-6349

May 26, 2014

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Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

PERSONAL NOTE:

The sad truth is that even if the fossil fuels could be extracted, transported and processed without a drop of pollution on the dirt, in the air or in/on the waters, the end result will still be Planetary ecocide. It will just take a bit longer to achieve. Like Toastville for the Kidders.

Not any job, only Green Jobs can start to move the economies of the world out of the morass. As long as capitalism has the ability to profit, handily I would add, from polluting the commons, every "Black" job just digs the hole deeper. Only green jobs ADD VALUE to the economy and start to rejuvenate Earth's life support systems as well as the economy via Distributed green energy from the renewable sector. (A cash cow in every pocket.)

Corporations are "People" now for better or worse. Speaking as a "Real People", if I throw a paper cup out the car window, bingo, ~$100 fine. ($1,000 in Alaska.) (You try it in front of a camera and see what happens.) Corpro/People can pollute the air, water, dirt, and oceans with Toxins and the dirtiest Corpro/People have become richest Corpro/People in the world and the foundation of Western Capitalism. Still Corpro/People get rich and even subsidized with YOURS & MY TAX MONEY. I cannot stop it but "We the People" can and will find a way with or without you! GOP don't fund abortion. Fine. A precedent. How come I must fund the Ecocide of Earth's life support systems? Go figure. Please help! Stop profits from the pollution of the commons.... PLEASE...

"War becomes perpetual when used as a rational for peace," Norman Solomon. "Peace becomes perpetual when used as a rational for survival." Yours truly. Socially enabled capitalism is a failed paradigm.

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Leif Knutsen

Ms. Jan Richardson

815 318th Pl
Ocean Park, WA 98640-5301

May 26, 2014

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Thank you for your consideration.

Sincerely,
Ms. Jan Richardson

Mr. Kevin & Drucynda Mcmahon

18832 244th Ave SE
Maple Valley, WA 98038-7310
(425) 432-0240

May 26, 2014

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil. Our family has reduced fossil fuel use by switching to driving an electric car for the past 3 years and powering it from photovoltaic panels on our roof. If can do it, others can also.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Kevin & Drucynda Mcmahon

Mr. April And Joseph Faires

2305 34th Ave SE
Puyallup, WA 98374-4140
(253) 435-6030

May 26, 2014

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Thank you for your consideration.

Sincerely,
Mr. April And Joseph Faires

Ms. Janna Jennings

2324 NE 28th St
Renton, WA 98056-2220

May 26, 2014

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Thank you for your consideration.

Janna Jennings
2324 NE 28th St.
Renton, WA 98056-2220
UNITED STATES

Sincerely,
Ms. Janna Jennings

Ms. Karen Jarvis

8412 34th St W
University Place, WA 98466-2527

May 26, 2014

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. We need to start making decisions based on preserving our species instead of on money.

Thank you for your consideration.

Sincerely,
Ms. Karen Jarvis

Mr. Tyrus Horn

PO Box 972
Ione, WA 99139-0972
(509) 442-2320

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Last: I seriously doubt that exporting our oil, to balance our trade deficit, is in the best interest of the 99%.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Tyrus Horn

Mr. Jim Messmer

39580 N US Highway 101
Lilliwaup, WA 98555-9704
(360) 877-5455

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Having grown up and spent much of my life in the Grays Harbor area, I am particularly interested protecting the natural environment and people's well-being of this area.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources. The irreplaceable, rich and productive Chehalis river basin and Grays Harbor estuary will be exposed to damages that may well be irreversible, impacting far more jobs and lives than a few jobs in the area.

- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project. Poor health by a 'thousand cuts' is not an acceptable way oversee and regulate these types of risks.
- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries. Again this was highlighted in the recent Aberdeen derailment that negatively impacted the Port of Grays Harbor with only a few days of shutdown.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil. This is the overriding issue that

unfortunately we as a country have chosen to ignore at our own peril
and this livability factor must certainly fall under the jurisdiction
of any governmental body that is looking out for the well-being of
their constituency,
Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Jim Messmer

Mr. Robert Walker

1835 Circle Ln SE Apt 124
Lacey, WA 98503-2573
(360) 438-5973

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Currently retired, but as an active United Methodist Church I served churches in Spokane and Aberdeen, and in retirement I'm in Lacey. I strongly oppose the insane building of "oil terminals" in Grays Harbor County.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Robert Walker

Ms. Adele Reynolds

900 University St Apt Cu
Seattle, WA 98101-1798
(206) 621-4867

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Adele Reynolds

Mr. Don Ely

7109 46th Ave E
Tacoma, WA 98443-1908

May 26, 2014

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Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
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The oil companies are blinded to the communities that they threaten by the dollar signs they seek. Once a disaster happens, and it will, they will continue to see those dollar signs instead of the damage and destruction. Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Don Ely

Ms. Joanne Williams

8314 71st St NW
Gig Harbor, WA 98335-6260
(253) 851-7968

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

We know the damage this is doing, so why is it still being done? I fail to see the rationale behind this, other than simply MONEY/BOTTOM LINE. Shame on all who are involved in this colossal mess.

Thank you for your consideration.

Sincerely,
Ms. Joanne Williams

Ms. Leslie Smith

3733 E Smith Rd
Bellingham, WA 98226-9573
(360) 592-6756

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil. Also the smog generated in China once that country uses the product will affect the air there as well as here and thus climate change over the planet.

*Conservation of natural resources impacts would be future. The Canada and USA has a responsibility to preserve this petroleum product for future use should it be necessary for future generations.

*Economic impacts in terms of jobs lost here due to the likelihood of environmental problems/disasters, but also in terms of decisions NOT made in favor of the other industries including those in green power industries.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Leslie Smith

Ms. Sharon Rickman

1165 Officers Row
Vancouver, WA 98661-3838
(360) 949-7635

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

The Pacific Northwest is at the crossroads of becoming the largest transporter of volatile "fracked" oil from North Dakota. This is the same crude oil in the derailment and explosion in Lac-Megantic, Quebec that killed 47 people.

The city of Vancouver has joined Seattle, Spokane and Bellingham to draft a resolution calling for a statewide moratorium on new oil by rail infrastructure. I urge Grays Harbor to follow suit.

I urge the DOE to study the impacts to air quality, water quality, and the safety of our communities. Putting our health and safety at risk from an accident, spill or explosion is not worth it.

- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Sharon Rickman

Mr. Ronald Palmatier

7345 21st Ave NE
Seattle, WA 98115-5715
(206) 257-5543

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to urge that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Ronald Palmatier

Mr. Mark Leed

3419 E 21st St
Apt 4
Vancouver, WA 98661-5176
(360) 735-9451

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Please evaluate the following impacts as part of the EIS for the Westway and Imperium terminal proposals:

1) The cumulative impacts of Westway and Imperium plus all of the other oil terminals proposed in Washington.

