

APPENDIX A

Scoping Comments

Part 1

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Part 2

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A2-6 General Public

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/24/14

Name: Mary Abramson Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-400-2844

E-Mail: _____

Address: 11545 Snowcap Ln.

City: Rainier State: WA Zip: 98576

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I request that the Ecology agencies investigate the broad climate consequences of continuing investments in a destructive to people and environment of the new fracking technology which is destroying the aquifers in N. Dakota, causing cancers in people exposed to this new oil AND to investigate the safety issue of transporting such an obviously volatile oil product through our communities. Also, study the carcinogens in the oil let it be investigated that the fossil fuel companies which are 'owned' by the Big Bankers do not allow newer technologies to be developed for example, the oil companies have 'bought' 4,000 patents for clean energy sources. I want the members of Ecology to do their jobs without political interference. Please fearlessly stand up against the Bankers and their fossil fuel companies. Thank you

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EIS
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is

April Adams
first name last name

My address is

8925 Timber Loop SE
street

Lacey
city

WA
state

98513
zip

larion333@msn.com
email

(360)464-3457
phone

I'm concerned that

oil trains are explosive and
have already incinerated people. The
ocean is already acidic and
oxygen depleting - do we really need
to kill off the wild life for it?

Please study the impact

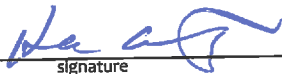
of the old tracks. The
environmental impacts. The destruction
of any explosions from the oil trains.
The sickness it causes. The decrease
of homes and traffic impacts.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is

KEN

ALBERT

first name

last name

My address is

608 W. Beadway

street

Montana

MT

98563

city

state

zip

kealbert

email

360 280-1268

phone

I'm concerned that

the oil trains are

leaking and off gassing.

when there is a crash

the oil will ruin our

water and kill habitats

Please study the impact

oil leaks and

destruction of our rivers

and the use of oil train

cars and the chance of

them exploding.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

Sarah Albert
signature

My name is Sarah Albert
first name last name
My address is 410 N. Main St.
street
Montesano, WA 98563
city state zip
albert11911@gmail.com (360) 410-2333
email phone

I'm concerned that

The pollution is going to
ruin our environment for
my children

Please study the impact

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Tomas ALBERT
first name last name

My address is 410 N. MAIN ST.
street

Montesmo WA 98563
city state zip

TOMAS ALBERT 00@YHL001.COM
email phone 700

I'm concerned that Pollution concerns, Damage 457357

to local ecosystem, possible spills/exposure
traffic concerns.

Please study the impact of toxic runoff

and pollution from the trains across

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/29/2014

Name: Pem Allee

Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 503-285-6371

E-Mail: allee p2@gmail.com

Address: 7425 W. Portsmouth Ave.

City: Portland

State: OR

Zip: 97203

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I'm a retired merchant seaman. I sailed for nearly twenty years in the engineering departments of very large tankers, loading & offloading delivering crude oil, gasoline, chemicals and LWB.

The scope you consider must be as broad as possible. You must examine where this extraction is taking place, and how those communities are being affected. You must not simply look at the effects on the environment, but effects on the social fabric - for instance, the communities in the Dakotas, and the families living within the strike boundaries of the Alberta tar fields. You must ask yourself honestly - would I live here?

And a word to those who think the jobs ~~are~~ promised are desirable - "Jobs" is a blandishment, very difficult to resist, but the jobs that seem to pay well now will only do so until the next contract negotiation. Look to several locals of the LWB for examples here.

Please attach additional pages if your comment doesn't fit in the space provided.

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c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

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Thank you, L D Allen
signature

My name is Lewis D Allen
first name last name
My address is 168 W 5 Hwy 101
street
Hoquiam WA 98550
city state zip
533-4125
email phone

I'm concerned that _____

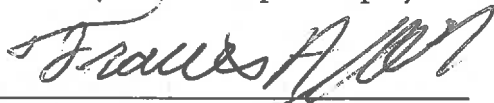
Please study the impact of _____

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State Department of Ecology:

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Thank you,


signature

My name is Travis ALLEN
first name last name
My address is 54 Rustemeyer Rd
street
Aberdeen 98520
city state zip

I'm concerned that Traffic
email phone

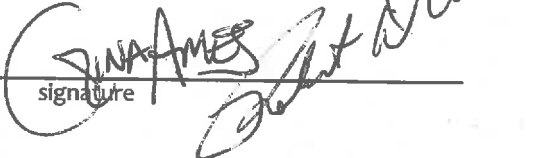
Please study the impact of _____

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Thank you,


signature

My name is Bob and Gina Ames

My address is 45708 268TH AVE SE

Enumclaw WA 98022

boisecreekfarm@comcast.net

I'm concerned that any oil spills would

severely impact this important

environment. Spills and other

types of disasters cannot be

undone!

Please study the impact of _____

NO CRUDE OIL TRAINS


Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you,

Glen Anderson
signature

My name is Glen Anderson
first name last name
My address is 5015 15th Ave SE
street
Lacey WA 98503-2723
city state zip
glen@olywa.net 360-491-9093
email phone

I'm concerned that the SCOPE is VERY BROAD
really, from the point of drilling,
the risk of derailments, spills,
explosions, fires, etc., all along
the route, the ocean-going
tankers and the CO2 and
Please study the impact other damage to climate
when the oil is burned
in Asia. All of this environment
+ climate damage will  eliminate many jobs

NO CRUDE OIL TRAINS

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State Department of Ecology:

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Thank you, Melissa Tracy
signature

My name is Melissa Anne
first name last name

My address is _____

melissa@cythruankitaka.com
city street state zip

_____ email phone

I'm concerned that WE HAVE NO spill
response plan for Jar
Sands and Bakken
Crude.

Please study the impact _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you,


signature

My name is Anna Bachmann
first name last name
My address is 1646 Bay view St.
street
Port Townsend WA 93368
city state zip
bachmann@gmail.com
email phone

I'm concerned that _____

Please study the impact _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Ronald F. Bacon
signature

My name is RONALD BACON
first name last name
My address is 1911 RIVERSIDE AVE
street
HOQUIAM WA 98550
city state zip
- 332 7558
email phone

I'm concerned that THERE WILL BE SPILLS,
DUE TO RAIL CAR RUPTURES, AND
EARTHEN SLIDES ONTO TRACKS
DURING WET WEATHER. ALSO
EXPLOSIONS OF CRUDE OIL.

Please study the impact OIL SPILLS ON FISH,
ENVIRONMENT, ETC.

NO CRUDE OIL TRAINS

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State Department of Ecology:

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Thank you,

MB
signature

My name is Michelle Bahnick
first name last name

My address is 2617 NW 97th St
street

Seattle WA 98117
city state zip

mbahnick@gmail.com 206-948-8067
email phone

I'm concerned that _____

Please study the impact _____



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Mark Bakeman
signature

My name is Mark Bakeman
first name last name
My address is 1330 11th Ct SW
street
Olympia WA 98503
city state zip
markbakeman@westnet.com
email phone

I'm concerned that spills in harbor
safety to communities
along rail line

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Susan Bakke
signature

My name is Susan Bakke
first name last name

My address is 1214 Skyridge St. SE
street

Lacey WA 98503
city state zip

bardicoot@wingspan.com
email phone

I'm concerned that the salmon + Orcas

populations will be impacted,
our community + environmental
health will be degraded, +
safety will be ignored.

Please study the impact of oil spills, train

explosions, + economic
devastation resulting
from crude oil trains.
Stop the insanity!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you,


signature

My name is Barbara Banks
first name last name

My address is 3626 SW Othello St
street
Seattle WA 98126
city state zip

I'm concerned that one of if not the most
email phone

important marsh for migrating
birds from S. America to Alaska
will be destroyed by oil
contamination.

Please study the impact of _____

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/29/14

Name: Stephen BARLOW Title (if applicable): _____

Organization/Business (if applicable): FELLOWSHIP OF RECONCILIATION

Telephone: _____

E-Mail: _____

Address: P.O. BOX 1006

City: CENTRALIA State: WA Zip: 98531

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STOP THE DESTRUCTION OF MOTHER EARTH !!
Develop a coherent energy policy.
STOP BURNING FOSSIL FUELS.
Protect the earth, the air, the water.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

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Thank you,

signature

My name is GEORGE L. BARNER JR
first name last name
My address is 820-5TH AVENUE S.W.
Olympia WA 98502
city state zip
360-357-8334
email phone

I'm concerned that Too many Trains, All
the Trains are too Long, the
Tanker Cars are obsolete
not safe to operate, Tracks are
in poor condition Derailments
are a certainty

Please study the impact

We must slow Down the
race to Export our oil &
natural Gas from the WEST
Coast of US & CANADA



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you, Jane Bacon
signature

My name is Jane Bacon
first name last name

My address is 1911 Riverside Ave.
street

Hoquiam WA 9850
city state zip

(360)532-7558
email phone

I'm concerned that our community as well as any other community the trains pass through are at enormous risk from the volatile oils being carried by inadequate oil cars.

Please study the impact _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Beverly Bassett
signature

My name is BEVERLY BASSETT
first name last name
My address is 1218 MARION ST NE
street
OLYMPIA, WA 98506
city state zip
boev@54321.com
email

I'm concerned that fossil fuels will
phone
increase atmospheric
greenhouse gases
and burn up this
planet, destroying life.

Please study the impact

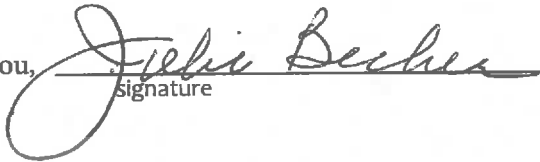
Greenhouse gases
from extraction,
transport & burning of
this dirty oil. © 

NO CRUDE OIL TRAINS

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Thank you,


signature

My name is Julie B Becker
first name last name
My address is 13345 Evergreen Dr.
street
Nevada City CA 95959
city state zip

email phone

I'm concerned that
Your craze for oil
will destruct our planet.

Please study the impact of _____

NO CRUDE OIL TRAINS

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My name is Moncef Belgacem
first name last name

My address is 1825 - 147th Ave SE
street

Renton WA 98058
city state zip

Moncefbel@Comcast.net
email phone

I'm concerned that we will lose
this pristine natural
habitat for future
generations

Please study the impact _____

Thank you, Moncef Belgacem
signature

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/29/14

Name: Patricia Bellamy Title (if applicable): RN-Retired

Organization/Business (if applicable): -

Telephone: 503-284-9658

E-Mail: _____

Address: 3214 NE Cesar E Chavez Blvd

City: Portland State: Oregon Zip: 97212

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As a 44 year resident of the beautiful N.W I'm concerned about the safety and health issues about the great increase in oil train traffic. As a retired RN who worked in critical care for decades I know the severe health problems from diesel train exhausts, long trains pose delays in emergency ambulance and fire trucks that can be the difference in life and death. The obvious risks from derailment, fire and explosions from the very volatile crude oil has been proven and resulted in loss of life.

Tax payers have to pay a portion of costs to railways, bridges and overpasses.

Who will pay the health costs, provide fire suppression, and repair the damaged environment and water ways? That will be the tax payers and residents of our beautiful Northwest.

Global Climate change will be the final outcome of this fossil fuel. Let's invest in renewable.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
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c/o ICF International
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Seattle, WA 98104

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Thank you,

Jim Bellevegu
signature

My name is Lisa Bellevegu
first name last name

My address is 7505 Rainier Rd
street

oly wa 98513
city state zip

lisa@antonrodz.com (360) 339-2563
email phone

I'm concerned that this idea has not
been investigated thoroughly
enough to be approved
w/o votes!

Please study the impact S

All potential impacts to
birds, groundwater, traffic
safety

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is Nicks Benscoter
first name last name

My address is 644 S. Ferrall
street
Spokane WA 99202
city state zip

I'm concerned that chemicals need to go
away. humanity has strayed
from necessity, to mass
consumptions of unnecessary
proportions


Please study the impact that this has on
the mental, as well as physical
well being of humans, not just in
this area, but world-wide

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,


signature

My name is Zed Bisharat
first name last name

My address is _____
street

_____ city state zip

_____ email phone

I'm concerned that _____

NOT WORTH

Please study the impact of _____

IT!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Greg Black
signature

My name is GREG BLACK
first name last name

My address is 1523 LANGRIDGE AVE NW
street

OLYMPIA WA 98502
city state zip

gregz.light@hotmail.com
email phone

I'm concerned that there will be a

catastrophic accident
that will kill many people
and destroy the shore birds
and the vitality of Grays Harbor.

Please study the impact of all worst

case scenarios to
determine the true costs

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is MARLES BLACKBIRD
first name last name

My address is W25 12th Ave. S.E.
street
Olsonport WA 98501 B-301
city state zip

mablackbird@gmail
email phone

I'm concerned that the safety
of our children
and our sacred
waters & lands

Please study the impact to determine
the negative
effects on our
Health

Thank you, Marles Blackbird
signature



Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: _____

Name: MARLES BLACKBIRD

Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360 357-7152

E-Mail: mblackbird@gmail

Address: 1125 12th Ave. S.E. B-301

City: Olympia State: WA. Zip: 98501

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I am very concerned about safety issues & health issues.

I would like you to look into health hazards from a train that could derail & explode

all how many trains will be delaying traffic.

and what effect it has on the local environment

DO THE RIGHT THING.

Please attach additional pages if your comment doesn't fit in the space provided.

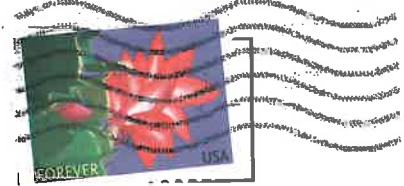
Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EIS
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

PLEASE FOLD ALONG THIS LINE FOR MAILING

Westway & Imperium Renewables Expansion Projects
c/o ICF International
710 Second Ave., Ste. 550
Seattle, WA 98104

SEATTLE WA 980

24 MAY 2014 PM 2 L



Westway and Imperium Renewables Expansion Projects
c/o ICF International
710 Second Ave., Ste. 550
Seattle, WA 98104

98104175425



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Natalie Blakeman
first name last name

My address is 108 Herby Ave Dr
street

Elma WA 98541
city state zip

Tilly and Abby mom@hotmail
email phone

I'm concerned that _____

Please study the impact Bird Populations

Thank you, Natalie Blakeman
signature



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Drew Blinow
first name last name

My address is PO street

509-362-2279 street

drewblinow@gmail.com city state zip
email phone

I'm concerned that

Our Earth is suffering

Please study the impact of coal.

Do we need it?

Thank you, _____
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Zeke Boaz
signature

My name is _____

first name

last name

My address is _____

street

city

state

zip

I'm concerned that _____

email

phone

The EIS will not accurately assess the further fragmentation that will occur from the increase in railway traffic.

Please study the impact _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, 
signature

My name is Tiana Burnt
first name last name

My address is _____
street
Seattle WA 98109
city state zip

_____ email _____ phone _____

I'm concerned that oil spills, wildlife and
general natural habitat and
overall beauty

Please study the impact _____



no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,

signature

My name is Cheryl Basley
first name last name

My address is 102105 NE GARIBOLDI
street

BONBRIDGE IS WA 98110
city state zip

ecobosteye@gmail.com
email phone

I'm concerned that Leaks, explosion

Spills will happen - Burning
Will increase CO₂ increasing
the impacts of Climate Change

Please study the impact of oil spills on the

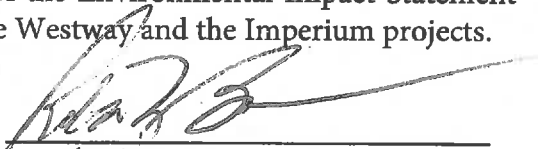
Puget Sound as well as burning
of all that oil and production
of CO₂ and impact of this on
our environment

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Robert Bosselman
first name last name
My address is 870 NE Baker Hill Rd
street
Bainbridge Island WA 98110
city state zip
email phone

I'm concerned that _____
_____ Environmental _____
degradation _____
_____ Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Debra Boswell
first name last name

My address is 426 W White Rd
street

Spokane WA 99224
city state zip

dboswell@landscouncil.org
email phone

I'm concerned that The train tracks
that are present are not
properly equipped; an accident
can 'will happen'!

Please study the impact on our water
near our city.

study the previous oil spills
by train - not here, please

Thank you, Debra Boswell
signature

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-24-2014

Name: THOMAS R. BOUGHER Title (if applicable): _____

Organization/Business (if applicable): Disabled American Veterans Life Mbr.

Telephone: _____

E-Mail: tombougher@yahoo.com

Address: P.O. Box 355

City: Hobouiam State: WA Zip: 98550

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

As a Hoquiam homeowner and military veteran I am adamantly opposed to the proposed expansion and/or development of Port, or privately owned facilities, for the purpose of accommodating increased rail traffic in order to export hazardous fossil fuels (COAL ROLL) from Grays Harbor. In addition to being bad public policy, for a variety of environmental considerations, I feel strongly that it would pose a serious threat to public safety, here in "Hometown Hoquiam" as well as other affected communities enroute of these proposed trains. Even though I am an admirer of Warren Buffett I feel he is on the wrong side of this issue. As a major railroad investor let's do a cost/benefit analysis for 99% of our fellow citizens, and reject these proposals!

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

RECEIVED
MAY 27 2014

May 26th

Westway & Imperium EIS
c/o ICF International
710 Second Avenue, Suite 550
Seattle, Washington 98104

Scoping Comments on the proposed Imperium and Westway EIS

Thank you for the opportunity to comment on the Westway and Imperium projects.

The Westway, Imperium and US Development terminals need to be studied and scrutinized both individually and cumulatively.

Crude by rail travels next to and across many streams and rivers before arriving at The Port of Grays Harbor. The outgoing chair of the National Safety Board, Deborah Hersman said on April 21 in her farewell address that the 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.

Trains seem to be derailing weekly and we have been extremely lucky that they have not been carrying crude oil.

How will the already neglected railroad infrastructure be upgraded to meet the needs of the increased transport of these highly dangerous commodities?

How will the rail beds, trestles and rails themselves be improved to handle an increase in both traffic and payload?

If it will take months and perhaps even years to replace the DOT-111 cars that have been declared unsafe to carry hazardous liquids how do we allow these cars into Washington State given their known status?

Who is responsible for the financial liability of an oil spill by the railroad?

How much liability do G.H Co. and the municipalities that the rails dissect have for response and cleanup both physically and financially?

The city of Hoquiam is not in a position to adequately respond to an emergency at the current tank farm. Who will be responsible for both the emergency response and the cost of the response?

The location of the tank farm in Hoquiam is a concern given its proximity to the bay and the fact that they are proposing to build it on dredge spoils. It is widely accepted that our region could experience a 6.0 or greater magnitude earthquake. Given the scale of potential disaster how will the tank farms be protected from liquefaction of the ground they sit on?

Tsunamis are also common with seismological events like earth quakes. How will the tank farm be protected from a tsunami?

Given the tank farms immediate proximity to the bay, how are rising sea levels accounted for in the long term planning of this project?

Grays Harbor frequently loses power due to storms with high winds. What emergency power plan do you have to ensure loading and unloading emergency monitors will continue to function during an outage?