2) evaluation of the risks oil spills, and of resources needed to prevent and respond to spills of Bakken crude and tar sands oil spills.

3) impacts on streams, wetlands, fishing areas, shellfish beds and migratory bird habitats. Please evaluate these threats along the entire route from the point of oil extraction to Grays Harbor.

4) risks to public health along the rail route from Spokane to Grays Harbor from potential derailments, increased diesel emissions from trains, and emissions at the proposed terminals during oil storage and transfer. Your evaluation should include a separate Health Impact Statement.

5) economic impacts of an oil spill to the shellfish, fishing and tourism industries.

6) seismic risk

7) climate change impacts of oil consumption facilitated by the proposals.

Thank you for your consideration.

Sincerely,
Mr. Mark Leed

Ms. Linda & Alan Murray

6319 22nd Ave NE
Seattle, WA 98115-6919
(206) 527-0841

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Linda & Alan Murray

Ms. Sue Oliver

4248 Chilberg Ave SW Apt 202
Seattle, WA 98116-4600

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I am VERY CONCERNED about the impact of oil shipments on the lives of Washingtonians. I live part time in Wenatchee and see the HUGE numbers of coal trains traveling close to the Columbia River EVERY DAY. I have NO DOUBT that it is only a matter of time before this long coal train jumps the track and spills oil into the Columbia and Wenatchee Rivers - not to mention the high possibility of fires in the adjacent orchards (see below examples).

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Thank you for your consideration.

Sincerely,
Ms. Sue Oliver

Ms. J McLaughlin

16740 Dodd Ln SW
Rochester, WA 98579-9588
(360) 357-8334

May 26, 2014

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- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

And consider the fact that our habitats, cities, populations are expected to take all the risks so some big old fat cats can get even richer. Our first responders are not equipped to handle a large spill or explosion, nor should they be expected to.

Thank you for your consideration.

Sincerely,
Ms. J McLaughlin

Ms. Lorie Dingacci

Shorewood
Burien, WA 98146
(206) 555-5555

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

It is time to stop the madness. The addiction to fossil fuels shall destroy us.

Thank you for your consideration.

Sincerely,
Ms. Lorie Dingacci

Mrs. Erin Cook, RN

9463 NE 121st Pl
Kirkland, WA 98034-6214
(425) 814-4882

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

It is time to move beyond fossils for fuel to a more sustainable and healthy source of energy!

Thank you for your consideration.

Sincerely,
Mrs. Erin Cook, RN

Ms. Carol Crow

4018 224th St SE
Bothell, WA 98021-8076
(425) 486-5164

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

How many more accidental spillings need to happen before we “get it”?

Thank you for your consideration.

Sincerely,
Ms. Carol Crow

Ms. Barbaa Webb

3908 Dogwood Pl
Mount Vernon, WA 98274-8750

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

These oil trains run through the heart of our downtown Mount Vernon and past neighborhoods. I can just imagine the damage that could be done if a train derailed. They seldom slow down as required. Some of our crossings are suspect, too.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments

and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Barbaa Webb

Mrs. Lynn Wilkinson

9142 Flagler Rd
Nordland, WA 98358-9649
(435) 260-8988

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Have you lost sight of safety for citizens? What has America come too?

Money talks, people lose.....

Thank you for your consideration.

Sincerely,
Mrs. Lynn Wilkinson

Mr. Scott Hayman

3471 115th Ave NE Apt 224
Bellevue, WA 98004-7736
(206) 445-2841

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. Commit to opposing the terminals.

Thank you for your consideration.

Sincerely,
Mr. Scott Hayman

Ms. Linda Kroeger

9223 Cyrus Ave NW
Seattle, WA 98117-2646
(206) 782-6983

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. I know every city needs money but this is not the way to protect your cities' future or the children for the future.

Thank you for your consideration.

Sincerely,
Ms. Linda Kroeger

Mr. Cal & Diana Roberts

9305 NE 25th Ct
Vancouver, WA 98665-9587
(360) 892-1985

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources. I grew up in Grays Harbor and continue to hunt, fish, and clam dig there. Don't risk these valuable resource!!!!!!!!
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Cal & Diana Roberts

Mr. Keith Stracchino

10508 E Cimmaron Dr
Spokane Valley, WA 99206-8649
(509) 922-0274

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impact of all projects:

Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.

- Risks from crude oil shipment and storage:

Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an honest and complete evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive. We do not need yet another deceptive EIS covering up the major risks, their probability of occurrence and the consequences when those probable risks turn into reality.

- Environmental impact:

Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil. Depletion of clean water resources in communities due to the extravagant use of local water by the fracking operations, pollution of ground water by careless

disposal of contaminated water. Release of methane and carbon dioxide from multiple sources throughout the recovery and distribution of oil and gas products, including “flaring” of “waste” gases.

Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.

- Public Health impact:

Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential cumulative health impacts of all the projects, both short-term and long-term.

- Community impact:

Particularly the impact of more trains causing traffic backups impacting accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.

Please give all of these risks proper consideration when determining the impacts of this proposal, remembering that in the general case of all the incidents resulting from oil industry activities to date, costs are paid by tax-payers, directly or indirectly; profits go into the pockets of the oil and gas industry. As a taxpayer, I am extremely angry about the way in which our politicians, in exchange for personal financial benefits, have conceded to business the right to transfer those costs to taxpayers,.

Thank you for your consideration.

Sincerely,
Mr. Keith Stracchino

Ms. Carla Shafer

2308 Lynn St
Bellingham, WA 98225-2130
(360) 922-0546

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor or anywhere else in Washington will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Carla Shafer

Ms. Maradel Gale

239 Parfitt Way SW Unit 2a
Bainbridge Island, WA 98110-4900
(206) 842-5133

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Surely you have been paying attention to all of the disasters caused by oil trains derailing and/or exploding. After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation

should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. If you truly do this, you will find it imperative to block any future oil trains coming into our state.

Thank you for your consideration.

Sincerely,
Ms. Maradel Gale

Ms. Greyling Gentry

13508 NE 70th St
Redmond, WA 98052-9434
(425) 882-7839

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Call me cynical, but I believe that the whole machine, from the DoE to the Washington State legislature, is so thoroughly bought and paid for that the entire electorate holds no chance of influencing final decisions, most of which were made months or years ago behind closed doors. It's all about the money. If you folks and your oily corporate sponsors stand to benefit financially, then all the spills and attendant decades of dead sea life, ruined livelihoods, backed up traffic and increases in cancer and respiratory deaths won't matter one whit.

I'm convinced you're all a bunch of corrupt sell-outs who care only for your own wallets, and who do the bidding of Big Energy while collecting your paychecks at my personal expense. But on the off-chance that some humanity and conscience remains intact, here's the letter the Sierra Club thinks will make a difference:

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.

- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Greyling Gentry

Mrs. Kirsten Sweet

7104 Icicle Rd
Leavenworth, WA 98826-9367
(520) 578-2081

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal and don't allow oil to be shipped through our beautiful state.