As shellfish growers we are most worried about oil spills off shore. The U.S. Coast Guard Vice Admiral Paul F. Zunkuft testified to Senator Maria Cantwell that there is no known effective method for cleaning up the tar sand bitumen or heavy crude in a water body. If there is no known method of cleanup for tar sand bitumen will it follow that there is simply no response plan? If there is, is it just theoretical?

A theoretical response plan is not an acceptable solution. These waters are critical to over 30 percent of Grays Harbors natural resource based fisheries until which time an actual, substantial response can be invented these hazardous materials should not be transported through our waterways.

How and by whom will land based spills be cleaned up?

How and by whom will off shore spills be cleaned up?

Who is responsible for the organizing and training of local spill response teams?

What standards or guidelines ensure these spill response teams are adequately staffed, equipped and quickly accessible in the event of a spill?

Where will oil spill cleanup assets be located?

Is there a plan for monitoring leaks coming from cars while en route?

Who is responsible for cleanup and mitigation for off-site spills?

The navigation channel and the areas near the Port facilities are maintained by dredging. How will the dredge spoils near these facilities be monitored to be sure contaminated dredge spoils are not redistributed back into the eco system?

It is a contentious issue about the deep draft channel projects affect on coastal processes including littoral drift changing the topography in areas outside the channel's immediate foot print. Whitcomb spit has been greatly affected by the deep draft channel project. Discussions have occurred several times with the Army Corp of Engineers over the past 20 years concerning Whitcomb Spit and its southward migration and re-depositing of sand on the oyster beds. No credible mitigation plan has come from these meetings. Will more studies be done to address this issue? I would like to have updated float and transport studies which would be helpful for spill response planners as well as understanding how the topography of the bay is affected by the deep draft project.

The Grays Harbor bar is a dangerous crossing due to weather and ocean conditions. These same conditions will make oil spill cleanup a difficult task. A slack tide cleanup plan should not even be considered a plan. Slack tide occurs 4 times a day for between a half hour and an hour each, so that means your plan covers at most only 4 hours of each day. What is your plan if a spill occurs during the other 20 hours in the day/tide?

We have stormy high wind weather frequently on the coast. How will bad weather and a large ocean swell accounted for in the plan?

There is a wildlife sanctuary adjacent to proposed tank farm and the salt marsh wild life conservation area in the Elk River estuary. How will these two irreplaceable areas be protected from a spill? I would think they are important and unique enough to warrant extra consideration concerning the urgency of a well planned oil spill response.

Who is responsible or contracted to deal with the long term affects of a spill on the historical uses of the bay such as shellfish farms?

Where will spill containment equipment be stored? Will there be a redundancy in equipment at the tank site and the dispensing site?

With an increase in traffic comes the increased risk of introducing aquatic invasive species. How will these be monitored and addressed?

If vessel traffic around the large tankers is to be restricted or controlled, how will this affect the daily commercial fishing and shellfish activities on the bay?

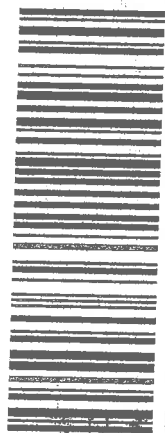
It is likely that a spill will have long term negative impacts on all the fisheries perhaps even permanent impacts. What are the financial responsibilities for the long term impacts of destroying private and public businesses and resources?

Westport is one of the top fish landing ports with a reputation for some of the best quality seafood in the world. A spill in Grays Harbor may not permanently close down fisheries but rather permanently taint the perceived quality of our products. How will these impacts be assessed and by whom?

Most of our oysters are sold to tourist and restaurants patronized by tourist. The BP oil spill in the Gulf of Mexico had a negative impact on tourism for all the gulf coast states

WESTWAY'S OYSTERS
Oyster Pl. East
Seaside, WA 98520
1-800-572-3252

CERTIFIED MAIL™



7013 2250 0001 7261 3343

Westway & Imperium ETS
c/o ICF International
710 Second AVE.
Suite 550
Seattle, WA 98104

98104175425



1000



98104

\$3.79

00024378-05

U.S. POSTAGE
PAID
WESTPORT, WA
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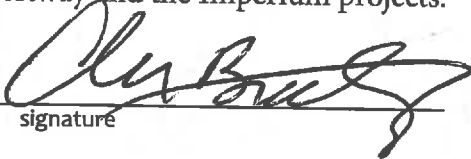
NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature



My name is Lee Bradley
first name last name
My address is 726 VISTA PL
street
EDMONDS WA 98020
city state zip
leebradley@
email phone

I'm concerned that the migratory birds will
NOT be able to use the
land

Please study the impact of _____

Attached are 28 Concerns on the proposed West Way and imperium Crude Oil By Rail projects near Hoquiam Washington. Comment areas are Ten items for Safety, Eight Items for Transportation, Seven Items for Commerce, and 3 items for Environmental. Please Carefully and seriously review these items related to the EIS for these Crude Oil by Rail Projects. Thanks You.

May 26, 2014

Imperium and West Way EIS

C/O ICF International

710 Second Avenue Suite 550

Seattle, WA 98104

SUBJECT: Comments on Proposed West Way and Imperium Terminals – Grays Harbor, Washington

My background as a Bachelor of Science in Chemical Engineering and several courses towards a Masters of Engineering Degree offers credibility to my comments.

I have over 35 years of industrial experience working in the natural gas business as an Environmental Engineer, Process Engineer, Safety Engineer as well as a management position responsible for a workforce of 115 employees. As a Registered Professional Engineer in the State of Texas, I am recognized by my peers to uphold the codes and regulations of engineering.

We retired in June 2005 and moved to Vancouver Washington living in the NW Community of Felida, which is 132 miles and about 2 ½ hours by road from Hoquiam Washington..

I offer these comments on the proposed West Way and Imperium Terminals – Grays Harbor, Washington.

Sincerely,

William A. Brake P.E.

3407 NW 116th Way

Vancouver, WA 98685

Email – williamb98685@aol.com

Gray Harbor #2.doc

Proposed West Way and Imperium Terminal Projects

48,000 BPD + 70,000 BPD = 118,000 BPD (4,956,000 Gallons per Day)

Areas of Concern

- **SAFETY** - Bakken Crude Oil is blamed for the rail car explosions, fires, and 47 deaths in Lac-Magantic Quebec, Canada on July 2, 2013. Is this a risk worth taking?
- **COMMERCE** – Shipment of US Crude Oil in the United States is governed by the Jones Act that **prohibit export of Crude Oil**. This project could open the potential for Crude Oil export to Canada and Pacific Rim Countries. Permit regulations need to specify that only US Crude Oil be delivered to US Flagship and Crewed Marine Vessels in compliance with the Jones Act. Is this a risk worth taking?
- **TRANSPORTATION** – The Westway and Imperium Crude Oil Projects propose to expand the rail yard to accommodate 1.61 unit trains per day of crude oil transported in the **design flawed DOT-111 rail cars**. Each Unit Train will be up to 110 Rail Cars and be a **Pipeline on Wheels** transporting 73,370 Barrels per Day (3,081,540 Gallons). Total daily delivery at full build out would be 118,000 Barrels per Day (4,956,000 Gallons). More study on alternate transportation is needed.
- **TRANSPORTATION** – The Unit Trains potentially could be as high as 1,182 **trains annually** with 110 rail cars per train considering both full and empty traversing the State of Washington rail lines. A total of **65,043 loaded rail cars at 667 Barrels Each** (28,000 Gallons) yearly is a large exposure to accident. An additional 65,043 empty rail cars(not 100 % empty) return on the same route annually. Is this a risk worth taking?
- **COMMERCE** – There are 438,290 people in Clark County in 2012 and the **Study Area** of the Portland – Vancouver Metropolitan area has in 2012 had **2,810,710 people**. The majority of the Bakken Crude Oil Unit Trains will go through the Portland – Vancouver Area due to constraints on the rail systems. We have a voice on this project and want to be heard.
- **COMMERCE** - With all the tankage in place a simple modification to the proposed permits will **allow a 100,000 Barrel Per Day Refinery to be built**. It will be the **first Grass Roots refinery project in over 35 Years in the US**. **With such naïve and gullible politicians, Hoquiam could become the Oil Capital of the West**.
- **COMMERCE** - A case of **Do Nothing** needs to be investigated in the analysis of alternatives. The Bakken Crude Oil will go to Canada through existing pipelines or rail cars. Alternately, the Bakken Crude will go to existing US Terminals by Pipeline or Rail or Barges. **No New Terminal is needed in the state of Washington**. With North Dakota exceeding one million barrels production per day in the month of December 2013, the **product is flowing now without additional Gray Harbor Terminals**.
- **SAFETY** – The **unloading of Rail Cars is** one of the most **dangerous** activities in the Petroleum Business. The Crude Oil product is unpredictable in Pressure, Composition, and Temperature and can lead to serious and often fatal accidents by using inadequately trained and unskilled workforce on this repetitive function. With 65,043 loaded rail cars per year the potential for an

accident is extraordinary. For example, a rail car loaded at – 40 F in Trenton North Dakota arrives in Hoquiam Washington a day later at 60 F and does not have steam coils and is frozen and will not flow. **Creative methods** such as applying 100 # air to the rail car, external steam hoses on rubber fittings, and other similar **dangerous thinking** will result in both a leak and **potentially a fatality**. Is this the best product for Hoquiam?

- **ENVIRONMENT** – Discussions in the Columbian Newspaper(Vancouver WA) the summer of 2012 indicate discussions between Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) on methods to increase traffic in the Columbia Gorge Common Areas of Washington and Oregon. This discussion should be a basis of changing the West Way and Imperium Projects from A State Environment Protection Assessment (**SEPA**) to a Federal National Environment Protection Assessment (**NEPA**) raising the standards to a **higher level of review**. This review should include the States of North Dakota, Montana, Idaho, Washington, and Oregon for Rail Transportation. The States of Washington, California, and Hawaii should be included in a review of Ship Terminals. Common sense says that Oregon is one mile away from Washington (Columbia River) and it should be a Federal review and not a state review.
- **SAFETY - Loading hoses** used on the Rail Cars and Ships are some of the most dangerous piping components in the energy industry. The repetitive connecting and disconnect as well as external bending, flexing ,and pinching results in failure rate way above common sense. **Strict inspection, testing, and time based replacement should be considered mandatory** for this project and part of the permit for the facility.
- **COMMERCE** – Potential **23,000 Tons per Day Down River and 6,850 Tons per Day up River STOPS if** a Rail Car Incident occurs along the Columbia River from Vancouver Washington going east. With approximately 175 miles of rail traffic adjacent to the Columbia River this is a major issue that needs further study for this project.
- **TRANSPORTATION** – With the **BNSF Columbia River rail line operating at 70 % of capacity** with **26 to 30 trains** daily, is there capacity for the **20 Trains** per Day for the Gateway Pacific Coal Terminal at Bellingham, **20 Trains** per day for the Millennium Bulk Terminals at Longview, and the **22.5 trains** per day for all the proposed Crude Oil By Rail Proposed and Operational Projects including the West Way and Imperium Crude Oil Terminals at Hoquiam? More Study is needed.
- **TRANSPORTATION** –**Three routes exist for rail traffic going west in Washington State** on BNSF track. (1) The Stevens Pass line is heavily used, operating at 123 percent of practical capacity, and serves as BNSF's primary route for transcontinental double-stacked intermodal trains. The significant capacity constraint on the Stevens Pass line is the 7.8 mile long Cascade Tunnel, the longest railroad tunnel in the United States. The Cascade Tunnel requires mechanical means to vent the hot exhaust gases from trains – this reduces capacity of the tunnel to approximately one train per hour. (2) The Stampede Pass route operates at approximately 60 percent of practical capacity. However, this line cannot be used to alleviate congestion on the Stevens Pass route because the Stampede Tunnel, a steep, 2-mile long tunnel that has a ceiling which is too low to accommodate the height of double-stacked intermodal trains. (3) The Columbia Gorge is the overflow for freight that cannot go through Stevens Tunnel or Stampede Tunnel. It is operating at 70 % of capacity and involves 175 miles of Columbia River Frontage. With the

infrastructure to expand the rail lines extremely slow and capital intensive, moving oil by rail is a tremendous challenge. More **study is needed prior to committing to over 11.25 loaded trains per day** for the Crude Oil by rail proposals.

- **ENVIRONMENT** - If there was an **oil spill in the Puget Sound** of Washington it is estimated clean up could cost **at least \$10.5 Billion Dollars** to clean up. Is it worth the risk on the Columbia River also?
- **COMMERCE** – **Eleven Oil by Rail projects are planned or operating in the Pacific Northwest.** They are Ferndale – BP and Phillips 66, Anacortes – Shell and Tesoro, Tacoma – US Oil, Grays Harbor – US Development, West Way, Imperium, Clatskanie – Global Partners, and Vancouver – Tesoro-Savage and Nustar. If all are built this is **824,900 Barrels per Day of Crude Oil** and 17 miles of trains will be on Northwest Rail Tracks. **Are we prepared?**
- **SAFETY** - Request State look at **disaster plans for all communities** from the state border to the state border along the route of the crude oil. **For example**, there are **31 communities** along the Columbia River from Vancouver to Whitcomb a distance of **175 miles**. Are we prepared?
- **COMMERCE** - Reality that a **national energy and environmental policy will not happen. So the burden** on these West Way and Imperium Oil Terminal Projects is **on the State of Washington Review Process** to accept, modify, or reject this proposal.
- **ENVIRONMENT** - The **Columbia River Gorge is rated number six in the world** by the National Geographic Society as a **sustainable scenic resource. Are we prepared now for what will happen** by hasty decisions and poor judgment?
- **TRANSPORTATION** - **BNSF had 292 derailments in 2011.** When will it be our turn?
- **TRANSPORTATION** - **Pasco Washington had a 30 car coal train derail recently** and if it was oil cars it would be disastrous. Are we prepared?
- **TRANSPORTATION** – Three Rail Accidents in a two week period in May 2014 near Hoquiam WA is unacceptable statistics. I am glad it was grain cars and not volatile Bakken Crude Oil Cars. Is it safe?
- **TRANSPORTATION** – **Phillips 66 Company** in December 2013 **purchased 2,000 new DOT 108 Rail Cars** for delivery in the Summer of 2014 for movement of Bakken Crude Oil to its refineries. This is equal to 20 unit trains of 100 cars each. **Why are the outdated and dangerous DOT 111 Rail Cars even being discussed?**
- **SAFETY** – Bakken Crude Oil is the only crude proposed that carries a NFPA rating of 2 For Health, **4 For Flammability**, and 1 for Reactivity proposed for the West Way and Imperium Facilities. It is highly unpredictable. **Some literature sources indicating 15 to 30 % volatility.** Why is this project needed?
- **SAFETY** – A scenario **with one rail car with 667 Barrels of Crude Oil on fire** will require ten rail cars of water to extinguish. A water requirement of 282,000 gallons is not readily available in the rail yard and especially any place along the 1,335 mile rail route and it will require **35 highway tankers of water to extinguish the fire.** A scenario similar to the Lac Magnetic in Quebec Canada on July 6, 2013 that killed 47 people and burned over 40 buildings is plausible. Further Study is needed on the **emergency response capabilities of first responders along the rail line** corridor.
- **SAFETY** – In a **one year period 130,086 full and empty rail cars** will travel the 1,335 miles from Trenton, North Dakota to Hoquiam Washington. According to the American Association of

Railroads statistics **3 of these rail cars with hazardous shipments will not safely make it** to the destination. Is this a risk worth taking?

- **SAFETY** – In a ten year period **11,830 Trains of Crude Oil** will go through **our neighborhoods**. Is this a risk worth taking?
- **SAFETY** – In a **one day period 11.10 minutes of wait time related to crude oil trains only** is consumed **at each and every Grade Crossing** of rail tracks. This is cutting off communities, schools, churches, industries, and people from **lifesaving resources of Police, Fire, and Medical**. Is this a risk worth taking?
- **SAFETY** – In **a ten year period 650,043 rail cars will be connected** to off load the crude oil product. How many of these will be done **unsafely due to inexperience, carelessness, operation procedural deficiencies, maintenance procedural deficiencies and result in a catastrophic incident**. Is this a risk worth taking?

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Janice Brandstrom
first name last name

My address is 111 E. 10th St.
street
Aberdeen, WA 98520
city state zip

email 360-532-2613
phone

I'm concerned that With climate change the railroads are constructed on old tide flats. They will just keep sinking as we get more & more rain.

Please study the impact The RR's should be moved to higher ground & should not be run through towns & neighborhoods

Thank you, Janice M. Brandstrom
signature



160 Imperium Westway 245
c/o ICF International
910 Second Ave. Suite 550
Seattle, Wa. 98104

April 28, 2014

RECEIVED
MAY 07 2014

My name is: Elna J. Brandt
1408 Hood St.
Aberdeen, Wash. 98520
Grays Harbor County

I am homeowner:

Home built 1901 by grandfather
I'm 73 yrs. old, lived on street
all my life.
many trains have gone by over the
years, wood and coal burners etc.

I'm concerned:

As right today at this time and
day, fully loaded grain cars are
going by (5 P.M. to 6 P.M.), fully loaded
to port, long line. Moving house
like an earthquake. Across street
only yards away.

I urge you too:

Consider and understand how
much heavier crude oil will
be on tracks that are crooked
and built on mud. Two to three
feet below sea level.

Do we have a future here for
our grandchildren and greats
in Aberdeen and Hoquiam?

P.S. Tues: 29th 2014

Derailment of train
cars in downtown
Aberdeen:

Elna
6:20 P.M.

Also

15 tank cars off tracks
in Virginia - crude
sparking a fire - spilling
into river.



TACOMA - OLYMPIA
WA 983
07 MAY 2014 PM 1 T

Elva I. Brandt
1408 Hood St.
Aberdeen, WA 98520

Imperium of Westway ESS
c/o ICF International
710 Second Ave, Suite 550
Seattle, Wa, 98104

RECEIVED
MAY 01 2014

WESTWAY WIND AND
Renewables Expans
Projects-

716 Second Avenue
Suite 550
Seattle, WA 9810

my name is Lesa J. Brandt

my address is 1412 Hood St
Aberdeen, WA 98520

N/A - email phone 532.

I'm concerned that the condition of the railroad tracks in Aberdeen are in need of repair. Just beside the Old Gateway Plaza, at McDonald's, I can see the rails are twisted and look like rollercoaster.

At the Log Pavilion and just a few feet from the Park there is a landslide. A tarp has been placed to hide this. Highway 101 is in jeopardy of collapsing. If this occurs the water pipeline that feeds Aberdeen, Hoquiam, etc will be in great trouble. The engines must turn at this point (or area) to enter Aberdeen to get to the Port of Grays Harbor.

The railroad Bridge, just behind the Sweet Home Motel, is such that when it passes to the other side a Breakwater Seafood the (or its) unc

side supports do-not-connect with the ties that are to support the rails. Most of the ties are splitting lengthwise and are rotten.

Just two nights back two grain cars tipped over on their sides down by Rogline. As of 5-1-2014, the engines again began work at 11 AM. At that time moving slowly. Now at 11 pm the same engines have been moving much faster. At times it has been much worse at night when they stop and start up. At my home it feels like an earthquake of about four points. This old howl cracks and snaps.

Two engines at the front heading into the Port of Gray's Harbor and one engine at the back. When they couple up together 'the Hit' gets much worse. We jump in our place, the glass windows rattle, and my baseboards tick a (a metallic sound). This cannot be good.

Please study the impact of the ground structure of Gray's Harbor. In 1980-9 I took two classes, one on Earth Science and one on Geology at Gray's Harbor College by Dr. Phipps. This man stood up and said, "Yes you'll find rock beneath our feet - two miles straight down." This is of great concern which the railroad can carry safely over.

these railroad tracks. It may also explain what needs to be done to build up the tracks to make them sound.

Right now as I stand at the end of Division Street at the cross, I can see many rails are bowed. They are also soiled and saturated with mud. This is with an untrained eye. Many of the rails are loose or are laying beside the rails.

Thank you for giving me this opportunity.

Leoa J Brandt
1412 Hood St
Aberdeen, WA 98521

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington

State Department of Ecology:

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,

Lesabrandt

signature



**Westway and Imperium Renewables
Expansion Projects**

**710 Second Avenue, Suite 550
Seattle, WA 98104**



Citizens for Clean Harbor
PO Box 35
Hogwam WA 98550

TACOMA WA 983
OLYMPIA WA
01 MAY 2004 PM 2 L



Westway and Imperium
Renewable
Expansion Projecto

710 Second Avenue, Suite 550
Seattle, WA. 98104

98104175425

USA
POSTAGE
PAID
PERMIT NO. 100
TACOMA, WA
POST OFFICE BOX 100
TACOMA, WA 98301-0100
FIRST CLASS
PERMISSION TO OPEN
FOR POSTAL INSPECTION
IF NECESSARY
POSTAGE WILL BE PAID BY ADDRESSEE
NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is KARAW BRAY
first name last name
My address is 2053 EAST BAY Dr.
street
Olympia, WA 98506
city state zip
GKBRAY@GMAIL.COM
email

I'm concerned that we are enhancing an infrastructure that should be stopped and money put into renewable energy such as
phone
business that Imperium was intended for when it was built.
Please study the impact

Thank you, Karen Bray
signature



no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at
Grays Harbor and the transporting crude oil on trains and
ships throughout the Northwest. These proposals would
negatively impact my community, Grays Harbor, the Pu-
get Sound, and the greater Pacific Northwest by elevating
rail and marine vessel congestion; increasing the potential
of oil spills in fresh and marine waters; harming existing
businesses and delaying emergency responders; and put-
ting our communities, public health, and environment at
risk. These terminals, and the transport of crude oil to and
from these terminals, would damage aquatic ecosystem,
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,


signature

My name is James Brennan
first name last name

My address is 15365 Sunrise Dr. NE
street
Cambridge Island WA 98110
city state zip

jbren@uw.edu
email

I'm concerned that Increasing oil transport
and production will greatly impact
the quality of the environment
and life WA

Please study the impact of transportation + freight
potential risks to marine resources,
including cumulative impacts,
both additive + synergistic

RECEIVED
MAY 20 2014

Untitled
Westway and Imperial Renewables Expansion Projects

710 Second Avenue Suite 550

Seattle, WA 98104

Dear City of Hoquiam and Washington State Department of Ecology:

The construction of crude oil terminals in Grays Harbor would be a big mistake. Gray's Harbor is well known as a major migratory shorebird staging sites in North America. For several species of shorebirds a large proportion of the world's population pauses in their northbound flight from wintering grounds south of here en route to arctic breeding grounds to rest and feed on the extraordinarily rich marine environment of Grays Harbor and Bowerman Basin. This feeding stop is essential for their survival during migration.

I have personally monitored these shorebirds, including capturing samples to draw blood from them in order to assess the importance of Grays Harbor as a feeding stop. Shorebirds burn their fat really quickly, and they need to stop on the way to fuel up. We have also sampled the mud flats in Grays Harbor for shorebird food (invertebrates in the sand) and it is very rich. Furthermore, Point Reyes Bird Observatory has chosen Grays Harbor as the most important monitoring ground for shorebirds along our west coast.

The bird species that depend on Grays Harbor include Western Sandpiper, Red Knot, Short-billed Dowicher, Least Sandpiper and Semipalmated Plover. Moving oil on ships or barges over the treacherous bar on entering or exiting Gray's Harbor has a real possibility of a significant oil spill. If such a tragedy occurred at a critical time with impact on the spring stopover of these birds it could decimate the world's population of several of these species.

Grays Harbor is such a crucial and unique environment in the life-cycle of these species that risking this type of accident is unthinkable. I beg you to include the impact on these shorebirds, as well as the rest of this key west-coast flyway habitat in the scope of the Environmental Impact Statement for both the Westway and Imperium projects.

Sincerely,



Jerry Broadus
901-16th. St. S.W.
Puyallup, WA 98371



Jerry Broadus
 901 16th St. SW
 Puyallup, WA 98371



Jerry Broadus
 901 16th St. SW
 Puyallup, WA 98371

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Imporium bird west way E 15 s
 c/o ICF Judometrial
 710 Second Ave, Suite 550
 Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Breanna Brownell
signature

My name is Breanna Brownell
first name last name

My address is 961 E. Wilbur Blvd.
street
Sheldon WA 98584
city state zip

I'm concerned that this will affect birds and habitats,
pollute our water and food, and impact my health
email phone

Please study the impact of construction and oil on birds
and wildlife refuges

Please see attached for full written scoping comment. Moratorium & the Precautionary Principle: This terminal approval process should not be allowed to advance until the absolute full impacts are known and impacted communities, as well as the natural environment are fully protected. The burden of proof and the entire expense should fall squarely upon those proposing these Bakken crude oil export terminals and not the U.S. Taxpayer. For this & the attached reasons, I & many others call on Governor Jay Inslee to call an immediate, retroactive & comprehensive moratorium on crude-by-rail export terminal schemes in Washington State.

Grays Harbor Crude Oil Export Terminal Public Scoping Comment—Submitted
May 22, 2014

Dear EIS Administrators Shay & Toteff:

Moratorium & the Precautionary Principle: This terminal approval process should not be allowed to advance until the absolute full impacts are known and impacted communities, as well as the natural environment are fully protected. The burden of proof and the entire expense should fall squarely upon those proposing these Bakken crude oil export terminals and not the U.S. Taxpayer. **For this & the below reasons, I & many others call on Governor Jay Inslee to call an immediate, retroactive & comprehensive moratorium on crude-by-rail export terminal schemes in Washington State.**

I'm a resident of Centralia, business owner in Winlock, farmer & am the director of risk management for a large employer by profession. Our whole family loves trains. I have family members who put in careers with Burlington Northern & I'm routinely interrupted by my 3 year old nephew, who wants to be lifted up to the window to see which train is passing by. Indeed, trains are one of the most environmentally sound methods to transport goods and people. But these proposals to transport highly flammable Bakken crude oil in what rail industry officials are calling unsafe soda cans threatens this soundness & is simply put, a disaster waiting for all of us. As part of my scoping comments, I'm will also submitting separately the petition signatures of 450 of my neighbors & friends in opposition to these projects.

Bisecting our Communities, Accident Rates & Trespassings: Just in Lewis County, this crude oil will bi-sect & damage our 4 largest cities: Centralia, Chehalis, Napavine & Winlock. Centralia & Chehalis alone have 64 crossings between them. We know Lewis County has among the highest incidences of track trespassing in the State. Just because an oil executive says safety is their highest priority, does not mean Bakken crude oil can be shipped via railroad safely. It is

not & cannot. The Manhattan Institute, a conservative pro-business think tank reports that crude oil rail accidents occur 34 times more frequently than pipeline accidents for every barrel of crude shipped comparable distances. We're seeing this play out in the news & have seen in the last year more crude oil train accidents than the last 4 decades combined.

Cumulative Impacts to Historic Preservation, Historic Districts & Historic

Architecture: I am deeply involved in historic preservation in my personal life & have served for years on Historic Preservation Commissions. Much of Washington State's (& the nation's) historic architecture & built environment exists along railroad corridors, which are proposed to host crude oil trains. Sometimes the railroad came before the historic architecture & sometimes the railroad was built after. Indeed, when these trains bisect both small & large communities, it's usually in the historic areas. Both the Lynchburg, VA & Lac Megantic, Quebec disasters serve as poignant examples of this. These derailments & gigantic explosions occurred in the heart of historic districts. The nature of these historic areas & the condition of historic architecture will change fundamentally with the inundation of dangerous mile & a half long explosive trains, turning many areas into high risk rail yards prone to derailments even when the trains are not moving or moving at a very slow speed, as is common for derailments. Cumulative impacts from all crude oil trains must be studied on different levels:

- Immediate impacts to historic districts or those areas eligible for historic status will occur due to:
 - Derailments & other accidents/incidents.
 - Decline in business, as business interruptions occur due to blocked intersections, crossing times, noise, fumes & both real & perceived danger.
 - Higher crime, as areas parallel to railroad tracks carrying highly explosive crude oil will be reduced to all rental properties. Crime will increase. Neighborhood disintegration will occur.

- Decline in local tax revenue to the city, county & state when properties lose value. Data already exists on decline of property values. this sub-topic, which should be accessed.
- Long-term impacts to historic buildings & properties, as property values decline as businesses & residents abandon historic areas & properties in light of the high risk posed with explosive trains. Ongoing maintenance & capital improvements will be neglected. I can tell you as a risk manager, vacant properties are at a significantly higher risk of fire, theft & water damage.

Cumulative negative impacts to historic preservation must be considered, understood & mitigated in the scoping. Our State's cultural heritage is dependent upon preservation of these many areas.

Aging Infrastructure vis-à-vis Size & Weight of Crude Oil Trains: The crude oil trains proposed will be up to 1.5 miles or 125 cars long, & as a result harder to control or stop, increasing the risk of something going wrong. Our area's rapidly aging rail and bridge infrastructure, much of it built on often saturated flood plains, has not been sufficiently assessed for suitability to this intensity of cargo with each & every tanker weighing up to 143 tons & the 4-5 locomotives weighing 190 tons each. We have seen 3 derailments in the Centralia to Grays Harbor line in the last 3 weeks for grain trains running at 10 mph, 6, mph & one at a complete stop. Slowing these crude oil trains is not going to prevent their derailment, as is suggested by Federal authorities. Ironically, Genesee & Wyoming propose to double the speeds on the Centralia to Grays Harbor line. Will scoping be conducting these infrastructure assessments to the satisfaction of local governments?

Corrosiveness Impacts: The corrosive nature of fracking liquids & materials in Bakken crude oil is well-known to cause premature corrosion to tanker cars; the interiors, fittings, hatch covers, valves & even the railroad tracks themselves (although Coal trains are surely helping). Your scoping must consider this as it relates directly back to human safety.

Hazardous material mislabeling: Scoping must consider the mislabeling & mischaracterizing of highly flammable crude oil under re-classification rules related to ‘understood’, but not ‘actual’ flash points.

Schools & Vulnerable Populations: Scoping must consider all educational, child care, healthcare, vulnerable adult & critical infrastructure facilities within proximity of the radius of hazardous crude-by-rail trains. For example, in Winlock, WA, the Elementary School is just feet from the tracks.

Inadequate & Unsafe Tanker Cars: Scoping must consider the well-known safety issues for DOT-111’s, retro-fitted DOT-111’s, and newer DOT-123’s. They must consider the need for pressurized tanker cars for this explosive material. It’s a flammable gas, so pressurized cars only make sense. Bakken crude oil should be required to be transported and stored only in a safe manner, which does not cause ‘imminent’ threat as it does now to those living within radius of railroad tracks from North Dakota to their in-state destination. Roughly 5,000 of the worst DOT-111’s were just made illegal in Canada. The rest will soon be illegal in Canada. Those are now likely to comprise the core of the crude oil tanker fleet in the United States, increasing the risk to all of us. This is considered a new weak spot in crude-by-rail safety.

Residential Neighborhoods: Scoping must consider the more conspicuous proximity of residential neighborhoods to the railroad tracks in smaller cities vs. cities like Lynchburg, VA, where urban growth has pushed residential areas out from the track radius (although higher density development is not occurring near tracks in urban areas). For example, the same derailment & explosion as the Lynchburg, VA derailment on 4/30 in a place like Centralia or Winlock, WA would have undoubtedly led to significant loss of life & personal property.

Lack of Weigh-Ins: Due to the length of unit trains carrying crude oil, they do not typically pass through weigh-in stations, so no one is tracking their weights. As a result, overweight cars will not be identified, much less tracked, creating more unnecessary imminent danger for communities. This is considered a blind spot in federal law.

Elevated & Tunnel Track Systems: The City of Spokane & many other areas have built their railroad lines on elevated tracks. Many others like Seattle have tunnels. Spokane has had cars fall from these tracks before. Scoping must study the result of highly flammable tanker cars being dropped from up to 80 feet elevations onto population centers.

- How does this enhance the explosion, resulting fires, scope/intensity of fire/explosion, loss of life, property damage & structural integrity of elevated areas?
- Will the entire train come down & explode when a crude oil tanker bomb goes off destroying the tracks?
- How would a tunnel or elevated accident decommission main lines for ALL train traffic, most especially local Washington State products?

Non-Accidental “routine” Releases/Chemical Hazards: Impacts from non-accidental releases of crude oil & VOC’s must be scoped, quantified & understood. Hazardous materials testing studies must be considered for Bakken crude oil, to include all carcinogens, health hazards & fracking liquids not characterized in placards & safety data sheets. Trains WILL emit tons of VOC’s annually into neighborhoods full of children & residents. For comparison, a small 2-aisle gas station emits 5-10 tons of VOC’s annually just from people pumping gasoline. Using the precautionary principle, VOC emissions must absolutely be quantified & studied for these non-pressurized tanker cars. Due to oil & gas industry exemptions from Clean Air & Water laws, protections are non-existent.

Impacts of Sub-contracting: Will railroads, shippers, oil companies and tank car companies all be made **jointly liable** for accidents, health damage & spills, rather than simply sub-contracting away the most dangerous parts of crude-by-rail to 3rd party haulers, (LLC’s without assets & very little insurance) who indemnify the parties above them? What other “disincentives” to safety, monitoring & maintaining safe operations exist within these business relationships? Sub-contracting the most high risk activities in an industry to a 3rd party is standard risk management practice across all industries & all governments. The effects of this should be scoped.

Bakken Crude Oil Pressures: Scoping must include pressure tests for Bakken crude oil, which carries a relative pressure 3 times that of conventional crude oil. This is considered a blind spot in federal law.

Hazard Communication/SDS-Hydrogen Sulfide & Carcinogens: I'm looking at the safety data sheet (SDS) for Bakken Crude & note this is nowhere near our grandfather's crude oil. It carries an NFPA flammability rating of 4, which is considered highly flammable & higher than that of gasoline, with a flash point of a hot day in July, as reported in the Lewis County Chronicle. It should be nowhere near barbecues, smoking, sparks or even static electricity. This oil also contains a baker's dozen of known or suspected carcinogens, such as benzene, hexane, ethylbenzene & xylene with a topping of fine particulates from the 4 to 5 locomotives required to pull these mile long loads. Benzene isn't a suspected carcinogen. It's known to cause leukemia in children. This isn't under debate. Incidentally, they're finding much higher levels of benzene in this stuff than was previously understood (up to 10 times higher), but it should be noted that according to current MSDS sheets, this crude already contains 10 times the legally allowed dose for an 8 hour shift. There are 12 other cancer-causing chemicals in Bakken Crude Oil. We know these tanker cars will vent & leak tons of pollutants into our neighborhoods annually. They have to vent, or they will explode. Thermal imaging cameras are documenting emissions locally. Federal officials in the Midwest are threatening to close down crude oil on-loading operations until lethal levels of hydrogen sulfide are brought under control. Oderless, hydrogen sulfide can simply kill you in high enough concentrations. It's heavier than air, so it will settle into the low points of our neighborhoods. Lewis County's flood plains have quite a few low points—especially in our cities. These toxic trains will give new meaning to cow tipping.

Accidents vs. Long Term Exposure: We know that in the American workplace, there are roughly 5,000 fatalities each year due to accidents, but more than ten times that number of deaths due to long term exposure to chemicals and other persistent health hazards. Our Children will be exposed to these health hazards simply by playing in their back yards. Yet, they won't have the benefit of protective equipment, medical surveillance, occupational safety programs or

workers' compensation like the employees working just on the other side of their fences. Will lead agencies be considering long term health effects of exposure to residents in Washington's pass through communities & what it will cost to provide personal protection, medical surveillance, & healthcare to residents experiencing persistent exposure?

Crossing Times, Emergency Response & Economic Loss: I want to thank Bill Schulte, Lewis County Commissioner & those involved in getting Lewis County & Chehalis a 3-year option on the Tacoma line. This keeps at least one pawn out of G&W's hands. But even with its purchase, crossing times will increase exponentially. I've seen cumulative impacts up to 12 hours a day in other traffic studies.

What we know are these mile & a half long trains will be managing a 90 degree turn in Centralia, then running at less than 5 miles per hour through our commercial & residential neighborhoods. Will traffic studies be conducted for ALL pass through communities in the State. Not just Centralia & Chehalis, to determine how much time crossings will be increased & perhaps more importantly, how this will impact emergency response services & local businesses?

Limits to Future Size & Foreign Export: These proposals do not limit the size of their future operations. Concurrently with these proposals, they are pursuing dredging permits with the Army Corps, so they can bring super-tankers into Grays Harbor, making it the cheapest & most convenient deep water port in the lower 48 for export to places like China. The Army Corps in response is expressing profound skepticism to the terminal developer claims that oil export terminals will only be used for domestic refineries, instead of creating high paid refinery jobs in places like China. Nothing about these proposals is about energy independence. In fact, it's a fact spoken openly about in energy industry journals.

Loss of Property Values: Studies show property values will fall anywhere from 5 to 20% depending on where you live in relationship to these oil trains. Will home & business owners be reimbursed for the loss or "taking" of their property

values? Will these companies buy homes & property from residents at pre-damage value?

First Responders: Locally, we're cutting back on fire fighters & first responders. This is hardly a time to do something like this. When the train derailed in Quebec, causing so much death & destruction, residents had between 3 to 5 seconds to evacuate. From what I have read, many victims were simply vaporized when making the decision to walk outside their doors. Will pass-through communities be provided with resources to plan evacuation routes & install early warning systems?

Emergency Response Plans: Washington State admits it does not have a plan or resources to adequately respond to a crude oil derailment & explosion. This should be considered in the scoping.

Unsafe Rail Cars-Existing, Retrofitted & New: The Railroad Industry testified last week that not only are the DOT 111 cars unsafe for the transport of this highly flammable crude oil, but the new & retrofitted cars are no better. Carriers are finding the heat and vibrations associated with the train trip is actually causing the refining process to begin in these tanker cars, making the oil even more prone to ignition when it reaches our doorstep. Just like a can of soda in your backpack, or perhaps more appropriately, a meth lab. Railroad officials are recommending pressurized tanker cars be used, which makes sense. It's a flammable gas. Canada just voted to phase out DOT 111's. The railroads are telling the oil companies they need to build pressurized cars with thicker walls and electronic brakes. The oil companies are blaming accidents on unsafe railroad tracks and lax safety. The need for re-designed cars, thicker walls, electronic brakes, unsafe tracks & elimination of lax safety should all be scoped.