Thank you for your consideration.

Sincerely,
Mrs. Kirsten Sweet

Dr. Resa Raven

2103 Harrison Ave NW
Ste 2
Olympia, WA 98502-2607

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

The Westway and Imperium terminal proposals in Grays Harbor needs to be thoroughly reviewed for significant environmental and public safety impacts throughout Washington,
It is simply unacceptable to ignore the potential immrediate environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitat; and ultimately climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks good faith and thorough consideration when determining the impacts of this proposal.

Sincerely,
Dr. Resa Raven

Mr. Donald LaMoure

7337 17th Ave NE
Seattle, WA 98115-5740
(206) 985-4632

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.

The oil companies are marching civilization over a precipice of destruction just for money and profit . Which tells me our capitalistic system is radically EVIL .

There are three things which will destroy mankind A.) Capitalism B.)

Religion C.) Climate change which was caused by mankind .

Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.

- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Donald LaMoure

Mrs. Carol Eldridge

PO Box 739
Everson, WA 98247-0739

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Please don't let WA be the location of the next oil train disaster. Please give all of the risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Carol Eldridge

Mr. D. Lennartz

PO Box 228
Brush Prairie, WA 98606-0228

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

And please consider why Canada is not allowing this "stuff"
to be shipped across Canada to any of it's west coast ports, eh?

Thank you for your consideration.

Sincerely,
Mr. D. Lennartz

Mr. Bruce Anderson

8717 Eastview Ave
Everett, WA 98208-3519
(425) 337-4461

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Because we will only get one chance to do it right, an Environmental Impact Statement for ALL fossil fuel projects MUST include thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays

Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.

Environmental scientists here in Washington should conduct their own tests with crude fossil products to determine how potential accidents would directly effect our state and publicly publish those results, openly addressing said findings to our governor, attorney general, and our legislative reps in both the US Senates and Congress.

Sincerely,
Mr. Bruce Anderson

Mr. Samuel Bull

618 W Hazel St
Mount Vernon, WA 98273-4828

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Dont send any thru Mount Vernon and Bellingham either.

Thank you for your consideration.

Sincerely,
Mr. Samuel Bull

Ms. CJ Livingston

3011 NE 92nd St
Seattle, WA 98115-3537
(206) 524-6873

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a year of disasters caused by accidents with crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects similar projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be relatively explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harborand beyond. Impacts from oil spills, air pollution emissions, rail accidents, traffic disruption, and infrastructure updates must be evaluated for these resources.
- Risks to public health in rail-side communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the more frequent trains, and the emissions from storage tanks and transfer of the oil to oil tankers.
- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to

Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and elsewhere in the State, including impacts to the shellfish, fishing, fish farming, and tourism industries.

- Climate impacts related to the greenhouse gas emissions from transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. CJ Livingston

Ms. Jane Haugen

217 Alder St Apt 204
Edmonds, WA 98020-3531
(425) 774-8768

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

I am concerned about any rail accident in a small town such as Edmonds where landslides on the clay and silt bluffs north and south above the tracks are frequent. Any accident will limit access already one sided by Puget Sound. Then it is uphill to escape for the many senior citizens who live in the condominium and assisted living community in downtown Edmonds.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Jane Haugen

Ms. Andrea Simmons

588 High Haro Dr
Friday Harbor, WA 98250-8843
(360) 378-9541

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Andrea Simmons
588 High Haro Dr.
Friday Harbor WA 98250
United States.

Sincerely,
Ms. Andrea Simmons

Ms. Dottie Bell

PO Box 518
Veradale, WA 99037-0518
(509) 389-8593

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Dottie Bell

Ms. Martha Jackson

911 NW 122nd St
Seattle, WA 98177-4324
(206) 361-0113

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

It's become clear, after a string of disasters caused by crude oil shipments by rail, that the Westway and Imperium terminals proposed for Grays Harbor will have significant environmental and public safety impacts throughout Washington. These must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Air pollution from the burning of ever more fossil fuiels, and

climate impacts stemming from oil fracking, transport, and refining and burning.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Martha Jackson

Mr. Stephen Tucker

9409 2nd Dr SE
Everett, WA 98208-2703

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

We need to break our addiction to oil.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation

should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Stephen Tucker

Ms. Barbara Perry

1115 Lenora Ct
Bellingham, WA 98225-6816
(360) 734-7541

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Besides the oils disasters, check out the many articles about coal hazards in Whatcom Watch on-line to see how oil and coal will decimate the Puget sound.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation

should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Barbara Perry

Ms. Mary Manous

8325 14th Ave NW
Seattle, WA 98117-4233
(206) 783-4215

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Please, take action to stop these oil trains from coming through our state. They are too dangerous and they are carrying fossil fuels that will continue to send us and the rest of the world down the road to climate disaster.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the

emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Mary Manous

Ms. Ruth Richmond

18067 Colony Rd
Bow, WA 98232-9560
(360) 724-5111

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I live in skagit county, and am often crossing the railroad tracks going to and from work, or when I go to town, in Burlington, Mt Vernon and also Bellingham. I am very concerned about the impacts of more rail "traffic" as well as all the environmental impacts.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments

and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Ruth Richmond

Ms. Susan Mcrae

1231 Miller Ave NE
Olympia, WA 98506-3382
(360) 786-1901

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

How many oil train derailments and explosions does it take? Washington State should not be the next site of another fossil fuel disaster. We need to hold the fossil fuel industry accountable for the damage that the extraction, transportation and use of their products causes to our world, not allow them to continue to pollute with impunity.

The short term profit for the fossil fuel companies is not worth the destruction of our state and our world. This is not about jobs. There are NO jobs on a dead planet. We need to be working for sustainable energy solutions. The technologies exist, we just need the political will.

Please consider all of the risks and consequences associated with transporting fossil fuel and do not allow the construction of new oil terminals in Grays Harbor.

Thank you for your consideration.

Sincerely,
Ms. Susan Mcrae

Ms. Eliza Hitchcock

PO Box 265
Vashon, WA 98070-0265
(206) 463-5324

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Please, do your job. Do not allow these terminal proposals to slip through unexamined. The results could be catastrophic, the damage incalculable.

Thank you for your consideration.

Sincerely,
Ms. Eliza Hitchcock

Ms. Eliza Hitchcock

PO Box 265
Vashon, WA 98070-0265
(206) 463-5324

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Please, do your job. Do not allow these terminal proposals to slip through unexamined. The results could be catastrophic, the damage incalculable.

Thank you for your consideration.

Sincerely,
Ms. Eliza Hitchcock

Ms. R. BUTLER

30th AVENUE
ISSAQUAH, WA 98029

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

It is clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington considering the record-breaking year of disasters caused by crude oil shipments by rail, all of which must be carefully considered. I am writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of the following areas:

- The Cumulative impacts of all projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region.