Liability Insurance & Financial Responsibility: Crude oil carriers typically can only buy \$25 million in railroad liability, which is a drop in the bucket compared to the potential for loss. Damages in the Lac Megantic disaster are approaching a combined \$5 billion dollars. As a taxpayer, I oppose paying for rail improvements oil companies should be funding (such as the Tiger grant), but I really oppose paying for their negligence, especially when most carriers are limited liability

corporations using leased tanker cars. Are lead agencies ensuring these developers & their carriers have the financial resources to take financial responsibility for their actions, which I understand is a requirement of state law?

Violating Permits/Inadequate Penalties: Our existing local export terminal, Global Partners, which is operating out of Clatskanie, Oregon was just caught violating the terms of their permit exporting from what I understand was six (6) times their legally permitted crude oil amounts. Incidentally, they ship from a former bio-fuel terminal paid for by taxpayers. In 2012, they paid \$1.6 million dollars in federal taxes on revenue of over \$17 billion. That's a tax rate of less than 1%. They paid a \$117,000 fine for violating their permits, which amounted to a mere penny per barrel. Breaking the law is quickly becoming the cheapest way to conduct business for these companies.

Conclusion: ALL negative cumulative impacts of ALL fossil fuel rail terminal & refinery proposals currently under consideration, not just in Washington State, but those passing through Washington State (such as coal trains bound for the British Columbia Coal Export Terminal) must be considered in their cumulative fullness to understand the cumulative impacts to local communities & existing infrastructure around Washington State.

In closing, Robert Kennedy famously cautioned us not to excuse those willing to build their lives on the shattered dreams of others. In the case of crude-by-rail export terminals, we should not. Too much is at stake for our local communities. I love Lewis County & many communities around this area. I care deeply for many people who will have their lives & livelihoods directly impacted by these terribly dangerous crude-by-rail proposals. **These proposals do absolutely nothing but damage to our communities.**

Thank you in advance for your thoughtful consideration of all of the above scoping requests.

Respectfully submitted,

Phil Brooke,

Winlock, WA

Mailing address:

PO Box 294

Wilkeson, WA 98396

253.531.3353

oldbrickhousefarm@yahoo.com

Attached is the abbreviated comment I delivered at the Centralia, WA scoping meeting on 4/29/2014. That night, we had over 175 attendees. 80 individuals spoke in opposition to the crude oil export terminals. None spoke in favor, which was the case in both the Hoquiam & Elma meetings. For the record, there was no public notice of this meeting published in the Lewis County media. Also noted is that not one person during this process has spoken in favor of these export terminals.

Crude Oil Train Public Scoping Comment—2.5 minutes—Delivered on 4/29/2014

I'm a resident of Centralia, WA & work as the Risk Manager for a large employer. Tonight I will also be submitting the signatures of 450 of my neighbors & friends in opposition to these projects. Just in Lewis County, this crude will bi-sect our 4 largest cities. Centralia & Chehalis have 64 crossings between them. We have among the highest incidences of track trespassing in the State. Just because an oil executive says safety is their highest priority, doesn't mean this is being done safely. We know crude oil train accidents occur 34 times more frequently than pipeline accidents for every barrel of crude shipped comparable distances.

Industry officials just testified that not only are the DOT 111 cars unsafe for this use, but the new & retrofitted cars are no better. Carriers are finding the heat and vibrations associated with the train trip are actually causing the refining process to begin en-route, making the trains even more prone to ignition when they reach our doorstep. Like a can of soda in your backpack, or perhaps more appropriately, a meth lab. Experts are recommending pressurized tanker cars be used, which makes sense. It's a flammable gas. Canada just voted to phase out the same cars which will be running through our town. Locally, we're cutting back on fire fighters & first responders. This is hardly a time to do something like this.

These trains will weigh up to 143 tons each, be up to 1.5 miles or 125 cars long, & as a result harder to control or stop, increasing the risk of something going wrong. In Centralia, they'll be managing a 90 degree turn, then running at less than 5 miles per hour through our commercial & residential neighborhoods. Communities will be cut off from emergency response. Their properties will lose value or become worthless.

This crude carries an NFPA flammability rating of 4, which is considered highly flammable with a flash point of a hot day in July, as reported in the Chronicle. It should be nowhere near barbeques, smoking, sparks or even static electricity. This oil also contains a baker's dozen of known or suspected carcinogens, including much higher levels of leukemia-causing benzene, than was previously understood. **Due to their toxicity, many of these chemicals are flat out banned for industrial use in most of the Western world.** We know these tanker cars will

emit tons of pollutants into our neighborhoods annually. They have to vent, or they'll explode. Thermal imaging cameras are documenting this locally. Federal officials in the Midwest are threatening to close down crude oil on-loading operations until lethal levels of hydrogen sulfide are brought under control. Oderless, hydrogen sulfide will simply kill you in high enough concentrations. Our Children will be exposed to these health hazards simply by playing in their back yards, but won't have the protection of occupational safety programs.

It's important to note none of these proposals limit the size of their future operations. These companies are pursuing dredging permits with the Army Corps, so they can bring super-tankers into Grays Harbor, making it the cheapest & most convenient deep water port in the lower 48 for export to places like China. It's a fact spoken about openly in energy industry journals. Nothing about these proposals is about energy independence.

The crude oil terminal in Oregon was just caught violating the terms of their permit exporting over six times the legally permitted amounts according to their permit. The fine was paltry & amounted to a penny a barrel for the excess crude oil. Fines & enforcement are highly inadequate. Breaking the law is quickly becoming a cheap cost of doing business for these companies.

Robert Kennedy famously cautioned us not to excuse those willing to build their lives on the shattered dreams of others. I love Lewis County. I care deeply for many people in this room tonight. These proposals do nothing but hurt our communities. Maybe none of us in this room can get a call back from Burlington Northern, but I can assure you we can & will stop these truly bad ideas!

Thank you!

Phil Brooke

Centralia, WA

253.531.3353

oldbrickhousefarm@yahoo.com

Oil Train Facts

1. Current oil cars are unsafe (Seattle Times)
2. Current track unsafe, no landslide barriers
3. Track needs continuous rails
4. Track needs concrete ties
5. Track can be sabotaged without tools
6. Track goes through our most densely populated areas

Wes Brannon
PO Box 1004
Cosmopolis, WA 98537
Tel. 360 537 0456
Cell 360 580-8961

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is JANET BROWN
first name last name

My address is 2328 W PACIFIC
street
SPOKANE WA 99201
city state zip

email phone

I'm concerned that SPOKANE WILL BE

AT RISK FOR SAFETY.

WE DON'T HAVE THE

PERSONNEL & EQUIPMENT

TO DEAL WITH CATASTROPHES.

Please study the impact ON SPOKANE!!!

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,


signature

My name is JEFF BROWN
first name last name
My address is 38 HAMILTON CT.
street
POULSBORO WA 98370
city state zip
JEFFERSON1957@MSN.COM
email phone

I'm concerned that OIL TRAINS POSE AN
AVOIDABLE THREAT TO HUMAN
HEALTH AND SAFETY, AND THE
HEALTH OF PUGET SOUND.

Please study the impact of SEE ABOVE

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Sally Brownfield
signature

My name is Sally M. Brownfield
first name last name

My address is 5608 Camelot Dr SW
street

Olympia WA 98512
city state zip

Smbrownfield1@comcast.net
email phone

I'm concerned that crude oil trains

are dangerous and
will negatively impact
our ~~own~~ communities'
health, environment & economy

Please study the impact they would have

on the aquatic ecosystems,
the air (in case of explosion)
and the health of people.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Jerry Brunner
signature

My name is JERRY BRUNNER
first name last name

My address is _____ street
_____ city _____ state _____ zip
_____ email _____ phone

I'm concerned that you would study the impact of the oil spills

Please study the impact oil spills

707 Polk St Aberdeen  41
WA 98520

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 5-20-14

Name: STEVE BUCK Title (if applicable): _____

Organization/Business (if applicable): BUCK ELECTRIC INC./ACE HARDWARE

Telephone: 360-289-2888

E-Mail: ace@coastaccess.com

Address: P.O. Box 1499

City: OCEAN SHORES State: WASH. Zip: 98569

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before May 27, 2014.

I AM CONCERNED ABOUT THE NEGATIVE IMPACT ON OUR/ MY BUSINESS WHEN A SPILL DOES OCCUR. WE IN OCEAN SHORES ARE A COMMUNITY THAT SURVIVES ON TOURISM AS DOES THE SHELL FISH INDUSTRY, CLAMS AND OYSTERS. FISHING, CRABING, SHRIMPING INDUSTRIES WILL ALSO BE EFFECTED, AND ARE SUPPORTED BY A MULTI DIVERSE POPULATION ACROSS OUR COUNTRY.

WE CAN NOT SURVIVE IN THIS ECONOMY WHEN THIS OIL SPILL DOES OCCUR, NOR CAN ANY OF OUR LOCAL BUSINESSES; SUCH AS - RESTAURANTS - HOTELS RETAILERS - HOME BUILDERS AND RELATED TRADES -

PERSONALLY I SEE A NEGATIVE IMPACT FOR THOUSANDS OF THE WORK FORCE. I SEE A POSITIVE IMPACT FOR THE 20 TO 60 JOBS THIS WILL CREATE. NOT A VERY GOOD TRADE OFF

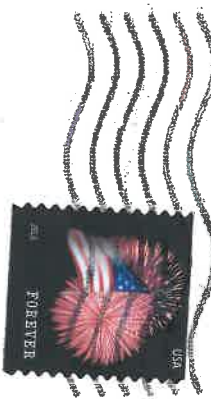
Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104



"Ace is the Place with the Helpful Hardware Man"®

TACOMA WA 98513
OLYMPIA WA
21 MAY 2014 PM 2 L



WESTWAY AND IMPERIAL
RENEWABLES EXPANSION PROJECTS EISS
c/o IEF INTERNATIONAL
710 SECOND ST. STE 550
SEATTLE, WASH. 98104
98104175425

BUCK ELECTRIC INC
P.O. BOX 1469
OCEAN SHORES WA 98569
98104175425

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Melissa Burgess
first name last name
My address is 5116 59th Court SW
street
Olympia Wa 98512
city state zip
burgem@uw.edu 503-939-6536
email phone

I'm concerned that oil trains in Grays Harbor
will put people and animals
at risk due to air emissions,
leaks in oil tanks and potential
for a large oil spill into the harbor.

Please study the impact of threats to wildlife,
the ecosystem and the community
of the harbor area, eastern
Washington/Columbia River.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is

Kate Burke

first name

last name

My address is

1104 W. 19th Ave

street

Spokane

city

WA

state

79203

zip

Katherineburke@comcast.net

email

Hoquiam

phone

509-998-6680

I'm concerned that

oil will hurt our

city, people + river. This
could be HUGELY detrimental
to our community. H

Please study the impact

on our water +

what will happen to our
beautiful river! ALSO, our
hospitals + how they will
be affected!

RECEIVED
APR 21 2014

Westway & Imperium Renewables Expansion Projects

710 Second Avenue

Suite 550

Seattle, WA. 98104

Re: Comments for Crude Oil via Rail to Port of Grays Harbor.

According to Vidette story my questions and comments are based on information from that publication dated April 17, 2014:

Permits requested by Westway volume to be transported by rail car are 749.9 million gallons per year, utilizing 458 trains comprised of 60 rail cars each.

Imperium & U.S. Development (revised) 730 trains comprised of 60 rail cars and 120 rail cars. (times for blocking traffic and access to/for the public for fire-police assistance or protection and/or property, destination, etc.: in my opinion should be based on the maximum of 730 trains with 120 rail cars). To get an accurate time of blockage due to trains passing through cities, towns and/or blocking access to private or public properties. Worst case scenario. Using maximum amount of railcars loaded with oil passing through Grays Harbor on their way to the Port facilities. How much time will citizens, business lose waiting on the train to clear?

Road revisions must be made to go over or under the tracks to provide access for emergency vehicle and personnel. This needs to happen before trains start transporting oil through towns and cities in the Harbor. Who will pay?

Will the current fleet of rail cars be upgraded, so that all pass U.S. Department of Transportation standards for transporting crude oil?

Will rail cars be manufactured in the U.S. with U.S. standards for same?

Are there any rules/ regs. now in existence for the railcars that are going to be used to haul this oil that same railcars are all in "state of the art" in safety, construction, maintenance, and materials used in production of same?

Are the tracks, rail beds, bridges etc. that will be used; been inspected and pass safety questions for the amount of traffic and weight that will significantly increase in the use of same? Department of Transportation and Ecology should be coordinated and have the responsibility to point out deficiencies on any structure, before any permitting is allowed. Any deficiencies should be addressed, if needed to provide a safer environment to transport an increased volume of rail traffic with heavy loads. Who will pay?

How many railcars will be full of oil and sitting in the proposed rail car storage area? In addition to the oil stored in the proposed 6 to 8 large storage tanks that are proposed? What is the capacity of each storage tank? How close is this to Hoquiam High School, in the event of a catastrophe have any safety measures/plans been presented what will take place if this were to occur?

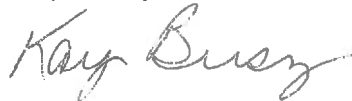
What safety plans have been developed re? rupture of storage tanks, rail cars, explosion, fire, derailment?

Do local Fire- Police and emergency services have personnel and/or equipment to handle any major disaster? Will training for local emergency personnel /hospitals take place? If so who will pay for this?

The answer to Who will pay? In my opinion should be worked out between the oil companies that want to impact our area to use our facilities, the State of Washington and the Port of Grays Harbor. And should be completed and revisions In place before one drop of oil is hauled.

This is a very serious project with long lasting outcomes. I look at projects like this in a worst case scenario; any accident or spill would have irreversible impact on our area – to the environment, wildlife, fisheries, body of water, land, jobs. Who will pay?

Respectfully submitted.



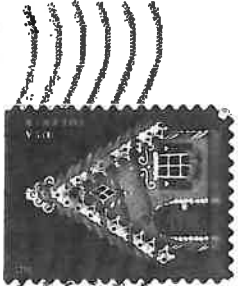
Kay Busz

4726 Wishkah Rd.

Aberdeen, Wa. 98520

Mrs. Kay Busz
4726 Wishkah Rd.
Aberdeen, WA 98520

TACOMA WA 983
OLYMPIA WA
21 APR 2014 PM 4



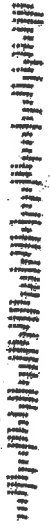
Westway v Imperium Renewables Expansion
Projects

710 Second Avenue

Suite 550

Seattle, WA. 98104

98104175425



Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date:

4/29/14

Name:

Grace Ann Byrd

Title (if applicable):

Organization/Business (if applicable):

Telephone:

360-350-9142

E-Mail:

squallywahsh@yahoo.com

Address:

11935 Velim Creek Ct. SE

City:

Olympia

State:

WA

Zip:

98513

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Oil is explosive and is therefore an environmental concern. We as Nisqually Tribe are a fishing and shellfish community - we have a shellfish farm and a Garden/Medicinal Garden. We harvest from the land and utilize the water to drink and grow our people/plants from. The water is sacred.

Our treaties guarantee our rights / but oil crossing our lands and water endangers yet infringes upon those very rights we hold sacred.

Fire/Explosion/pollution/spills are hazards we as a human nation are not willing to endure. I want EIS scoping to look into how it will affect the culture / fishing / shellfish / ecosystem.

How will a fire/wreck affect the last of the (trainwreck) pristine waters of the United States?

Can an EIS scoping comment save my Granddaughter's right to gather / fish / shellfish. I am here to do just that.

Consider my EIS scoping concern of Culture. Derailment (oil-train)

Please attach additional pages if your comment doesn't fit in the space provided.
is not cultural, ~~it is~~ it is inhumane.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:


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,

Eugene Clade
signature

My name is EUGENE CLADE
first name last name
My address is 900 FAIRVIEW SE B-10
street
OLYMPIA WA 98501
city state zip
N/A
email phone

I'm concerned that OIL TRAINS WILL
CAUSE GRAVE HARM TO THE
RESIDENTS OF OUR COUNTRY
AS WELL AS THE FARMS &
FOOD PRODUCTION

Please study the impact OF OIL TANK CAR
WRECKS, EXPLOSIONS &
FIRE AND THE DISRUPTION
OF BUSINESS TRAFFIC
ALONG THE OIL ROUTES 

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/28/14

Name: Judy Caeta Title (if applicable): _____

Organization/Business (if applicable): Caeta Consulting & Staff (retail)

Telephone: 360-581-8431

E-Mail: judyceta@gmail.com

Address: 315 Lawrence

City: Hogwam State: WA Zip: 98330

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Comments period needs to be longer than May 27, 2014
Scoping meetings in ~~some~~ all communities impacted
Better advertising to alert the public to the scoping meetings
Longer comment periods (more than 2 minutes)
Extensively improved & enhanced Emergency Response Team funded by The Storage & ^{facilities} Railroad & Port
Transportation
Emergency services to those stuck ~~at~~ on the other side of the train.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Erin Campbell
signature

My name is ERIN CAMPBELL
first name last name
My address is 17340 NE 195th St
street
Woodinville WA 98072
city state zip

I'm concerned that crude oil port will
email phone
significantly affect
bird life in the area!

Please study the impact of the port on local
wildlife + ocean/water
health.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Debra Canklin
signature

My name is

Debra
first name

Canklin
last name

My address is

1407 E 9th
street

Spokane
city

WA
state

99202
zip

grate-justice@yahoo.com
email

phone

I'm concerned that

we are willing to sacrifice
the health of the people along the train
routes, our water supply, our beautiful
river, for fossil fuels to be
shipped abroad.

Please study the impact

on the river; the aquifer;
the air we breath - our health;
the certainty of catastrophic
accidents

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is Joe Cannon
first name last name
My address is 3518 N. Atlantic St
street
Sportane WA 99205
city state zip
robottar@gmail.com 360 512 5125
email phone

I'm concerned that

Please study the impact

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Emily Carlson
first name last name

My address is 624 E Indiana
street

Spokane WA
city state zip

I'm concerned that agriculture should be
email phone

our #1 priority for the
region. Don't prioritize
oil/coal over farmers.

Please study the impact of coal exports
on the Spokane River
health.

Thank you, Emily Carlson
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Stephen Clans
first name last name

My address is 501 W 123 St
street
New York NY 10027
city state zip

_____ email _____ phone _____

I'm concerned that _____

Please study the impact of _____

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/23/2014

Name: Lisa Chappell Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: Confidential

E-Mail: Confidential

Address: Confidential

City: _____ State: _____ Zip: _____

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

More EIS Scoping Hearings need to be scheduled for impacted areas of the crude oil by rail proposals - these areas should include but not be limited to: Westport, Ocean Shores, Taholah, Oskville, Elma, Montesano, etc. The extremely poor economic conditions of the majority who reside in Grays Harbor County prohibit the expenses of cable television, newspapers, the internet and extra money for gas to travel. Far too many people are being excluded from this process because they do not know this is happening. There should be more scoping hearings and they should be more extensively advertised.

Also, the scoping period should be extended beyond May 27, 2014 for this potential catastrophic business to be brought to Grays Harbor County.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Oil Trains through the Columbia Gorge

My name is Jim Chase. I am retired and live in Portland. I am speaking for a national treasure – The Columbia River Gorge!

I am a hiker and visit the Gorge nearly every week. I am joined by mountain bikers; wind surfers and kite boarders; rafters and kayakers; rock climbers; fishermen; birders; amateur botanists, geologists, photographers and history buffs. We all share a love of this special place. Few places on earth offer such diverse recreational opportunities. And visitors from all over the world come to enjoy it every year.

The Gorge has:

- Hundreds of waterfalls,
- Miles of hiking trails,
- World class water sports,
- Fields of wildflowers,
- The geology of earthquakes, massive lava flows, volcanic eruptions and Ice Age Floods,
- A sky full of raptors,
- The history of Lewis and Clark and the Oregon Trail,
- And a rich heritage of Native American Tribes.

And just how special is the Gorge? Pretend for a moment that the route of these trains were to run:

- Through the middle of Yellowstone National Park – right past Old Faithful;
- Or through Yosemite, or the Grand Canyon.

Such a plan would be instantly condemned! It would not be tolerated!

Well, now let's talk about the Gorge!

A few years ago National Geographic published a survey of the World's Greatest Places to Visit.

The Columbia River Gorge ranked #6!

- Ahead of every U.S. National Park!
- Ahead of the hills of Tuscany and the plains of the Serengeti!
- Ahead of Australia's Great Barrier Reef!

And the Gorge is getting even better!

- ODOT is restoring the Historic Columbia River Highway. Soon you will be able to hike or bike from the Sandy River to The Dalles without setting foot on the interstate.
- And new trails will follow the hillsides for the entire length of the Gorge. Voyagers will be able to hike up one side of the River and back on the other! It will be a world class trail system!
- And these trails will connect to the townships in the Gorge. At the end of a day hikers will be able to come down to hotels, B&B's, pubs and restaurants along the River.

25 years ago when the National Scenic Area Act was passed, the townships within the Gorge were struggling to survive a dying logging industry.

Today that is changing rapidly. Beautiful, pastoral residential areas are delightful places to live and have begun to attract clean, growth companies like Google and In-Situ.

Eco-tourism is booming. There are new restaurants, coffee shops, pubs and wineries. B & B's and hotels of all kinds. Entrepreneurs are investing their life savings and plenty of sweat equity. And they are succeeding! Talk about sustainable businesses! No industry more sustainable than tourism in the Gorge.

Tragically, the movement of huge numbers of oil trains through the Gorge will be a death sentence for all of this! People will not come to recreate or live in an area polluted by noise and diesel fumes from trains that run day and night. And one day one of these "train bombs" will derail, explode and burn. The oil will enter the Columbia, decimating the fish and ruining our beautiful river for recreation. Businesses will fail. Jobs will be lost and dreams shattered.

DO NOT sacrifice this national treasure!

DO NOT destroy the economy the area!

DO NOT ruin the quality of life of Gorge residents!

DO NOT deny visitors from all over the world the chance to enjoy this iconic wonderland!

We must stop oil transports through the Gorge!

Jim Chase

3446 NW Vaughn St.

Portland, OR 97210

503-962-9237

Chase.james@comcast.net

Contingency Plans for Oil Train Accidents

My name is Jim Chase. I live in Portland and am in the Gorge 2-3 times a week for recreation and volunteer service.

By now we **have all learned** that catastrophes like the **Exxon-Valdez**, **Deepwater Horizon** and **Lac-Megantic** happen – despite efforts to prevent them and despite a low probability that they will occur.

So flash forward a few years!

- (Flash!) “A train carrying Bakkan crude oil has derailed and exploded near Columbia Hills State Park. The crash occurred on a stretch of track right on the north shore of the Columbia. Several of the tanker cars have ruptured and fallen into the river. The burning oil is floating downstream towards the Dalles dam. Local emergency crews state that they lack the ability to fight the fire on land or in the River.

You must reject the notion that these are unlikely or can be prevented.

Your assessment must require:

- Detailed contingency plans for all situations like these!
- Definition of financial responsibility for any oil train transport accident!

Finally, when a disaster like these happens and CNN appears outside your door asking why you did not require proper contingency plans before approving this project, what will you say?

Jim Chase
3446 NW Vaughn St.
Portland, OR 97210
503-962-9237
Chase.james@comcast.net

Clearing Train Derailments

Prior to moving to the Northwest 7 years ago, I lived much of my life in the Midwest. Once, while living in a small, rural community in Illinois I heard a horrendous crash. Then I heard sirens and saw many emergency vehicles heading up a farm road near my home. Being curious, I followed a short time later.

It was a train derailment. About a dozen rail cars were laying crushed and broken, off the tracks – many overturned. Now the cars were carrying grain and the derailment had happened in a cornfield. So there was no real danger and had been no injuries.

Within two hours after the crash a large repair crew arrived from the railroad – impressively quick on the scene. First they unloaded two large bulldozers which immediately bulldozed the wrecked cars and cargo into a huge heap of scrap metal off the tracks. I was astonished! Many of the cars had little damage. It seemed a ridiculous waste to destroy them. As soon as the tracks were clear the repair crew went to work on the rails and repaired them very quickly. Within 5 hours of the crash another train came rolling through.

Now I understood! To the railroads clearing the tracks takes precedent over all else. Nothing else matters – not cost, not equipment, not cargo. Just open the tracks.

Now let's play that scenario with a train carrying extremely flammable Bakken Crude and have the derailment occur along side the Columbia. How would the railroad clear the tracks? Unless you require them to act differently, it will be the same. Shove the wreckage into the River if necessary! Just get the tracks open again!

Your review must include plans for handling such situations, and restrictions on damage to the River.

Jim Chase

3446 NW Vaughn St.

Portland, OR 97210 503-962-9237 Chase.james@comcast.net

Disaster Drills

I oppose the export of crude oil, natural gas and refined fossil fuel products (PERIOD)! Tonight the testimony of others will state the reasons. Instead, I will call on you to include something very specific in the scope of your impact review. Disasters like earthquakes, tornados, school shootings, fires and floods have taught us to prepare for the worst. In offices, schools, factories, hospitals, buildings and communities across the land regular drills are conducted for just such a purpose. The drills involve emergency responders up front. And they work to save lives and property!

The scope of your review must include a requirement for such drills – not just at the proposed terminal sites, but at critical sites all along the route traveled by these “train bombs”.

These trains will derail! They will catch fire! It is not a question of IF, merely of WHEN and WHERE! It could happen in the middle of Spokane, Portland, Vancouver, or any of the other communities along the route. It could destroy the Columbia River for decades to come. I recall the Cuyahoga River near Cleveland catching fire in 1968. There was property damage, but worse, it earned Cleveland a devastating reputation for filth, pollution, corruption and utter disregard for protecting the community and its citizens by public officials.

You have the ability to earn that same foul reputation for yourselves, or you can become heroes who have the courage to say, “not on my watch!” Do the right thing! Demand a broad impact analysis! Require contingency plans and emergency response drills in advance.

And oh yes! If the proponents of the terminal and the emergency responders along the route cannot figure out how to handle such disasters, then you must deny the permits!

Jim Chase

3446 NW Vaughn St.

Portland, OR 97210

503-224-5461

Chase.james@comcast.net

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, _____
signature

My name is Anita Chhun
first name last name
My address is 3051 S Dakota st
street
Seattle WA 98108
city state zip

I'm concerned that this will impact
email phone
the environment + culture
negatively.

Please study the impact on wildlife ecology,
economic

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Judith
signature

My name is ANNE CLARK
first name last name
My address is 901 16th St SW
street
Puyallup WA 98371
city state zip

I'm concerned that oil spill (any
amount) will
pollute critical feeding
grounds of shorebirds
not protected by Federal

Please study the impact of breeding success
and survival of migrating
birds that need
Bowerman Basin to
survive

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-29-14

Name: Beverly Clark

Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-280-8037

E-Mail: rbeverly68@msn.com

Address: 405 Hemlock

City: Centralia

State: WA

Zip: 98531

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I am concerned about the amount of trains and the content they will be carrying. The rail cars are old and not always designed to carry the oil (crude) they carry. What will you have in place to ensure they do not leak and if they spill, who and how will it be cleaned up?

Traffic is an obvious issue. What infrastructure will be added to accommodate the massive increase? Who will pay for this?

What are the specific jobs that will be brought? Research suggests none.

Who pays for the higher risk health hazards the community will now face? What will be done to mitigate the risks?

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Kathleen Clark
signature

My name is Kathleen Clark

first name last name

My address is 9040-37th Ave. S.W.

street

Seattle WA 98126

city

state

zip

KR.Clark@earthlink.net 206 935-7338

email

phone

I'm concerned that about the Bird

Preserve

Please study the impact Stop the Oil!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is MARYLEA CODAY
first name last name

My address is 78 NE Washington Ave
street

CHEHALIS WA 98533
city state zip

marylea.smallblueplanet.org
email phone

I'm concerned that _____
4254

More oil trans will
be traveling thru my home town.
We need less trans, and
especially not dangerous ones

Please study the impact regarding
safe rails

Thank you, _____
signature



Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/29/2014

Name: Michael Coday Title (if applicable): _____

Organization/Business (if applicable): Quick Paralegal Services LLC

Telephone: 360 740 4254

E-Mail: mike@quickprep.org

Address: 8 NE Washington

City: Chehalis State: WA Zip: 98377

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Please consider the safety of the first Responders whose stations are in close proximity to the Rail lines and in the Blast zone of the DOT-111 tanker trains. AND Develop complete comprehensive safety plans and the cost of expanding and relocating the fire stations outside the blast zone of the oil train Rail lines.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EIS
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/29/2014

Name: Michael H Coday Title (if applicable): _____

Organization/Business (if applicable): Quick Paralegal Services LLC

Telephone: 360 740-4254

E-Mail: mike@quickprep.org

Address: 78 NE Washington Ave

City: Chehalis State: WA Zip: 98532

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Please make sure the scope of the EIS completely addresses the potential impact of oil spills into the waterways and the impact on the birds, fish and wild animals that live in the areas downstream from the rail lines.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/29/2014

Name: Michael H. Coday Title (if applicable): _____

Organization/Business (if applicable): Quick Paralegal Services LLC

Telephone: 360 740 4254

E-Mail: mike@quickprep.org

Address: 78 NE Washington Ave

City: Chelalis State: WA Zip: 98532

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Please make sure the scope of the EIS includes the health impacts of increased exposure to the diesel train fumes on people with asthma and other pulmonary diseases, the increased cost of medical care, impact on productivity from loss of time in employment.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

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State Department of Ecology:

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Thank you,

Mike Coday
signature

My name is Mike CODAY
first name last name
My address is 78 NE Washington Ave
street
Chehalis WA 98532
city state zip
Mike@smallblueplanet.org
email phone

I'm concerned that oil + rain traffic
will obstruct the rails
and prevent emergency
vehicle passage. For
fire + health responses.

Please study the impact + delays of oil
trains on health and
estimate increased
mortality to be
expected

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

June M. Coloff
signature

My name is June Coloff
first name last name
My address is 10019 15th Ave. E.
street
Puyallup Wa 98373
city state zip
Coloffjm@aol.com
email phone

I'm concerned that _____

oil tanker traffic will undoubtedly impact the quality of this habitat - very critical habitat - for migratory birds!

Please study the impact study with all

consideration given to multiple (birds, mammals, including otter) and the environment in general.



Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-29-2014

Name: Peter Cornelison

Title (if applicable): _____

Organization/Business (if applicable): Friends of the Columbia Gorge

Telephone: 541-386-5268

E-Mail: peter@gorgefriends.org

Address: 205 Oak St. #17

City: Hood River

State: OR

Zip: 97031

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

- ① Impacts to all ~~parts~~ of the WA towns in the Columbia Gorge including: Noise, Emergency Response, delays accessing industrial parks (Bingen & Stevenson), emergency response to a oil spill, derailment, oil train fires, etc. emergency response agreements with Oregon Gorge towns
- ② Percentage of bitumen from CN tar sands that will travel in these tanker cars. As you know this product is significantly more difficult - or impossible - to clean up.
- ③ Impact of coal trains coal dust deposition along the rail line which is proven to cause the rock ballast to become unstable - leading to increased derailments.
- ④ Impact of oil burnt by the end user on WA state in terms of climate change - heavy metal dispersment. Include economic study of this oil contributing to a lower gas cost thereby increasing consumption of gasoline.

Please attach additional pages if your comment doesn't fit in the space provided.

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Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

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Thank you,


signature

My name is	<u>Jim</u>	<u>Cronin</u>
	first name	last name
My address is	<u>2525</u>	<u>W. Maxwell</u>
	street	
	<u>Spokane</u>	<u>WA</u>
	city	state
	<u>JJCRO2112@hotmail</u>	
	email	phone
I'm concerned that	<u>excessive coal trains</u>	
	<u>will create more pollution and</u>	
	<u>dangerous air.</u>	
Please study the impact	<u>of dangerous explosions</u>	
	<u>and increased rail traffic</u>	

Comments By Regarding Oil Trains:

Communities across Washington State are being threatened by an increase in the transport of non-renewable energy sources, including oil. Oil trains risk catastrophic environmental consequence by way of vessel transfer, accident, and sabotage. *The Westway and Imperium terminal proposals in Grays Harbor will have significant impacts on the community, our waterways, and the future of our state.*

The impacts of these projects include:

The three crude oil projects proposed for Grays Harbor – Westway, Imperium, and US Development – will cumulatively transport approximately 2.7 billion gallons of fossil fuels per year to the edge of this critical estuary.

- Vessels entering or leaving the Harbor cross important fishing, crabbing, birding and shellfish areas that support Tribal treaties and critical commercial and recreational coastal economies.
- Grays Harbor is a Globally Important Bird Area with critical birding areas and stop over sites on both sides of the shipping channel; it is the second most important staging site for half a million migrating shorebirds along the Pacific Coast, after Alaska.
- Grays Harbor is an important feeding ground for over one million birds.
- Bird species of particular concern that use Gray Harbor: Red Knot, Western Sandpiper, Snowy Plover, Streaked Horned Lark, numerous raptors, as well as forage fish and shellfish food sources.
- Following a spill, crude and the chemicals used in clean-up efforts accumulate in the environmental and can cause many problems to birds including hypothermia, sinking or drowning, dehydration, poisoning, and inability breed.
- More than 18 cities and towns will be impacted by the transportation of oil by rail on its way to Hoquiam – the town of Elma is cut in half by rail tracks.
- The cumulative number of hours these trains will block rail tracks through Aberdeen is 8.925 hours, creating delays for emergency vehicles, making commutes longer, and decreasing access to local businesses.

The Environmental Impact Statement for these projects should include an evaluation of:

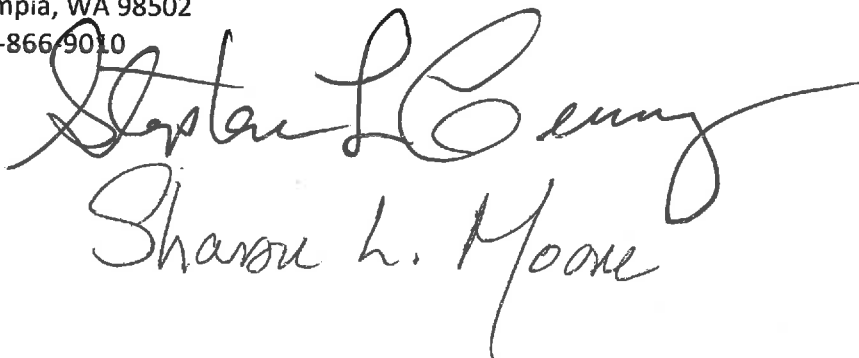
- Cumulative impact of the proposed projects in Grays Harbor, and other similar oil and fossil fuel transport projects across the region. The evaluation should include the increased risks related to all these projects and the impacts they would have, cumulatively, on our region. • Risks of oil spills 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 consider what the environmental impacts of a spill would have on Grays

Harbor and the state, specifically marine bird and shorebird populations. The EIS should also consider what the economic impacts would be to the shellfish, fishing, and tourism industries.

- 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.
- 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.
- Public health. The EIS should include the health risks to communities from Spokane to Grays Harbor from increased train traffic, 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.
- 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 spill and accident would be prevented, and, in the case of an accident, cleaned up.

We have attempted to submit comments via web with no feedback it went.

Stephen L. Curry and Sharon L. Moore
5039 Brenner Rd
Olympia, WA 98502
360-866-9010



Stephen L. Curry
Sharon L. Moore

Stephen Curry & Sharon Moore
5033 Bremer Rd. NW
Olympia, WA 98502

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Imperial & Westway EIS

C/O ICF INT'L
710 Second Ave, Suite 550
Seattle, WA 98104

98104175425

98104175425

**Comments on Scope of Environmental
Impact Statement for Bulk Liquid Facilities
At the Port of Grays Harbor
Held April 29, 2014 in Centralia, WA**

Thank you for the opportunity to comment on the proposed expansion of storage facilities and associated transportation of hazardous liquids through our communities.

What is more hazardous than a pipeline? The answer is a moving pipeline filled with hazardous flammable materials. This is especially true when it is moving through our communities, past schools and businesses, and crossing hundreds of urban and rural roads. Due to the significant adverse impact of the transportation and storage of flammable liquids, the Environmental Impact Statement must address the potential for isolated and cumulative effects throughout Washington and other States where the liquids are transported and stored. In particular, before approving any proposals to store and transport crude oil in our communities and harbors, several questions must be addressed to ensure public safety is not put at risk.

1. **What is the impact on human health and safety? Obviously a long string of tanker cars transporting flammable liquids through our communities pose a serious risk. What is the probability of a major accident? How will that risk be eliminated?**
2. **How will emergency response teams be upgraded and trained to address major accidents involving significant amounts of flammable liquids when they occur in small communities with limited resources? Who will pay to upgrade, maintain and operate those enhanced emergency response resources?**
3. **What will the impact be on the response time of critical transportation needs such as emergency vehicles?**
4. **What is the potential for blocking access to medical facilities in the event of a catastrophic accident involving a tanker train?**
5. **What will the cost be to the state, county and local communities to upgrade rail crossings to ensure vehicle-train collisions are prevented?**
6. **What will the impact be to Amtrak passenger service that currently serves our local area and provides transportation to Seattle and beyond and to Portland and beyond?
Passenger rail service is a critical resource for citizens in our area as major airports are many miles away while the train terminals are conveniently located in nearby towns.**
7. **What type of infrastructure will be mandated to protect humans and community resources near storage tanks and associated facilities?**
8. **What emergency response teams and facilities will be developed in communities around Grays Harbor to handle major flammable oil spills both on land and water?**
9. **How will oil spills be prevented in Grays Harbor and how will they be cleaned up when they occur?**

10. What protections be will be in place to protect the storage facilities in the event of a tsunami?

Thank you for considering my comments. Please enter my comments in the hearing record.