These evaluations should include the increased cumulative risks related to all of these projects and the impacts they would have on our region.

- The Risks from crude oil. Building the proposed infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of all the risks of oil spills and the resources needed to prevent and respond to Bakken oil and tar sands spills. Bakken crude oil has been shown to be more explosive, for example, which puts our communities and first responders at greater risks. Tar sands sink, making cleanup of any spills much more difficult and expensive.
- The Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, potable water resources, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- The Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should

include a separate objective Health Impact Assessment of the potential health impacts of all projects.

- The Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include: economic impacts of a spill on Grays Harbor and the State; impacts to the shellfish, fishing, and tourism industries.
- The Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and the refining and burning crude oil.

I encourage you to please give all of these risks proper and full consideration when determining the impacts of this and any similar proposals.

Thank you for reading my concerns and requests.

Sincerely,
Ms. R. BUTLER

Mrs. Lorna Lowenthal

18720 Sound View Pl
Edmonds, WA 98020-2384
(425) 478-3753

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
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- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Lorna Lowenthal
18720 Sound View Pl.
Edmonds, WA 98020

Sincerely,
Mrs. Lorna Lowenthal

Mrs. Carol Scott

901 E McLeod Rd
Bellingham, WA 98226-7600
(360) 734-6511

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

PLEASE..... GIVE ALL .... of these RISKS PROPER CONSIDERATION when

DETERMING the IMPACTS of this PROPOSAL

Thank you for your consideration.

Sincerely,
Mrs. Carol Scott

Ms. O'Neill Louchard

PO Box 1628
Port Townsend, WA 98368-0119
(360) 385-7054

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Please, do the right thing.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation

should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. O'Neill Louchard

Mr. Dave Miller

3509 NW 3rd Ave
Camas, WA 98607-8322

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I would like to speak for the wildlife and habitats through which these trains travel, especially the wildlife of the Steigerwald Lake, Franz Lake and Pierce National Wildlife Refuges, where I volunteer.

My concerns:

- Wildlife are frequently killed by BNSF trains in the Columbia gorge. See examples at https://www.flickr.com/photos/refugestewards/sets/72157637777090383/
- I have done GPS surveys along the tracks at the Pierce refuge.

In just 2-1/2 miles I found the remains of at least 45 large animals killed by trains mostly elk, but also deer, raptors, coyote, etc.

- Increasing train traffic will also increase the amount of wildlife killed by trains.
- This project would significantly increase the oil train traffic

through the gorge.

- When combined with all the coal and oil export proposals, the number of cars for coal & oil will increase to 20 times the current coal & oil traffic.
- Increased train traffic will severely impede or stop wildlife

migrations.

- This amount of train traffic will mean that there will be a

train on the tracks nearly all of time. This will prevent wildlife from migrating across the tracks like they do currently. The tracks in effect become a 1200 mile-long wall.

- Cumulative effects
- The cumulative impact of ALL of these proposals needs to be

considered together not each one individually.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Dave Miller

Ms. Doris Sumner

115 Grover St
Friday Harbor, WA 98250-9555

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

THE AGE OF FOSSIL FUELS IS OVER! NEW TECHNOLOGIES ARE REPLACING THE NEED FOR CONTINUING TO DEGRADE PLANET EARTH IN THE QUEST FOR FOSSIL FUELS. THE PEOPLE OF THE STATE OF WASHINGTON & UNITED STATES CITIZENS ARE SMARTER THAN THE GREEDY MULTINATIONAL OIL CORPORATIONS WHOSE ONLY GOD IS $$$ WITH NO REGARD FOR THE HEALTH &/OR WELL BEING OF HUMANITY OR PLANET EARTH. WE THE PEOPLE WANT WHAT IS BEST FOR US AND OUR ENVIRONMENT. WE DO NOT WANT TO TO USE FOSSIL FUELS ANY LONGER. WE WANT ALTERNATE METHODS OF POWER GENERATION: SOLAR, WIND, QUANTUM ENERGY GENERATORS, ENERGY FROM SEAWATER THE U.S. NAVY HAS RECENTLY ANNOUNCED. NO MORE RISKS FROM FOSSIL FUEL!

NO MORE TRAINS LADEN WITH FOSSIL FUELS ENDANGERING THE STATE OF WASHINGTON OR THE UNITED STATES. NO TO FOSSIL FUEL!!! After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our

communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.

- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Doris Sumner

Ms. Marian Krewson

16200 NE 14th Ct
Bellevue, WA 98008-2857

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

You have an obligation to study this proposal very, very closely as it can and will affect all our lives in ways that are going to be impossible to totally and clearly determine. You must do your study on all these possibilities of terrible accidents and the result thereof on people and the environment. Just imagine what can happen to our beautiful Columbia River and all the terrible effects on everything in the river as well as near it; it will flow all thru the river, and out to the ocean. There is no end to the damage that will be caused, and no one can say what wil transpire. People and the environment MUST come before profit----just say NO!!!

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Marian Krewson

Mr. Tom Mallard

15860 NE 15th St Apt B4
Bellevue, WA 98008-2742

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I can't imagine putting in a oil-gas-coal port at this time in human history when the effects of fossil fuels to climate and from spills is so well known and showing it's only getting worse with time.

Please consider that not one mention of industrial hemp production and export has been made and represents the possibility of bringing income to the rain shadow side of the Cascades to all the small towns that are involved in crops that may or may not get enough rain as drought in the west grows with global temperature or are damaged from extreme weather.

Industrial hemp can bring MILLIONS of jobs to small operators, a true boost to the Pacific NW economy and well being of many families not along shipping routes.

Also, with oil, gas and coal, aside from the known pollution, most of the profits will be hidden in offshore accounts and never help the many small towns as moving to industrial hemp can with some 25,000 products now made from it, allowing many people to find niche markets to fill internationally.

Thank you for your work, please be wise, demand sea-level rise to be considered in any terminal constructed, we'll have 6.5ft/2m in 100-years or less, and, consider that an economy based upon crops will remove CO2 and emit O2 to create the products from them and nothing fossil will ever do that.

Sincerely,
Mr. Tom Mallard

Mr. Jimmy Malecki

1112 Park Cir
Bothell, WA 98021-8572
(425) 483-0616

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Governor Inslee is doing such a great job at putting measures in place to combat climate change. The ICNU report is scary and we must move to clean renewable NON fossil fuel supply of energy. Too many disasters are related to transporting petroleum products by rail and too much damage to property, human health and the environment will happen if you a lll explosive oil through Spokane, along the Columbia River and into Grays Harbour.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Jimmy Malecki

Mr. Bill Trueit

11512 40th Dr SE
Everett, WA 98208-7758
(425) 337-1002

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

It is clear, after a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Bill Trueit

Mr. Douglas Orton

4001 SW 323rd St
Federal Way, WA 98023-2419

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

From its earliest days following European discovery, Grays Harbor has been savaged by industry. Once home of the most dense tall timber in the world, now gone. Once home to millions of sea birds, now gone. Once home to thriving fisheries, now gone. Once home to Native Americans, now (nearly) gone. Once a sought after port it proved too dangerous for safe commerce. What's next? Oil has the potential to destroy the entire, enclosed, ecosystem in a flash of time.