**Richard Curtis
PO Box 451
Ethel, WA 98542**

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is PATRICIA DANNER

first name

last name

My address is Box 10082

street

SPOKANE, WA 99209

city

state

zip

antigaredcat@netscape.net

email

phone

I'm concerned that

The impact of oil trains
through Spokane and entire
rail length.

IT'S TIME FOR CLEAN
RENEWABLE ENERGY!

Please study the impact

ON THE MINING AREA
THE ENTIRE TRANSPORT
LINE. ENVIRONMENTAL
IMPACT OF OIL USE!

Thank you, _____
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Patty Danner
signature

My name is Patty Danner
first name last name
My address is 3927 36th Ave NW
street
Ory 98502
city state zip
pattypls@yahoo.com
email phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Terry Davenport
signature

My name is TERRY DAVENPORT
first name last name

My address is 960 N. THURNTON ST
street
ABERDEEN WA 9520
city state zip

terry-davenport@hulmail.com
email phone

I'm concerned that damage to the wildlife
refuge, town

Please study the impact of _____

RECEIVED
MAY 22 2014

Terry Davenport
960 N. Thornton St.
Aberdeen, WA 98520

RECEIVED

MAY 28 2014

DEPARTMENT OF ECOLOGY
OFFICE OF DIRECTOR

May 15, 2014

Maia Bellon
Director of the Department of Ecology
300 Desmond Drive
Lacey, WA 98503-1274

Dear Ms. Bellon,

Please add my voice to the chorus of pleas NOT to allow oil by rail to come into Aberdeen and Grays Harbor County. I am particularly concerned that this is to be the tar sands oil from Canada.

Billy Frank Jr. gave the most eloquent voice to my concerns in a May 8, 2014 column in the Vidette. Safety is a HUGE concern. He mentioned the oil-carrying trains that have been derailed since 2008, including one that caused a fire that burned for over 24 hours in North Dakota, and the accident in Quebec that killed 47 and leaked 1.5 million gallons of the crude oil.

The Chehalis River basin and Grays Harbor provides many jobs already, and just as importantly contains a prized wildlife refuge area, and has habitat for many species of fish and animals. Big corporations always promise they have safety programs in place and nothing will happen. But it usually does, and the damage here would be catastrophic.

By the way, what are we doing shipping to the Far East a toxic sludge of crude oil that we won't even allow for use in this country?? If they burn it there, the consequences of that will eventually reach us too.

Please please please do NOT allow oil by rail to come to Grays Harbor.

Sincerely,

Terry Davenport



Terry Davenport
960 N Thornton St
Aberdeen, WA 98520

EXC
FD

TACOMA WA 98133
OLYMPIA WA
22 MAY 2014 PM 4 L

RECEIVED

MAY 21 2014
WIA STATE DEPARTMENT
OF ECOLOGY (SUWNO)

MARIA BELTON
DIRECTOR of the DEPT. OF ECOLOGY
300 OSMAUND DRIVE
Lacey, WA 98503 - 1274

98503129927



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Alicia DeMaurez
first name last name
My address is 4906 24th Ave SE
street
Lacey WA 98503
city state zip

email phone
I'm concerned that an oil spill in this
area would devastate
an important area for all of
us.

Please study the impact Please consider that
oil isn't all the answers
We want to keep birds here,
but at the airport turbines
could provide energy & keep
birds away! THINK! Big picture

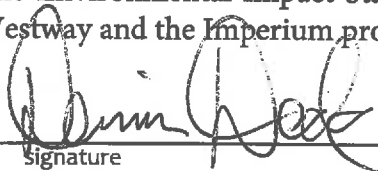
Thank you
Alicia DeMaurez
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


Signature

My name is Dennis Deck
first name last name

My address is 5010 SW Churchill CT
street

Tigard OR 97224
city state zip

I'm concerned that oil spills might damage
email phone

one of the few stopping points ^{seawall} along the
coast for a large segment of the
northern migration.

Please study the impact of oil leakage at the small

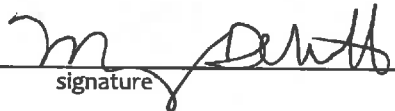
continues or (at least) (sic):

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Morri DeWitt
first name last name

My address is 18206 - 133rd Ave SE
street

Renton, WA 98058
city state zip

I'm concerned that this will negatively impact the
birding + fisheries.

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Andrea E. Dexter
signature

My name is Andrea Dexter
first name last name
My address is 17750 SE 173rd PL
street
Renton WA 98058
city state zip
aedexter@comcast.net
email phone

I'm concerned that _____

Please study the impact of the transport on
the environment. Must have
contingency plans specific
to the actual usage. Must
have funds set aside for
contingency - please!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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
signature

My name is John Dickinson
first name last name
My address is 19 Barrett Rd. N.
Wash. 98563
street state zip
(360) 249 5443
email phone

I'm concerned that your Dept. of Ecology,
STATE OF WA. CANNOT EVEN
CONTROL OIL RANOFF FROM OUR
STATE HIGHWAYS, HOW DO YOU PROPOSE
A OIL TRAIN DISASTER CLEAN-UP?
Please study the impact EVERY TIME IT FLOODS
THE SEWER TREATMENT IN
ABERDEEN CONTAMINATES CHEHALIS
RIVER HOW MUCH WASTES ARE YOU
POURING TO THE SEA?

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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

signature

My name is

Jammy Dickinson

My address is

19 Barrett Rd NW

Westport
city

street
WA

98563
zip

(360) 219-5443
phone

I'm concerned that

STATE OF WASHINGTON

Doesn't have money or
Ability to contain a major
oil spill!

Please study the impact

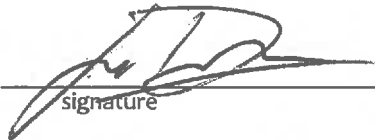
Chehalis River Basin,
Westport & Ocean shores
Fecal coliform bacteria
Now oil spills, what next?

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Joel Dobbins
first name last name

My address is 9216 NE 180th St
street
Bathell WA 98011
city state zip

jeldobbins@gmail.com
email

I'm concerned that habitat will be lost!
phone

Please study the impact of _____

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-24-2014

Name: Tammy Domike Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-342-6543

E-Mail: biblio@gmail.com

Address: 823 Bluff

City: Hoquiam State: WA Zip: 98550

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

It is obvious more scoping meetings are needed in towns along the rail route.

By only holding 2 meetings so many communities are being left out.

This can't be a comprehensive scope if so many citizens are being ~~left~~ ignored.

Outreach and informing the public about this meeting has been almost non-existent. It doesn't do any good if no one knows about the meeting.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EIS
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is

first name

last name

My address is

229 20 51st

street

HOQUIAM

WA.

98408

city

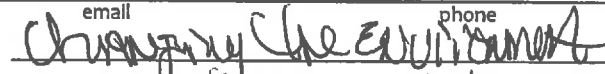



state

zip

I'm concerned that

email

phone

Please study the impact of

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you,


signature

My name is Hoby Dovous
first name last name
My address is 4120 E Garfield St
street
Seattle WA 98112
city state zip
hobynd@msn.com
email phone
I'm concerned that _____

Please study the impact of coal & oil trains
proving their detriment to the
environment

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,

Stephen A. Douglass
signature

My name is Stephen Douglass
first name last name
My address is 505 Madrona Way NE
street
Bainbridge Island, WA 98110
city state zip

email phone

I'm concerned that oil transportation will
increase the risk of global warming,
which is now proven to be real.

Please study the impact of Oil spills, evaporated
hydrocarbons - many of which are
carcinogenic, water pollution, fire
hazard in highly populated areas.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Charles H. Drago
signature

My name is Charles H Drago
first name last name
My address is 2 Cedarwood Ct
street
Aberdeen WA 98520
city state zip
360 532 2692
phone

I'm concerned that Coal and Oil will
destroy Grays Harbor
estuary
Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Judy Drago
signature

My name is Judy Dragoo
first name last name

My address is 2 Cedarwood Ct.
street
Aberdeen WA 98520
city state zip

jcdragoo@msn.com
email phone

I'm concerned that _____

Please study the impact of _____


RECEIVED
APR 29 2014

April 28th

To who it may concern

I strongly support new oil terminals in Washington State, and I strongly oppose Washington States Department of Ecology's (DOE) role in the matter. Talk about a agency with a misguided mission, and a waste of State funds, duplicating Federal efforts.

The DOE should let the Feds do their environmental overview and make their suggestions at that point, I don't know like maybe encourage the oil trains but do some much need infrastructure works, like vehicle overpass's over tracks, more train tracks so we can get better Amtrak service between Portland and Vancouver BC, oil spill response network for the rivers and bays, the Railroads are just waiting for the Fed's to develop standards for rail cars, encourage that, but please lets support any industry that brings jobs, the sky is not going to fall.



Kevin Drake
POB 42
Silver Creek, WA 98585

As a side note this was also sent to the DOE on their website and their tracking # of 000000061

Snake
POB 42
Silver Creek WA
98585



TACOMA WA, 986
OLYMPIA WA,
29 APR 2014 PM 4:1

Imperium and Westways E/Ss
c/o ICF International
710 Second Avenue
Suite 550
Seattle WA 98104

98104175425

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Pauline Druffel
signature

My name is PAULINE DRUFFEL
first name last name
My address is 930 S Cannon ST #13
street
Spokane WA 99204
city state zip
pjdruffel@yahoo.com
email phone

I'm concerned that we will have an
accident here - strong possibility
since so many oil trains come
through here - also that our ag
products aren't getting shipped
because the oil/coal trains are increasing
Please study the impact

on Spokane as well as Idaho
+ the other states the trains
go through.

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at
Grays Harbor and the transporting crude oil on trains and
ships throughout the Northwest. These proposals would
negatively impact my community, Grays Harbor, the Pu-
get Sound, and the greater Pacific Northwest by elevating
rail and marine vessel congestion; increasing the potential
of oil spills in fresh and marine waters; harming existing
businesses and delaying emergency responders; and put-
ting our communities, public health, and environment at
risk. These terminals, and the transport of crude oil to and
from these terminals, would damage aquatic ecosystem,
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,

Benjamin Duncan
signature

SEATTLE
My name is Benjamin / John Duncan
first name last name
My address is 10630 NE South Beach Dr
street
Bainbridge, WA 98110
city state zip
email phone

I'm concerned that NO ADEQUATE ADVANCE INFORMATION

ON EACH OIL TRAIN IS AVAILABLE TO
EMERGENCY RESPONDERS THROUGHOUT OUR
STATE. THIS PUTS MILLIONS OF WA STATE
RESIDENTS AND BUSINESSES AT RISK.

Please study the impact of BURNING THAT OIL ON

CLIMATE AND POLLUTION WORLD WIDE.
INSTEAD IN A TIDAL GENERATOR NEAR
GRAYS HARBOR INSTEAD!

SEATTLE
22 APR 14
10:58 AM

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Rebecca Durr
signature

My name is Rebecca Durr
first name last name

My address is 2703 Riverview Dr.
street

Aberdeen WA 98520
city state zip

becky@durrweb.com 3605321352
email phone

I'm concerned that our natural resources

will be irretrievably harmed
by oil spills. Next to a wildlife
refuge is an inappropriate
place for crude oil transfer.

Please study the impact of possible combustion,

condition of train track
over wet lands & streams,
severing communication
in cities such as Elma &
Aberdeen by trains

RECEIVED
MAY 27 2014

2703 Riverview Dr.
Aberdeen, WA 98520
May 26, 2014

Imperium and Westway EISs
c/o ICF International
710 - 2nd Ave., Suite 550
Seattle, WA 98204

To Whom It Concerns:

We are opposed to these proposals to ship crude oil from the port of Grays Harbor. Our first concern is location. Grays Harbor is a shallow harbor and crude oil transported by rail would cross numerous wetlands, streams, rivers, and bridges before arriving at the port. There would be the potential for accidents, and a spill of oil would be devastating. We do not see how an oil spill could be cleaned up. At low tide, mud flats are exposed all over the harbor, and with tidal action, we believe oil would be so spread out over the harbor it would be impossible to remove it all. Any spill into waters along the transport route would be washed into the harbor. Many of the locations in wetlands along the rail lines would be difficult for responders to reach and work in. Any spill inland would quickly be dispersed into the harbor, and from there into the Pacific Ocean. We are in earthquake and tsunami zones, which might create a catastrophe upon a catastrophe.

There is a national wildlife refuge, Bowerman Basin, immediately adjacent to a proposed oil storage and off-loading facility, as well as a national marine sanctuary along the coast in the Pacific Ocean. This is madness! These land uses are not compatible. The wildlife refuge and sanctuary already exist and should take priority. Grays Harbor and Bowerman Basin are a very significant stopover for migrating birds. We are responsible for being good stewards of this resource. A national wildlife refuge is for all the citizens of this nation (and it is visited by people from all over the world) as well as the wildlife which it supports. We cannot risk the possibility of an oil spill here.

We should not justify exporting crude oil on the basis of jobs that might be created, because one accident would wipe out natural resources on which many of us already depend for our livelihoods, food, and recreation. Fish, oysters, invertebrates, birds, seals, plants, and humans might be poisoned or disappear because of an oil spill. There are many examples around the world of what happens, so we do not have to guess. The land and water still have not recovered from the spills in Valdez, Alaska or all around the Gulf of Mexico. We have walked on beaches where oil has been spilled off the coast, and tar balls keep washing up for years afterwards. There is no amount of money that can make up for contaminated land and water which perhaps can never be returned to its original state.

Besides the environmental concerns, we believe the trains transporting crude oil through Grays

Harbor County would be a burden as well as a danger to people who live and work here. The train tracks do not bypass the cities of Grays Harbor. Instead, they pass through the middle of several populated areas, and since they would be traveling at very slow speeds, very long trains would cut off some areas entirely. Apparently this crude oil is extremely flammable. We cannot afford the risk of a spill and/or combustion. There's too much danger for people and property along the transport routes through cities and residential areas, with the added risk of access being cut off for medical responders. We have recently seen reports of crude oil accidents all over the country resulting in fires which cannot be extinguished. We do not want Grays Harbor to be the next location.

We believe there are significant reasons why crude oil cannot be safely transported through Grays Harbor.

Very truly,
Rebecca Durr
Gregory B. Durr
Rebecca and Greg Durr

THE DURRS
2703 Riverview Dr.
Aberdeen, WA 98520

TACOMA - OLYMPIA
WA 983
27 MAY 2014 PM 1 L



Imperium and Westway EIS
c/o ICF International
710 - 2nd Ave, Suite 550
Seattle, WA 98204

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is

Philip Defane
first name last name

My address is

37 Richetts Rd
street

Hamilton
city

MT
state

59840
zip

I'm concerned that

Birds will be
harmed.
email phone

Please study the impact of

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-29-14

Name: April Ebeling Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360 880 0462

E-Mail: April-Ebeling@hotmail.com

Address: 114 E street

City: Centralia State: WA Zip: 98531

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I have lived here all my life. I do not believe running these trains and stopping 911 is a good idea. It's asking for a lawsuit. If my land or anyone else's land was damaged because proper care couldn't get there I would be pissed. Also I get stuck non stop by trains for a long period of time. 45 mins gate for work is not acceptable. Trains should NOT RUN from 5am to 8am to stop trains again making us late. Trains are a bad idea running through here.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is

DAVID

first name

EDWARD

last name

My address is

1607 EAST BAY DRIVE

street

OLYMPIA

state

WA

98506

city

zip

MJDODLE@COMCAST.NET

email

phone

I'm concerned that

The oil trains

will derail & explode
in critical areas that
could endanger our
populations.

Please study the impact

of availability
of facilities to control
& contain spills & fires
& explosions

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is J. ECKHARDT
first name last name

My address is 17839
street
SHORELINE WA 98177
city state zip

email phone

I'm concerned that too much danger in
transporting oil unsafely! Old
oil tankers on old tracks.

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Todd Eklaf
first name last name

My address is 3205 W 9th Ave
street

Spokane WA 99224
city state zip

MINISTERS@USPOKANE.ORG 509-6587
email phone

I'm concerned that Diesel Fumes cause
CANCER, oil trains explode!

Please study the impact In the Spokane,
WA community

Thank you, _____
signature

Brady Engvall

From: Brady Engvall [brady@bradysoysters.com]
Sent: Saturday, May 10, 2014 2:19 PM
To: Brady Engvall
Subject: Comments CBR- Originally typing into DOE's comment site. Error message appeared when sent so I did a c/p and will mail to ICF International, Seattle

RE: Comments to CBR Imperium-Westway

Dear Sirs,

In the last two weeks the local railroad (RR) has run off the tracks in the city of Aberdeen twice. This does not breed confidence that the local RR can haul crude oil to the port without a serious accident. Crude oil that has been proposed to be hauled has been described as dangerous by the federal government recently. Besides that industrial alcohol is also hauled on the same tracks and stored in close proximity to the crude oil storage tanks. Within the blast radius (currently described by the federal government as 2,000' for fracked crude) are important facilities such as grain silos feeding export markets world wide. With these facts in mind I ask the following questions. Will the entire RR line from Centralia to Hoquiam be rebuilt to handle the large volume of crude oil proposed? Does the city of Hoquiam have fire fighting equipment and man power to fight a crude/alcohol fire? Does mutual aid agreements allow other fire departments to respond? Does Hoquiam have and other responders have crude/alcohol fire training? Does Hoquiam and other responders have class "B" foam capability to fight oil fires?

What about Elma and Montesano- do they have oil fire capability and man power staffing to fight an oil fire and can their mutual aid help in an oil fire event? Does Aberdeen and Hoquiam presently fence RR stored transported hazardous materials such as at the siding in Aberdeen (presently this siding has no fencing)? Will the RR identify and tell local fire department what is in the RR cars so they can be prepared in case of a special fire event? Who trains first responders and will the RR help with the cost? Have fumes and secondary impacts been investigated to protect first and mutual aid responders. Does the Hoquiam and mutual aid responders have enough Aid-Car capability to cover a major event? finally- how will the RR and port protect the public from that one unknowable- the person bent on creating a catastrophic event by their actions? Will surveillance of the area be constant and verifiable?

Brady Engvall

B. ENGVALL
3714 OYSTER PL. E.
ABERDEEN, WA.
98520

TECHNICAL SERVICES
2500 PLYMOUTH
13 MAY 2014 PM 3:1



IMPERIUM AND WESTWAY EIS
% ICF INTERNATIONAL
710 SECOND AVE. SUITE 550
SEATTLE, WA. 98104

98104175425



Brady Engvall

From: Brady Engvall [brady@bradysoysters.com]
Sent: Thursday, May 15, 2014 2:43 PM
To: Brady Engvall
Subject: Comments to CBR (Crude By Rail)

RECEIVED
MAY 19 2014

RE: Scoping comments to CBR Imperium-Westway

Dear Sirs,

Westway and Imperium presently are asking for permits to ship crude oil through the Port of Grays Harbor. Tank farms for crude oil are going to be placed on land owned by the Port. This land has been described as dredge spoils and close to the Grays Harbor estuary. Many other Port renters are located in the same area. As a retired shell fish farmer, in Grays Harbor, I have real concerns about these projects. Because of the nature of crude oil as a product and its current history of not being friendly to the natural environment I have these questions to be answered in the draft EIS.

Earth quakes and resultant tsunami type waves in the location of storage tanks will be a problem. We are in a earth quake zone of great magnitude just off the Washington coast. It has been reported that an earth quake of just 6.00 on the Richter Scale would cause liquefaction in dredge spoils plus possible tank failure. What analysis (peer reviewed) has been undertaken that would allow the proposed tanks to be built on dredge spoils? If liquefaction did happen what would be the outcome for the estuary? Would containment proposed hold all the oil and would the containment structures maintain their integrity? What safety features will be in place to stop oil transfer during a quake event? Will cleanup proposals work during an event and will cleanup crews be available for a massive spill? Where would cleanup start on land or in the water? What fire control measures would be in place since in Japan during the last quake fire was a major hazard? These are just simple questions and could be expanded to be very inclusive but you can see the proposals are not appropriate for location and scale of the projects present real risks for the public.

Tsunamis are a part of earth quakes off coastal Washington. The location of the proposed projects are within the tsunami flood zone for Aberdeen and Hoquiam. Couple an earth quake and a tsunami and you have total devastation. Because of the nature of crude oil and scale of the proposed projects Grays Harbor would never recover from an event. What study will be conducted to examine the effects of an earth quake and tsunami event on Grays Harbor and coastal Washington? Is a cost benefit analysis being prepared to compare long term benefits as opposed to total damage cost from a catastrophic event when it occurs?

How long would it take the estuary to return to its original condition given the element of crude oil in the event of a massive spill. What are the benefits of Grays Harbor to fishing, shell fish farming and clam digging if lost to a spill? What is the occurrence here of smaller earth quakes at or above 6.00 for Grays Harbor. Is it within the projected life of the project?

Sea level rise is now an accepted fact. How much and when are in dispute but it is happening and will continue to happen. What is the projected impacts from sea level rise on the projects? Will storm events added to sea level rise threaten the projects in their projected life span? The Chehalis River floods yearly does adding flood conditions, sea level rise and storm events threaten the location of the projects? What are the projections for sea level rise at the projects location and what effect does this have on RR lines serving the projects? Does soft RR bed lead to toppled rail tank cars?

Thank you for the opportunity to comment.

Brady Engvall (360) 268 5518

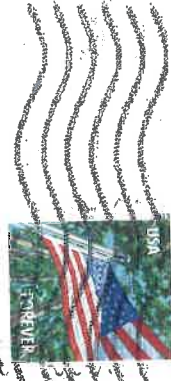


5-17-14

BRADY ECKHALL

BRADY'S OYSTERS
3714 Oyster Place East
Aberdeen, WA 98520
1-800-572-3252

TACOMA WA 983
OLYMPIA WA
19 MAY 2014 PM 4 1



IMPERIUM - WESTWAY EIS
G/O ICF INTERNATIONAL
710 SECOND AVE. SUITE 550
SEATTLE WA. 98104
98104175425

Brady Engvall

From: Brady Engvall [brady@bradysoysters.com]
Sent: Monday, May 12, 2014 1:36 PM
To: Brady Engvall
Subject: Comments CBR (Crude By Rail)

RE: Comments to CBR Imperium-Westway

Dear Sirs,

Fifty jobs are being proposed for the CBR projects. As a recent scoping meeting it was stated by a person, with oil operations experience, that these types of operations rely on automation as humans make mistakes. So maybe the original 50 jobs as proposed is not the real figure in reality? A recent quote from an editorial in the Aberdeen World puts the issue of jobs in perspective: "A National Ocean and Atmospheric Administration report released this week said the commercial seafood industry in Washington was responsible for just shy of 61,000 jobs in 2012. A heckuva lot of those are on the Twin Harbors. Crude oil and seafood don't mix." Just the oyster production from Grays Harbor is \$3,230,500 without economic multipliers. Willapa and Grays Harbor shellfish together account for \$19,549,000 with multipliers in both harbors. As you can see the benefits to local economies are great not even adding in Dungeness crabs, razor clams and other associated seafoods.

Oil spills happen, a steady drip or something catastrophic, that is a given and clean up is never complete with 10 to 15% of cleanup considered a success. You have to imagine and include Willapa in the discussion as oil spills never stay put and impacts range far and wide. A little bit goes a long way.

Given this I submit the following comments and questions. Are there reliable baseline studies in Grays Harbor that define food chains and population dynamics in the estuary that would spell out what would be lost in the event of an oil spill? Who would do these studies and who would do the peer review? A few years ago a ship, the New Carissa, went aground near Coos Bay. The spill out in the open ocean of bunker fuel went into the estuary and killed many of Clauson's oysters. It was only 70,000 gallons of bunker fuel but it took many years for the settlement to wind its way through the courts after the shipping company appealed the original

settlement. What will be the order of settlement if oil is spilled in GH? Will the railroad, the Port and shipping companies be responsible for losses to the oyster growers and not go bankrupt or challenge settlements after a spill? Will the companies who handle the oil be bonded for future spills and who administers and guarantees the bonds? Will affected citizens be able to collect unemployment insurance during and after a spill episode and if so for how long? After a spill has been partially cleaned up (success could be labeled as little as 10-15%) who pays for market disruption? After a spill it will never be the same as customers either don't come any longer or question the health of your product. This has been the experience of the Gulf seafood industry after the Deepwater Horizon oil spill.

Thank you for the opportunity to comment on CBR.

Brady Engvall - (360) 268 5518

B. ENGVALL
3714 OYSTER PLE
ABERDEEN, WA.
98520



IMPERIUM - WESTWAY
C/O ICF INTERNATIONAL
710 SECOND AVE. SUITE 550
SEATTLE, WA. 98104

98104175425



Brady Engvall

From: Brady Engvall [brady@bradysoysters.com]
Sent: Sunday, May 18, 2014 3:20 PM
To: Brady Engvall
Subject: Scoping comments Imperium-Westway

RECEIVED
MAY 22 2014

Dear Sirs,

Imperium and Westway want to bring crude oil to Grays Harbor for transshipment through the Grays Harbor estuary and along coastal Washington. These huge projects by scale will expose both Willapa and Grays Harbor estuaries to potential oil spill risks. Both of these estuaries have a natural resource based economy which provides to their respective communities over 30% of their economic base. By its very nature of and history crude oil and natural resource based economies do not exist comfortably together. Example- Exxon Valdez and Deepwater Horizon. The word "cleanup" is used extensively to describe how a spill would be treated but the word for clams, crabs, salmon and oysters has no meaning in reality as 15-20% clean up is considered a success. This leaves 80 to 85% to be cleaned up by mother nature over time. Our natural resource economies will not survive this impact. Railroads(RR) are an important part of these proposed projects as this is how the oil gets to the Port and transshipment tank farms. Getting to Grays Harbor the trains cross 100 water courses and wetlands from Centralia each important to the sustainability of our natural resource economy.

The RR that provides this service to the projects is the Puget Sound to Pacific by name and is now having great difficulty staying on the tracks. Just in the last two weeks they have had three grain car derailments in Grays Harbor county and each spilling grain. With the recent history for crude oil trains with environmental damage and explosions one only has to imagine what may have happened if these grain derailments had been crude oil in DOT-111 cars. It must also be mentioned that on the same tracks and rail yards there are ethanol tanker cars that are in proximity to population centers in Grays Harbor county. With these concerns I ask these questions to be answered in the Draft EIS.

Who provides insurance coverage for the RR and is the amount compatible with the risk? In the event of a spill can the RR just declare bankruptcy without involving their parent companies? Will the RR upgrade their infrastructure before any crude is sent to Grays Harbor and will the upgrades be peer reviewed? Who provides spill cleanup services to the RR and where are and what are the amounts of spill cleanup equipment available in a spill event? How much man power is available for cleanup and what are the response times that are guaranteed? If response times are not met is their automatic fines and who pays the fines? What is the training required for response providers and is it updated yearly? What is the plan for dilbit (dilute bitumen) from Canada's tar sands- is their now a dependable, verifiable and certified clean up method available for this type of crude? What will projected sea level rise be and will the rise effect the RR track bed? If rain fall increases (note- rain fall this spring is blamed for the grain cars falling over) due to climate change will this impact the integrity of the RR track bed? Port facilities in Hoquiam, next to the Grays Harbor estuary, is the destination of the oil trains. What safety precautions will be provided to insure that crude rail cars are safe from potential damage and fires resultant from other local explosion prone business' such as biofuel manufacturing? What precautions will be in place to protect numerous grain silo's from tank car fires and explosions in the event of a catastrophic event? Will earth quakes as little as 6.00 on the Richter Scale affect the trains on the tracks at the off loading facilities? What is the plan to identify train car contents for local responders given crude and ethanol in proximity to the off loading location? What other types of flammable material is stored close by the crude oil cars and do they pose a threat?

Will DOT 111 tanker cars be used to haul crude to the Port and tank farms?

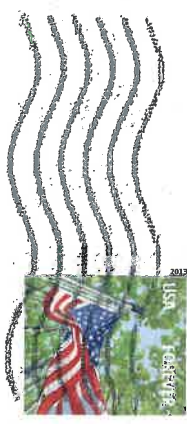
These are the questions that quickly come to mind and I reserve the right to expand my concerns as new information comes to light.

Brady Engvall (360) 268 5518

A handwritten signature in black ink that reads "Brady Engvall -". The signature is written in a cursive, flowing style.

BRADY ENQUAAL
3714 OYSTER P.L.E.
ABERDEEN, WA. 98520

TACOMA - OLYMPIA
WA 983
22 MAY 2014 PM 1 L



IMPERIUM-WESTWAY EIS
% I Q F INTERNATIONAL
710 SECOND AVE, SUITE 350
SEATTLE, WA. 98104

Brady Engvall

From: Brady Engvall [brady@bradysoysters.com]
Sent: Monday, May 19, 2014 8:39 AM
To: Brady Engvall
Subject: Comments to CBR Imperium-Westway.

RE: Comments to CBR Imperium-Westway

Dear Sirs,

Crude by Rail (CBR) is coming to Grays Harbor. There are many concerns regarding this product and the methods by which it may be handled. The scope and scale of the proposed tank farms are far beyond anything the estuary has ever experienced. It has been averred that the scale may grow as markets grow and market potential is certainly there. Canadian tar sands dilute bitumen is proposed to be delivered by rail to the tank farms. To date, no known method is available to cleanup tar sand crude efficiently. Crude oil has a legacy of impacting water bodies and shorelines in a negative way. It is difficult to cleanup spills and the fact that it travels with the tides and before the winds it's impacts are great over long distances. These proposed tank farms and resulting ship transits have the potential to impact Grays Harbor, Willapa and ocean beach environments. These bays and beaches provide over 30% of the economic base for both Pacific and Grays Harbor counties.

Spills are inevitable- whether it is a drip, drip over time or a catastrophic event it will happen. Always has and always will. Given that outcome and the potential to destroy a large part of the economic base of two harbors I have these concerns. Grays Harbor is a sunken valley that needs extensive dredging by the Corp of Engineers (COE) to keep the channel deep enough to support shipping. One million to 1.7 million cubic yards need to be dredged each year. Dredge spoils are deposited in three locations two within Grays Harbor and one outside the harbor on the Westport ocean beach. Crude oil spilled into salt water spreads and a portion sinks after losing some of its lighter distillates and contacting sediment on the shore lines, beaches and mud flats. Our estuaries are continually being buffeted by ocean swells, wind waves and tides. Heavy sediment always moves to the lowest point in the estuary which are the channels that the COE must dredge.

The COE is required to place contaminated dredge spoils in upland locations out of the marine environment. The questions I have are below:

Does the COE have a dedicated upland spoil site to take yearly contaminated dredge spoils as required? Does the COE have a protocol in place to identify crude oil contaminated dredge spoils as it is dredged? Will open ocean dumping be allowed for crude contaminated dredge spoils? If open ocean dumping is allowed will the additional cost be computed in dredging cost/ benefit analysis? Tanker ships will be used to haul crude away from Grays Harbor to remote markets they load at docks. Presently siltation around the Port's piers are cleaned by clamshell dredges and a water jet array. Where ships tie there will be crude oil accumulations. How will these dredged materials be checked for contamination so that contamination does not get recycled back into the shellfish growing environment? Is there a protocol in place. How will the water jet arrays be monitored for crude contamination and is there presently a protocol in place? Will each loading ship be preboomed to contain an oil spill. If so, on days and nights that weather conditions prevent prebooming what other precautionary methods will be used to protect against a crude spill? Will there be onsite responders to protect against a spill when a ship is being loaded? What is the alternative plan for rapid spill cleanup when the weather is stormy?

Ballast water is used in tankers when traveling without a load. How will ballast water be handled for tankers coming to Grays Harbor? Will Hoquiam have a pump station for contaminated ballast water? How close to the harbor can tankers discharge ballast water before going over the bar? How is ballast water treated to keep unwanted critters from entering our coastal environment?

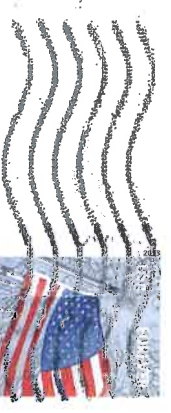
Thank you for the opportunity to comment on these proposals.

Brady Engvall (360)268 5518

A handwritten signature in black ink that reads "Brady K Engvall -". The signature is written in a cursive, flowing style.

Shady K. Engvall
3718 045th Pl. E.
ABERDEEN, WA. 98520

TACOMA WA 983
OLYMPIA WA
27 MAY 2014 PM 4 L



IMPERIUM - WESTWAY EIS
Q/O ICF INTERNATIONAL
710 SECOND AVE, SUITE 550
SEATTLE WA 98104

Brady Engvall

From: Brady Engvall [brady@bradysoysters.com]
Sent: Monday, May 26, 2014 10:04 AM
To: Brady Engvall
Subject: Comments to: Imperium-Westway scoping for EIS

Please include by reference comments by: Quinault Indian Nation, Willapa Grays Harbor Oyster Growers Association and Washington Dungeness Crab Fishermen's Association.

RE: Scoping for Westway-Imperium EIS.

Three Crude By Rail (CBR) projects are being planned for Grays Harbor. Potential impacts to the natural environment are huge. Grays Harbor relies on an economic foundation based on natural resources. Dungeness crab fishing (\$35-\$60,000,000 state wide of which GH contributes heavily), tourism (\$30,000,000 as reported by the Grays Harbor Chamber of Commerce), razor clam digging (\$22,000,000 as reported by the Washington State Department of Fisheries) and oysters (\$3,230,500 for Grays Harbor oyster production as reported by Department of Fisheries records). As you can see these industries are all clean water related. One crude oil spill would threaten these basic industries of which our coastal communities rely. Oil spills happen- it is inevitable and impacts always last long after the spill cleanup crew has declared victory and left the scene.

The following questions need to be addressed in the scoping EIS process-

Statutory requirements of Coastal Marine Spatial Planning requires that existing sustainable uses be protected. How will these historic uses be protected given that just 10-15% of an oil spill cleaned up is considered successful? Which government agency will guarantee historic uses are protected? Is liability insurance high enough to cover all cleanup costs to

guarantee sustainable uses as per statutory requirements? Will the public be indemnified for their natural resource losses from an oil spill? What agency can the public petition if long term losses are incurred? Secondary losses by local tourist businesses- are they covered by cleanup damage awards? How far up the natural resource benefit ladder will losses be covered by insurance awards?

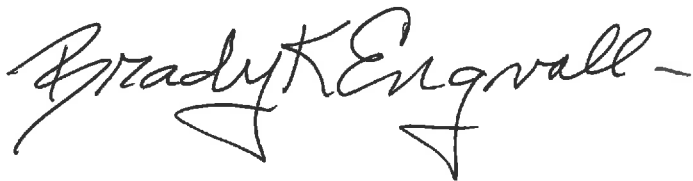
In order to identify natural resource losses there must be baseline studies done to identify that which will be lost. Who will do these studies and will the studies be done before any crude oil is delivered to Grays Harbor? It is not only the estuary that studies must be conducted but from Centralia to the far end of ocean beaches north and south as this is the natural habitat that is all interrelated. Who will be responsible for sediment studies as these are very important for crude oil spills as tidal conditions and time will not allow much cleanup on the mud flats after a spill? How will crude oil combine with mud and sand to make tar balls and will tar balls remain stationary or will they be moved around by wind and currents to different locations over time? Because the Corp of Engineers must dredge the Grays Harbor navigation channel yearly will tar balls and errant crude be dredged up over time? If so, where will these contaminated dredge spoils be discharged and who is responsible to make sure these spoils don't get redeposited in the estuary?

Through the whole process of the coming EIS it has been stated (over and over again) that only American crude can be shipped out of Grays Harbor because of federal law requirements. But in truth something else is reality. The railroads have said that they have to haul legal products, American and Canadian. The Canadian product is tar sands crude- the worst possible product to spill into a marine and fresh water environments. It sinks and it defies cleanup by its very nature of being very heavy and the need for solvents to make it pumpable. Because local folks cannot control what comes to our shores there is a real possibility

that Grays Harbor would become the tar sands crude oil North American export point. Given that does Department of Ecology(DOE) have a tested, peer reviewed, effective way to clean up tar sands crude oil? Can and will DOE demonstrate their methods for crude oil clean up? Will the US Coast Guard demonstrate effective clean up methods and response times. If cleanup is impossible what are the long term (peer reviewed) impacts our water bodies will experience? Is there sufficient insurance funds for full restitution to fisheries, tourism and to public citizen benefits of a healthy environment we all depend on?

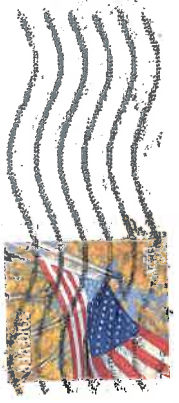
Thank you very much for the opportunity to comment on scoping for the coming EIS. And- in the end when all has failed and the developers have packed up their “carpet bags” and fled to more comfortable environs and have left the public to wallow in their misery we can say, “we tried but no one listened”. Please listen!

Brady Engvall (360) 268 5518

A handwritten signature in black ink that reads "Brady K Engvall" followed by a horizontal line. The signature is written in a cursive style with some stylized flourishes.

BRADY ENGVALL
3714 OYSTER PL.E.
ABERDEEN, WA.
98520

TACOMA WA 981
OLYMPIA WA
27 MAY 2014 PM 4 L



WESTWAY IMPERIUM EIS
c/o ICF INTERUATIONAL
710 SECOND AVENUE, SUITE 550
SEATTLE WA. 98104
98104 175425

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Rosemary E. Esbeck
signature

My name is ED ESBECK
first name last name

My address is 1322 Hwy Ct. SW
street

Olympia WA 98502
city state zip

ROSEMARY E. ESBECK @ COMCAST.NET
email phone

I'm concerned that _____

_____ NORTHWEST WILL _____
_____ BE INUNDATED _____
_____ WITH COAL & OIL _____

Please study the impact _____

_____ OF OIL BY RAIL _____



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is

Rosemary Esbeck
first name last name

My address is

1322 7th Ct. SW
street

Olympia
city

Wa
state

98501
zip

email

phone

I'm concerned that

Please study the impact

of oil trains coming
through our lovely west coast,
considering the possibility of a
massive spill, of air, water con-
tamination, fouling land and air.