Also, after a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

The past. The present. The future.

Kill this project before it kills the bay.

Thank you for your consideration.

Sincerely,
Mr. Douglas Orton

Ms. Julia Rosmond

2626 60th Ct NW
Olympia, WA 98502-3414
(360) 866-8120

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Come on, Hoquiam! Please don't do this! Taking a long view is really hard when we all need work, but, please, take the long view on this.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Julia Rosmond

Mrs. Diane Brown

39 Rancho Villa
Walla Walla, WA 99362-4377

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Diane Brown

Ms. Jill Feuerhelm

833 Cooper Point Loop SW
Olympia, WA 98502-8175

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

PLEASE take more consideration for my health and the environment in which I live.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Jill Feuerhelm

Ms. Connie Voget

1615 N 41st St
Seattle, WA 98103-8211
(206) 632-8953

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I am deeply concerned about safety issues around oil shipment proposals. Our communities depend on your prudent oversight.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Connie Voget

Dr. Rolan Tripp

15315 SE Evergreen Hwy
Vancouver, WA 98683-9208
(714) 496-9958

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

My wife and I live within 100 ft of the railway, and 1000yards of the Columbia River. After the disasters caused by crude oil shipments by rail elsewhere, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impact.

I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats.
- Risks to public health.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please find OTHER energy solutions. We would welcome a Nuclear Reactor using the new safe design now available.

Thank you for your consideration.

Sincerely,
Dr. Rolan Tripp

Mr. Robert Williams

PO Box 607
Dallesport, WA 98617-0607
(541) 980-4375

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give ALL OF THESE RISKS proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Robert Williams

Ms. Peggy Jennings

4303 W 7th Ave
Kennewick, WA 99336-4334

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. Don't endanger our beautiful state with this kind of risky action!

Thank you for your consideration.

Sincerely,
Ms. Peggy Jennings

Ms. Heather Lowe

7275 29th Ave NE
Seattle, WA 98115-5851
(206) 525-3909

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

PLEASE USE YOUR INTELLIGENCE to reject the Westway and Imperium Terminal Proposals. It is time we stop siding with corporate greed and side with the safety of Washington citizens. We don't need the high risk or complications to hold these companies accountable should there be an accident. Look at the I5 bridge collapse - no one has yet to take responsibility!!!

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Heather Lowe

Mrs. Martha Bishop

1867 Miracle Mile Dr E
Port Orchard, WA 98366-8555
(360) 871-7301

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

The cost of fossil fuels is too high. It affects our health and the health of our planet.

We must get off our addiction to fossil fuels. A revenue-neutral carbon tax which returns all monies to households would put market forces to work. We would not need so many regulations because the price of fuel would encourgage renewalbes.

Sincerely,
Mrs. Martha Bishop

Ms. Carrie Anderson

626 W 20th Ave
Spokane, WA 99203-2062

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor.
- Risks to communities from Spokane to Grays Harbor from derailments and explosions.
- Impacts of more trains on both sides of the rail tracks from Spokane to Grays Harbor.

Please give these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Carrie Anderson

Mrs. Patti Wright

2 Bracken Pl
Bellingham, WA 98229-4405
(360) 441-7078

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a THOROUGH evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, CUMULATIVELY, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the RISKS of oil spills and RESOURCES needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more EXPLOSIVE , putting our communities and first responders at greater risks. Tar sands SINK and make cleanup of any spills much more difficult and expensive.
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- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give ALL of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Patti Wright

Mrs. Berinda Van Cleave

15709 NE 249th St
Battle Ground, WA 98604-9707
(360) 687-4367

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

This is one of the last CLEAN STATES IN THE US!!! DON'T MAKE THIS

STATE A DAMM HAVEN FOR THESE BIG OIL, COAL GAS ASSHOLES WHO DON'T GIVE A SHIT ABOUT ANYTHING EXCEPT PROFIT IN THEIR POCKETS OR PROBABLY YOURS TOO!!!

Sincerely,
Mrs. Berinda Van Cleave

Mr. Steve Morris

2522 N Proctor St PMB 23
Tacoma, WA 98406-5338
(253) 209-5985

May 26, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

The Westway and Imperium terminal proposals will have significant environmental and public safety impacts throughout Washington.

The Environmental Impact Statement for these projects should include a thorough evaluation of:

- CUMULATIVE IMPACT of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region.
- RISKS from crude oil. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. Bakken crude is more explosive, putting our communities and first responders at greater risk. Tar sands make cleanup of spills much more difficult and expensive.
- ENVIRONMENTAL IMPACTS on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- PUBLIC HEALTH RISKS in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers.
- COMMUNITY IMPACTS, particularly the effects of more trains causing traffic backups that will alter accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- CLIMATE IMPACTS related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the effects of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Steve Morris

Mr. Matthew Horwitz

7527 28th Ave NW
Seattle, WA 98117-4537
(206) 372-7816

May 27, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

With news getting more dire everyday about the accelerating effects of climate change its time to slow this unsustainable train down not ramp it up. PLease consider the health of our natural ecosystems and communities and sideline this ill conceived plan. We need to start NOW developing the infrastructure to increase production of renewable energy. Leave it in the ground! - thanks for your consideration...

Matthew Horwitz, Seattle

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.

- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Matthew Horwitz

Mrs. Judy Jensen

14326 Glen Acres Rd SW
Vashon, WA 98070-3605
(206) 406-1744

May 27, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

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After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
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- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

PLEASE!

Thank you for your consideration.

Sincerely,
Mrs. Judy Jensen

Mrs. Judy Jensen

14326 Glen Acres Rd SW
Vashon, WA 98070-3605
(206) 406-1744

May 27, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

PLEASE!

Thank you for your consideration.

Sincerely,
Mrs. Judy Jensen

Mr. Eric Strid

PO Box 2028
White Salmon, WA 98672-2028
(503) 332-7507

May 27, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- I live ¼ mile from the BNSF rail lines in the Columbia Gorge. In January I was amazed and infuriated when I learned how dangerous this crude oil is; how the oil companies purposely neglect to "properly label" their cargo but are never fined for this; how little process control there is for the cargo to begin with; how taxpayers would pay for any catastrophe; how these trains showed up with no warnings and no notifications of first responders along the route; how the railroads and oil companies knew of these safety issues years ago; how the federal government still hasn't forced any improvements to this process; how the majority of simple derailments result in boiling liquid-expanding-vapor (BLEVE) explosions; how tank car BLEVE explosions have thrown large shrapnel over ¾ of a mile; how even Portland has no firefighting equipment that could do anything to combat these fires; how an explosion in the Columbia Gorge would simply result in evacuations (where possible—there are many businesses and homes located between the tracks and the river, which could not evacuate!); and how a Gorge explosion in the dry months would trigger an enormous wind-fed forest fire. Hello????
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For

example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.

- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

And please give proper consideration of the safe, renewable, cheaper, and job-creating alternative technologies that will be dramatically reducing demand for all fossil fuels within the next 10 years. The pace of cost-performance improvements in renewable generation (especially solar and wind) and storage technologies and all-electric vehicles will continue to win business away from fossil fuel applications, and there are proposals for completely phasing out fossil fuels in every state by 2050 (http://thesolutionsproject.org/) , including a full study for Washington state.

(http://www.stanford.edu/group/efmh/jacobson/Articles/I/WashStateWWS.pdf)

The drop-off in fossil-fuel demand will be similar to the decline of wireline telephones, and result in many billions of dollars of stranded assets, including existing port and refinery facilities. Our oil addiction costs us around $8 per gallon of gasoline for all the external costs and we're sick and tired of it!

Thank you for your consideration.

Sincerely,
Mr. Eric Strid

Ms. Julia Glover

7292 Maxwelton Rd
Clinton, WA 98236-8814
(360) 579-3665

May 27, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

It's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington. Therefore the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
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- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency

resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.

- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

PLEASE give all of these risks proper consideration when determining the impacts of this proposal! Our health and safety depend on it!

Sincerely,
Ms. Julia Glover

Mr. Nick Nickolas

17520 NE 21st St
Redmond, WA 98052-6056
(425) 746-2271

May 27, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:the possibility that oil laden trains may derail in the State of Washington and therefore damaging and/or destroying the natural beauty of the state. We don't need this nor do we want this.

- In your impact statement, you must be truthful regarding the cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive. Would you want this for YOUR state???
- Environmental impacts on rivers, streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. Threats to these resources should be evaluated along the entire crude oil transport route from the point of extraction to Grays Harbor, and to where the crude oil is shipped from Grays Harbor. Impacts from oil spills, air pollution emissions, rail accidents, and infrastructure updates must be evaluated for these resources.
- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments

and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project. Will you do this?

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries. This is a catastrophic possibility. Why would we want it?
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal. Remember the "safe" oil extraction in the Gulf?

Thank you for your responsible consideration and action.

Sincerely,
Mr. Nick Nickolas

Ms. Charlene Canonica

11806 mvd sw
Burien, WA 98146

May 27, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

- Cumulative impacts of the proposed projects in Grays Harbor and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
- Risks from crude oil. Building this infrastructure would allow Bakken crude oil and diluted bitumen from the Canadian tar sands to be shipped through Grays Harbor. The EIS should include an evaluation of the risks of oil spills and resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.

- Community impacts, particularly the impacts of more trains causing traffic backups that will impact accessibility between homes, businesses, emergency resources, and communities on both sides of the rail tracks from Spokane to Grays Harbor. This should include the economic impacts of a spill on Grays Harbor and the State, including impacts to the shellfish, fishing, and tourism industries.
- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the rayimpacts of this proposal.

We live in a beautiful part of the country and we need to keep it that way for our children and grandchildren. I have spent many days fishing and harvesting shellfish from Grays Harbor areas' and we don't need it ruined. Also when we say we want to limit our dependance on foreign oil and limit warming of the planet we should not assist in shipping the stuff to China. The reasons to reject this are too many to name here. Please vote against this project.

Thank you for your consideration.

Sincerely,
Ms. Charlene Canonica

Ms. Rose Defawe

801 Deercliff Rd NE
Bainbridge Island, WA 98110-1997
(206) 437-8610

May 27, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

This is a very dangerous situation for our economy. You know tourism is a huge financial base for our state. In addition, the salmon runs are endangered and threatened. Any spills could put some of these species at extinction and before you know it, it would be the Orca whale. Extinctions are everlasting.

Burning fossil fuels are short term. Once its burned up, its gone. It leaves a trail of pollution and ecological destruction. We have such a great opportunity now with technology to use sustainable clean energy sources. Show the world we are a leader in technology and advancement! When you have the choice to be a leader, why wouldn't you jump at this opportunity. YOUR PEOPLE ARE SPEAKING TO YOU ABOUT WHAT WE WANT TO HAPPEN WITH POLITICS, YOU MUST LISTEN, THAT IS YOUR JOB. WHY DO A FEW WEALTHY COMPANIES HOLD MORE POWER THAN THE PEOPLE. THIS IS NOT JUSTICE. THIS PRACTICE OF LISTENING TO THE WEALTHY COMPANIES IS NOT HOW OUR CONSTITUTION READS. STAND UP FOR JUSTICE, PLEASE!

ASK NOT WHAT NATURE CAN DO FOR YOU, BUT WHAT CAN YOU DO FOR NATURE!

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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resources needed to prevent and respond to Bakken oil and tar sands spills. For example, Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Ms. Rose Defawe

Mrs. Patricia Miller

8705 E Upriver Dr
Spokane, WA 99212-1741
(509) 921-0758

May 27, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

I LIVE IN SPOKANE WASHINGTON. AN OIL TRAIN DISASTER WOULD WIPE OUT MOST OF THE CITY. WOULD POISON OUR ONLY DRINKING WATER THE AQUAFIR AND IF ITHAPPENED DOWNTOWN WOULD WIPE OUT THE REGIONS HOSPITALS, ETC. NO AMOUNT OF OIL IS WORTH IT. THE FEW JOBS IT WOULD ADD AREN'T WORTH IT. AND IF YOU HAVE AN OIL SPILL ON THE COAST, IT WILL WIPE OUT YOUR FISHING INDUSTRY FOR EVER. EUROPE AND THE REST OF THE WORLD IS PROVING WE DON'T NEED DIRTY OIL. AMERICA NEEDS TO STAND UP TO THE GREED ALSO.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mrs. Patricia Miller

Mr. Michael Foster

3808 Carr Pl N
Seattle, WA 98103-8126
(206) 999-3477

May 27, 2014

Washington Department of Ecology and the City of Hoquiam
Imperium and Westway EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Subject: Public comment on the Westway and Imperium Terminal proposals

Dear Washington Department of Ecology and the City of Hoquiam,

Thank you for protecting the public and our water from the impact of oil trains. We depend on you, our only defense, our only preventive against disaster. The question is not whether or not these trains will cause harm, but how much. Every oil train that doesn't explode damages our air and water when the oil is refined and burned. Ocean acidification and climate disruption will last for centuries.

After a record-breaking year of disasters caused by crude oil shipments by rail, it's clear that the Westway and Imperium terminal proposals in Grays Harbor will have significant environmental and public safety impacts throughout Washington, which must be carefully considered. I'm writing to ask that the Environmental Impact Statement for these projects should include a thorough evaluation of:

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- Risks to public health in communities from Spokane to Grays Harbor from increased train traffic, the potential fatalities or injuries caused by derailments and explosions, air emissions from the diesel used in the trains, and the emissions from storage tanks and transfer of the oil to oil tankers. Evaluation should include a separate Health Impact Assessment, an objective evaluation of the potential health impacts of a project.
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- Climate impacts related to the greenhouse gas emissions from oil fracking, transporting crude oil by rail and marine vessel, and refining and burning crude oil.

Please give all of these risks proper consideration when determining the impacts of this proposal.

Thank you for your consideration.

Sincerely,
Mr. Michael Foster

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

The Westway and Imperium terminal proposals in Grays Harbor will have significant impacts on my community, our waterways, and the future of our state. The Environmental Impact Statement for these projects should include an evaluation of:

• Cumulative impact of the proposed projects in Grays Harbor, and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region.
• Risks of oil spills in our marine environment – increased vessel traffic and associated increased amounts of oil traveling through waterways mean a higher risk of oil spills, especially given the lack of tug escorts available to tankers. The EIS should also consider what the economic impacts of a spill, including to the shellfish, fishing, and tourism industries, would have on Grays Harbor and the state.
• Risks from crude oil. Putting in place this infrastructure would allow Bakken crude oil and oil from the Canadian Tar Sands to come to Grays Harbor. The EIS should include an evaluation of the risks, resources needed to prevent spills, and response required related to these different oils. Bakken crude oil has been shown to be more explosive, putting our communities and first responders at greater risks. Tar sands sink and make cleanup of any spills much more difficult and expensive.
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• Environmental impacts, including threats to streams, wetlands, fishing areas, shellfish beds, and migratory bird habitats. These threats should be evaluated along the entire transport route of the crude oil – from possible areas where the crude oil is sourced to Grays Harbor to where the crude oil goes from Grays Harbor. This includes threat of oil spills, air emissions, accidents, and the infrastructure updates required to transport the crude oil on the environmental resources.
• Climate impacts related to the greenhouse gas emissions from the fracking, transporting – both by rail and marine vessels – as well as the refining and burning of this crude oil.

Of particular importance is the threat of oil spills and other accidents and the impact based on the type of crude oil – Bakken or Canadian Tar Sands – and how, based on the type of crude oil, a spills and accident would be prevented, and, in the case of an accident, cleaned up.

Thank you for your consideration of these comments.

Kamol Lohavanichbutr
26710 2nd Ave NE
Arlington, WA 98223

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

The Westway and Imperium terminal proposals in Grays Harbor will have significant impacts on my community, our waterways, and the future of our state. The Environmental Impact Statement for these projects should include an evaluation of:

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Thank you for your consideration of these comments.

Molly Robertson
1417 Brawne Avenue NW
Olympia, WA 98502

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

I strongly oppose the construction of crude oil terminals in Grays Harbor. These proposals would negatively impact my community, Grays Harbor, and the greater Pacific Northwest by elevating rail and marine traffic congestion; increasing the potential of oil spills in fresh and marine waters; harming existing businesses and delaying emergency responders; and putting our communities, public health, and environment at risk. These terminals, and the transport of crude oil to and from these terminals, would damage aquatic ecosystems, endanger fishing grounds, and accelerate climate change.

I urge you to include these impacts into the scope of the Environmental Impact Statement for both the Westway and the Imperium projects.

Thank you for your consideration of these comments.

Robin Moore
10514 Midvale Ave N Apt 2
Apt 2
Seattle, WA 98133

206-440-3079

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

The Westway and Imperium terminal proposals in Grays Harbor will have significant impacts on my community, our waterways, and the future of our state. The Environmental Impact Statement for these projects should include an evaluation of:

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Of particular importance is the threat of oil spills and other accidents and the impact based on the type of crude oil – Bakken or Canadian Tar Sands – and how, based on the type of crude oil, a spills and accident would be prevented, and, in the case of an accident, cleaned up.

Thank you for your consideration of these comments.

Jennifer Lockett
1435 22nd ave
apt E
Seattle, WA 98122

2066832488

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

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Thank you for your consideration of these comments.

Sharon Mannix
2522 Lummi View Drive
Bellingham, WA 98226

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

I strongly oppose the construction of crude oil terminals in Grays Harbor. These proposals would negatively impact my community, Grays Harbor, and the greater Pacific Northwest by elevating rail and marine traffic congestion; increasing the potential of oil spills in fresh and marine waters; harming existing businesses and delaying emergency responders; and putting our communities, public health, and environment at risk. These terminals, and the transport of crude oil to and from these terminals, would damage aquatic ecosystems, endanger fishing grounds, and accelerate climate change.

I urge you to include these impacts into the scope of the Environmental Impact Statement for both the Westway and the Imperium projects.

Thank you for your consideration of these comments.

Debbie Morgenstern
1845 Leslie Rd
Richland, WA 99352

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

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Thank you for your consideration of these comments.

Penny Derleth
PO Box 421
Deer Park, WA 99006

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

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Thank you for your consideration of these comments.

Kyle Porter
19126 Soundview DR NW
Stanwood, WA 98292

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

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• Climate impacts related to the greenhouse gas emissions from the fracking, transporting – both by rail and marine vessels – as well as the refining and burning of this crude oil.

Of particular importance is the threat of oil spills and other accidents and the impact based on the type of crude oil – Bakken or Canadian Tar Sands – and how, based on the type of crude oil, a spills and accident would be prevented, and, in the case of an accident, cleaned up.

Thank you for your consideration of these comments.

Stuart Mork
7710 31st ave nw
Seattle, WA 98117

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

The Westway and Imperium terminal proposals in Grays Harbor will have significant impacts on my community, our waterways, and the future of our state. The Environmental Impact Statement for these projects should include an evaluation of:

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• Climate impacts related to the greenhouse gas emissions from the fracking, transporting – both by rail and marine vessels – as well as the refining and burning of this crude oil.

Of particular importance is the threat of oil spills and other accidents and the impact based on the type of crude oil – Bakken or Canadian Tar Sands – and how, based on the type of crude oil, a spills and accident would be prevented, and, in the case of an accident, cleaned up.

Thank you for your consideration of these comments.

Ruth Tiger
316 N. Stadium Way
Tacoma, WA 98403

253-572-2535

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

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Thank you for your consideration of these comments.

Denee Scribner
1113 E 2nd Ave
Ellensburg, WA 98926

509 933 2550

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

I strongly oppose the construction of crude oil terminals in Grays Harbor. These proposals would negatively impact my community, Grays Harbor, and the greater Pacific Northwest by elevating rail and marine traffic congestion; increasing the potential of oil spills in fresh and marine waters; harming existing businesses and delaying emergency responders; and putting our communities, public health, and environment at risk. These terminals, and the transport of crude oil to and from these terminals, would damage aquatic ecosystems, endanger fishing grounds, and accelerate climate change.

I urge you to include these impacts into the scope of the Environmental Impact Statement for both the Westway and the Imperium projects.

Thank you for your consideration of these comments.

Earl White
25903 27PL S Q 103
Kent, WA 98032

2065922914

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Thank you for your consideration of these comments.

Barbara Wood
12507 Greenwood Ave., North
A402
Seattle, WA 98133

2069499264

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

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Liz Gaspar
161 E Heron Cv
SHELTON, WA 98584

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

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Thank you for your consideration of these comments.

Margaret Woll
208 Highland Drive
Bellingham, WA 98225

360-734-8427

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

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Thank you for your consideration of these comments.

Patti Wright
2 Bracken PL
Bellingham, WA 98229

3604417078

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

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Thank you for your consideration of these comments.

miriam israel
9229 4th ave. nw
Sea., WA 98117

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

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Thank you for your consideration of these comments.

Kathleen Wolfe
28701 6th Pl S #201
Des Moines, WA 98198

5555555555

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Thank you for your consideration of these comments.

David Edwards
1607 East Bay Drive
Olympia, WA 98506

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Brian Shay, City of Hoquiam

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Thank you for your consideration of these comments.

Joanne Cummings
8520 242nd St SW #307
Edmonds, WA 98026

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Thank you for your consideration of these comments.

Stapleton23@Q.com Rudisill
P.O. Box 13196
7830 84th Lane SW
Olympia, WA 98508

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Very concerned that Spokane is not included in the hearing process. All of these trains pass right by Spokane schools,river, hospitals, neighborhoods and downtown. A derailment and/or explosion would be the cause of loss of life's and devastation for our city. Climate change is real and we need to stop the greed of fossil fuels from moving forward on implementing clean, sustainable energy.

April Beasley
4023 E Fairview Ave
Spokane, WA 99217

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

I strongly oppose the construction of crude oil terminals in Grays Harbor. These proposals would negatively impact my community, Grays Harbor, and the greater Pacific Northwest by elevating rail and marine traffic congestion; increasing the potential of oil spills in fresh and marine waters; harming existing businesses and delaying emergency responders; and putting our communities, public health, and environment at risk. These terminals, and the transport of crude oil to and from these terminals, would damage aquatic ecosystems, endanger fishing grounds, and accelerate climate change.

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Thank you for your consideration of these comments.

Earl White
25903 27PL S Q 103
Kent, WA 98032

2065922914

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Brian Shay, City of Hoquiam

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William Young
4421 E. Oregon Street
Bellingham
Bellingham, WA 98226

360-353-4192

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

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Karen Erickson
2632 Rucker Ave
Everett, WA 98201

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Brian Shay, City of Hoquiam

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Thank you for your consideration of these comments.

David Scheer
2715 Cody Circle...#102
#102
Bellingham, WA 98225

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

Introducing the transport and storage of over 2.6 billion gallons of crude oil into a globally important migratory bird stop off is a very risky proposal. The entire Western Red Knot population is estimated at 17,000 birds, over 50% of which feed at Grays Harbor mudflats. What would be the economic impact to the region if an accident caused this population to become a threatened or endangered species? How would this affect the fishing industry?

Arthur Grunbaum
1128 State Route 105
Aberdeen, WA 98520

3606482476

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

I strongly oppose the construction of crude oil terminals in Grays Harbor.

What:
Do our part to limit our culture's fossil fuel binge;
Put the brakes on climate change;
Keep our watershed and coastal waters clean;
Keep our community safe.

Why:
For my family,
For the salmon,
For our community,
For the shellfish,
For our native neighbors in the Tribes,
For future generations.

How:
You know how: don't build the terminals.

I urge you to include these impacts into the scope of the Environmental Impact Statement for both the Westway and the Imperium projects.

Thank you for your consideration of these comments.

Hank Kastner
2305 Broadway
Bellingham, WA 98225

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

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Thank you for your consideration of these comments.

Cathy Barich
3506 - 108th Pl. NE, #1
Bellevue, WA 98004

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

We don't need more oil trains traveling through our state, we don't need oil spill risks in Grays Harbor, and we don't need more oil tankers on the ocean. We need to leave the North Dakota oil and the Alberta tar sands oil in the ground! Such terminals will worsen climate change drastically when we must be doing everything in our power to reduce it.

I strongly oppose the construction of crude oil terminals in Grays Harbor. These proposals would negatively impact my community, Seattle, and the greater Pacific Northwest by elevating rail and marine traffic congestion; increasing the potential of oil spills in fresh and marine waters; harming existing businesses and delaying emergency responders; and putting our communities, public health, and environment at risk. These terminals, and the transport of crude oil to and from these terminals, would damage aquatic ecosystems, endanger fishing grounds, and accelerate climate change.

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Thank you for your consideration of these comments.

Robert von Tobel
2038 - 139th Place S E
Bellevue, WA 98005

4257464324

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

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Thank you for your consideration of these comments.

Lisa Pedersen
6143 Seabeck Holly Rd NW
Seabeck, WA 98380

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

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Thank you for your consideration of these comments.

Bradley Thompson
2314 S. Ainsworth
Tacoma, WA 98405

Sally Toteff, Department of Ecology
Brian Shay, City of Hoquiam

Dear Department of Ecology and City of Hoquiam,

I strongly oppose the construction of crude oil terminals in Grays Harbor. These proposals would negatively impact my community, Grays Harbor, and the greater Pacific Northwest by elevating rail and marine traffic congestion; increasing the potential of oil spills in fresh and marine waters; harming existing businesses and delaying emergency responders; and putting our communities, public health, and environment at risk. These terminals, and the transport of crude oil to and from these terminals, would damage aquatic ecosystems, endanger fishing grounds, and accelerate climate change.

I urge you to include these impacts into the scope of the Environmental Impact Statement for both the Westway and the Imperium projects.

Thank you for your consideration of these comments.

Jared Howe
4107 Martin Luther King, Jr. Way S
Seattle, WA 98108

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Brian Shay, City of Hoquiam

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Rein Attemann
316 NW 86th St
Seattle, WA 98117

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Brian Shay, City of Hoquiam

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Mary Sebek
331 N. 78th
Seattle, WA 98103

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dr.j p
p o box 1257
morton, WA 98356

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Seth Snapp
2214 H. Street
Bellingham, WA 98225

3602012214

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melodie martin
2339 11th ave east
2339 11th ave east
seattle, WA 98102

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Randi Pewzner
PO Box 95624
Seattle, WA 98145

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Donald Read
3312 S. Holly Pl
Seattle, WA 98118

2063543420

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Ronda Snider
13805 Easy Street Kp N
Gig Harbor, WA 98329

253-884-6916

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David Mayer
314 Milroy Street NW
Olympia, WA 98502

360-357-1106

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William Beers
1830 Rosewood Lane
Bellingham, WA 98225 7400