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Tiffany Espino
first name last name
My address is 30328 15th CT 50 #13
street
Federal Way WA 98003
city state zip
tiffany-d-espino 2062958850
email phone

I'm concerned that @yahoo.com
The Birds

Please study the impact _____

Thank you, Tiffany Espino
signature



April 25,2014

RECEIVED
MAY 05 2014

Dear Dept of Ecology and the City of Hoquiam,

The current terminal proposals will impact my community.

I stand with the Quinault Indian Nation (Qin) and I am in total agreement with their legal description urging opposition to oil transport and shipment through Grays Harbor.

There are five other issues to consider.

1.The DOT-111 rail cars need to be redesigned to carry hazardous materials.

2. There is a total lack of communication between state and government agencies with BNSF Railway Company.

3.There are four National Wildlife Refuge Systems in this area.

1.Copalis National Wildlife Refuge.

2.Grays Harbor National Wildlife Refuge.

3.Willapa National Wildlife Refuge.

4.Black River Unite, near Olympia,WA

These are all under the protection of the

Federal Government.

4. The number of local emergency responders the BNSF railway must advise in advance of shipment is -0-.

5. Finally number 5! On April 10, 2014 U.S. Senator Patty Murray, held a transportation hearing to discuss safety regulations to protect communities in face of more growth.

The railroads are effectively exempt from regulations that restrict other transportation modes, such as roads and pipelines. Since this letter was created, there has been a nasty grain spill in Aberdeen, Wa. and in the following days another rail fire in Virginia, need I say more? The safety regulations have now gone to the White House.

We are a small community of great spirited people. We cannot sustain or control all of the impending problems these trains will bring. Please look carefully at the economic and environmental impacts.

Sincerely,

Arlene Eubanks



Doug Barker is editor of The Daily World. His general interest columns appear periodically on the opinion page of The Daily World.

Email

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I'm convinced.

; a bad idea to let three big tank farms locate on Grays Harbor. The oil jobs diminished quality of life when something eventually goes wrong — not even close.

I have been conflicted. The crude-by-rail proposals never felt right to me. But I have a job and lots of others here don't. Standing in the way of somebody else getting a job left me uncertain. But the scales have tipped. Trains blow up, trains crash, barges and tankers leak, it's too close to the water, it's too close to a national wildlife refuge, an earthquake and/or tsunami would make a helluva mess and the single rail line into Grays Harbor doesn't support the added traffic. I'm sure I'm leaving some reasons out, but that's enough for me. Short-term and long-term, we're better off without oil.

There has been a lot of focus on the long, crude oil trains that would arrive here daily. (Explosions tend to get your attention.) But the oil has to leave here, too, on barges and tankers that will navigate the harbor and then the ocean as the oil makes its way to refineries on Puget Sound and along the West Coast.

A National Oceanic and Atmospheric Administration report released this week said the commercial seafood industry in Washington was responsible for just shy of 61,000 jobs in 2012. A heckuva lot of those are on the Twin Harbors. Crude oil and seafood don't mix.

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I'm skeptical that the physical and bureaucratic infrastructure will protect us from spills and other potential disasters. And once it's spilled, I'm even more skeptical that the tank farm and railroad companies will make things right.

I don't feel like most local elected officials are doing enough to watch out for us. When the City of Hoquiam and the state Department of Ecology determined that two giant tank farms fed daily by a rolling river of oil didn't warrant an environmental impact statement, it took the pressure of a lawsuit and the state Shoreline Hearings Board, which sometimes has to step in and protect local governments from themselves, to get the EIS process rolling.

The Port of Grays Harbor seems to have the attitude that it is just a bystander, ceding to land use and environmental regulators, its responsibility as a check and balance to seek industry that's right for the community. It would be nice to hear a resolution from the Port demanding that D-111 tank cars be taken out of service until their dangers are studied, or for Port officials to publicly press for environmental and safety assurances. Instead, it seems to have a we-just-work-here attitude. If the other government bureaucrats say it's OK, it must be OK.

This is an issue of statewide significance. The oil trains will roll along the Columbia River and much of the oil eventually will be transported by tankers through the strait and into Puget Sound. The state Department of Ecology needs to require an environmental impact statement that considers every risk.

Since the energy crisis of the 1970s it's been illegal to export U.S. oil, except small amounts that have gone to Canada. The huge Bakken oil deposits in the Midwest have driven U.S. production up dramatically and energy companies that didn't have a problem with the export ban a few years ago are now looking for new markets and pressing the government to lift the ban. Eventually, that might mean even greater quantities of oil passing through Grays Harbor — and creating refinery jobs in China and elsewhere on the Pacific Rim.

We've seen this formula before. The desperation that comes with high unemployment leads us to consider a dubious proposal that might not be welcomed in other communities. Usually it comes from underfunded investors looking for a little corporate welfare to leverage their financing.

This is one time when we should take a minute and think about the trade off.

Oil Refiners injured during (L) Ringing Bros. And Barnhart & Bailey Circus Act

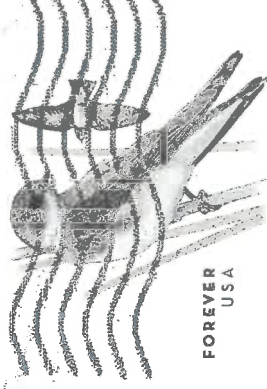
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% ICF International
710 Second Avenue Suite 550
Seattle, WA 98104

98104175425



Please acknowledge receipt of attached comment: Sity of Hoquiam Oil Terminal.docx Thank you for the opportunity to comment.

Bob Eugene
121 Woodard Rd
Newport, WA 99156

May 23, 2014

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

Dear Department of Ecology and City of Hoquiam,

Please acknowledge receipt of these comments.

I strongly oppose the construction of oil export terminals at Grays Harbor, WA without preparation of a Programmatic Environmental Impact Statement (PEIS). A PEIS is a comprehensive review of projects with impacts that are significantly interrelated, either programmatically, regionally or environmentally. Please include the following in the environmental impact study and statement.

This proposed terminal is no more than a link between the Bakken oil fields, rail transportation systems, a series of ports, ship transport across the Pacific Ocean to a final destination for thermal transfer into another type of energy.

There are adverse natural environment impacts including deforestation of the lands near the oil fields, geological changes and similar impacts will result from construction of additional rail lines.

There are adverse impacts to the air, through both diesel and other fuel emissions and fireballs at multiple unknown sites along the route at the scenes of rail accidents throughout the path from the oil fields through the entire paths to the final destination for combustion and the product of combustion into the atmosphere and returning to the U.S. and other countries throughout the globe further degrading the local environment and the climate. Consideration of adverse impacts of both full and "empty" rail cars and diesel locomotives should be considered because other oil train corridors experience adverse impacts in both directions of rail car travel. We certainly don't need a fireball like the recent ones in Lynchburg, VA. North Dakota and Quebec, Canada in downtown Spokane, WA where all rail traffic passes.

The Westway and Imperium terminal proposals in Grays Harbor will have significant impacts on the community, environment, waterways of Washington, and the future of Washington State and the region and I urge you to fully assess the environmental and cultural threats from these proposed projects. The Environmental Impact Statement for these projects should include an evaluation of:

-Cumulative impacts. 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 the 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 entire region.

-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 shale 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.

-Impacts to Grays Harbor communities. 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.

Public health impacts. The EIS should include the health risks to communities from Spokane to Grays Harbor from increased train traffic, air emissions from the diesel used pulling 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 the projects.

-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, tar sands extraction, transporting -- both by rail and marine vessel -- 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 shale 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.

Regarding the built environment, the proposed terminal will likely be noisy and would need to be well buffered; the increased train traffic and shipping traffic to and from the terminal will disrupt other surface traffic, and potentially impacting emergency response. Shale oil, under the right

conditions can ignite, and large quantities of such fuel will be very difficult to extinguish, likely resulting in significant air pollution, and result in injury or death to employees and emergency responders.

The terminal will provide blight on the ocean shores, whereas an alternative use for this property could provide a more compatible use and provide significantly greater economic benefit to the region with significant adverse environmental impacts.

There is likely to be adverse impacts to passenger train service, but with the number and length of oil trains proposed, and the residual diesel fumes that will be left along the tracks with each train, even those passengers traveling will experience air quality degradation even if there are no delays in their travel schedules.

The BNSF railway has indicated that oil (and coal) trains will take priority over agricultural and soft goods trains. Washington and Idaho rely on rail transportation to move their harvested crops to market. Agriculture is a significant economic driver for both Washington and Idaho, and the adverse impact on local agriculture needs to be taken into consideration.

An alternative that should be seriously considered is the “no action” alternative. The terminals should not be built because of the significant adverse impacts that will result if this terminal facilitated the degradation of the global environment.

If the “no action” alternative is not chosen, the following mitigation measures should be seriously considered:

1. Limit oil transported into the state and into the terminal be limited to being shipped within double wall containers to limit leakage from escaping along the transportation route and within the terminal.
2. Limit oil transported into the state to compartmented oil tanker rail cars that sub-divide compartments to no more than 10,000 gallons each and with tank constructions that are intended to limit the heat transferred to the primary tank when the construction is exposed to a 2-hour hydrocarbon pool fire and are provided with protection from physical damage. Tanks appropriately identified by product markings provide additional protection for the primary tank against projectile impact and vehicle impact.
3. Limit the storage volume of oil within or external to containers to limit the potential of ignition of oil into an inferno that exceeds the readily available fire extinguishing systems and require that the storage tanks constructions that are intended to limit the heat transferred to the primary tank when the construction is exposed to a 2-hour hydrocarbon pool fire and are provided with protection from physical damage. Tanks appropriately identified by product markings provide additional protection for the primary tank against projectile impact and vehicle impact..
4. Require the terminal to have a plan acceptable to the local fire department/district, department of ecology, state fire marshal and other entities as applicable to mitigate excess product from being delivered to the terminal when offshore markets are not receiving oil. This plan should consider that other countries may shift from oil-fired

thermal energy plants, vessels may not be available to transport oil from the terminal or other circumstances that a reasonable person could anticipate.

5. Require a surcharge of not less than \$10.00 per barrel of oil received into the terminal to pay for necessary transportation and infrastructure improvements and maintenance to avoid placing such burdens on taxpayers that are not benefiting from the terminal, Any excess funds beyond those necessary for transportation and infrastructure improvements shall be used for environmentally friendly energy production such as wind, solar, or wave energy and clean energy storage such as high capacity battery storage. Additionally, no tax incentive should be paid for the benefit of the owners for the drilling or transportation of the oil to or through the terminal.
6. All rail crossings should be required to be grade separated from surface travel to avoid long delays of normal travel and emergency vehicle travel. Taxpayers that do not benefit from the terminal should not be inconvenienced in their daily lives for the benefit of the terminal owners/operators. The grade separated crossings should be a condition of approval and should be in place prior to the expansion of the terminal.
7. All current state and federal subsidies to oil producers should be terminated and the funds should be re-directed into clean energy alternatives and direct societal benefits.

Based on the far reaching impacts of this project, I urge you to reject these unprecedented applications for the Westway and Imperium terminals in Grays Harbor.

Thank you for your consideration of these comments.

s/ Bob Eugene

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Tyler Fannin
first name last name
My address is 3116 164th SW
street
Lyanwood WA 98087
city state zip
naturalif3@gmail.com
email phone

I'm concerned that _____

Please study the impact of _____

Thank you for the opportunity to comment on these two projects. In a previous response sent to Ms. Toteff and Brian Shay we expressed our disbelief that these type of projects would be proposed in an area which is susceptible to sea level rise, earthquake activity and is in a tsunami zone. Despite the logic for rejection of these proposals due to these major factors we have listed additional concerns. The following need to be discussed for all the proposed Imperium, Westway and new US Development terminals. First and foremost, the effect of a major oil spill in Grays Harbor would be catastrophic and the effects of an earthquake and and/or tsunami on oil facilities located at the Port of Grays Harbor would change Aberdeen, Hoquiam and surrounding communities forever. A detailed scoping must include this worst case consequence of placing 30 million gallons of oil at the Imperium terminal which would increase ship traffic by 200 ships or barges per year and 33 million gallons of oil at the Westway terminal including 64 barge movements per year. The cumulative effects on the environment must be inclusive. If three oil terminal where placed in Grays Harbor what would be the affects to cities all along the route from North Dakota to Grays Harbor? What would be the impacts to Washington's economy? Specifically, the Environmental Impact Statements (EIS) for Westway and Imperium needs to be a comprehensive environmental and economic analysis reaching past the specific building of the facilities to the consequences for our coastal communities, Grays Harbor itself and the impact to the citizens and economy associated with the entire process including the implications of fracking.

Specific Areas of Concern LAND:

- 1) What type of mitigation and insurance measures are in place if an earthquake and tsunami impacts the oil facilities? Who pays for the cleanup? The Tohoku Japan tsunami in 2011 caused fuel storage containers in Japan to fail. Failure of these containers resulted in major damage to Japanese cities where fuel leaked out of the containment basins that surrounded the storage areas. Oil damage is difficult to clean up and often precludes rehabilitation of any contaminated structures.
- 2) What types of storage tanks are being proposed and what is the rating for withstanding a tsunami event?
- 3) What type of cable system will be used to ensure the storage tanks will remain secure during a tsunami event?

The Westway and Imperium sites are located on soils derived from dredge materials that have a high liquefaction susceptibility factor. Both locations are rated by the National Earthquake Hazards Reduction Program as a seismic class D-E site. However, both proposed bulk facility projects are located on past lagoon fills (see attached map). Since the surrounding areas which weren't lagoon fills are Classified D-E¹ does this indicate the site class for the specific project area needs to re-classified to a more susceptible level like F?

Our questions are;

- 4) Why is there a difference of 75 feet regarding piles driven into the ground from the proponents?
- 5) What are the piles being driven into? What are the well logs and the detailed geologic assessments that have been conducted?
- 6) What is the depth to bed rock?
- 7) The project is located in a potentially earthquake and liquefaction hazard zone; how are you going to mitigate if an accident occurs? What type of insurance and coverage do the proponents have?

Attached is a map showing various earthquake faults, earthquakes and liquefaction potential near Grays Harbor. Has this type of analysis been conducted in the environmental assessment for the terminals?

¹ D-E sites:

- Structures must be designed to resist seismic forces.
- Only structural systems that are capable of providing superior performance permitted.
- Many types of irregularities are prohibited.
- Nonstructural components that could cause injury must be provided with seismic restraint.
- Nonstructural systems required for life safety protection must be demonstrated to be capable of post-earthquake functionality.
- Special construction quality assurance measures are required.

- 8) Has there been an assessment regarding the structural damage that would happen during a smaller 5 to 7 magnitude event to the proposed facility?
- 9) How can you explain the practicability of increasing the oil capacity of these facilities knowing the dangers associated with their location?

Specific Areas of Concern WATER:

According to proponent documents pre-booming of all oil transfers over water is required to be safe and effective. Since the Chehalis River typically has a strong current and debris present how is that possible? According to the proponents documents if pre-booming cannot be safely conducted, alternative measures are required.

- 10) What exactly are the alternative measures? We want to see an investigative review of exactly what steps will be taken to protect against spilling oil in water in adverse conditions?

The Grays Harbor planning standard in WAC 173-182-405 specifies time and equipment requirements, including boom that is capable of encountering oil at advancing speeds of at least two knots in waves and appropriate for the operating environment. According to the Imperium SEPA “this standard shall be required in the facility’s Spill Contingency Plan.”

- 11) Since the annual average wind speed in Hoquiam averages 9.3 miles per hour (according to the Western Regional Climate Center), how are you going to control an oil spill in fast currents and with high winds (averaging above 2 knots or 2.3 mph)?

“Additional mitigation measure: In order to mitigate the risk of a spill impacting waters near identified sensitive areas such as the Chehalis River and associated wetlands. A map identifying the locations and equipment of the caches shall be provided to Ecology for approval.”

12) How can there be specific locations along the entire route that crosses over hundreds of streams and wetlands associated with the Chehalis River? We believe this is not possible. Seriously, what mitigation measures can stop an oil spill from damaging wetlands and the Chehalis River? Just look at the mess the recent Tar Sands oil pipeline rupture (March 26, 2013) has caused to the community in Mayflower Arkansas!

“Oil Spill Prevention for the Vessel Route to Reduce Risk of a Spill” you state “All crude oil tankers and oil barges shall be covered by the oil spill contingency plan held by Washington State Maritime Cooperative and approved by Ecology.”

- 13) Where is the plan and why was it not in the Imperium SEPA document?

“Pilots shall schedule the departure of loaded vessels to coincide with the high tide to prevent the potential for grounding.”

- 14) Which “high tides”?
- 15) What would the minimum high tide height be required for the departure of such large vessels to prevent grounding?
- 16) How will strong winds, currents and storms in Grays Harbor and along the Washington Coast effect departures?
- 17) How many times a month do such tides occur?

There will be increases in ship traffic proposed by Imperium and Westway.

- 18) What would the economic impacts be to commercial fishers, charters, oyster harvesters and sports boats wanting to access these areas?
- 19) Where is the full Environmental Impact Statement including a cost benefit analysis to determine the economic pros and cons associated with the ship and barge traffic in this proposal for Grays Harbor?
- 20) What is the effect of increased water traffic on marine mammals and aquatic life?
- 21) What is the acoustic pollution derived from the cumulative underwater noise of vessel traffic on mammals and aquatic life and the impact to migrations of marine mammals?

In the Imperium SEPA under “ Oil Spill Prevention for the Vessel Route to Reduce Risk of a Spill” it states, “In the case of a vessel casualty offshore (like a loss of propulsion or sinking), response tugs at Neah Bay and Columbia River could provide assistance, however, response times will depend on tug availability and weather conditions.” **Are you serious? This is not an acceptable action plan. This is an environmental disaster waiting to happen.** There are times when the bar is closed for more than a week!

- 22) Why is a response team of tugs not being stationed out of Grays Harbor? Should this not be a mandatory requirement of all involved to fund a response team of tugs station out of Grays Harbor?
- 23) What mitigation measures will be in place to protect migrating marine mammals? What federal agencies will be contacted to determine any type of marine impacts?

Specific Areas of Concern RAIL:

The Puget Sound and Pacific (PSAP) Railroad has a contract with a spill response contractor to respond to any derailment or spill along the route from Centralia to Grays Harbor. Evidently, a spill response plan has been submitted to the Federal Railroad Agency.

- 24) What are the exact details of the spill response plan that has been submitted to the Federal Railroad Agency?
- 25) Why is this document not part of the EIS process so it can be reviewed by all concerned parties?

- 26) As part of the permit, all pertinent spill response documents for the PSAP railroad need to be disclosed to the public and local response agencies. Will this occur, and if not, why?

There needs to be an analysis of the impact of increased railroad traffic from North Dakota to Grays Harbor! If there is a threefold increase in train traffic as proposed documents state there will not be a significantly impacted traffic patterns.

- 27) What data do you have to support this statement?
28) Has there been an analysis of traffic impacts from the proposed project?
29) How does it affect all communities along the rail lines?

According to documents from Westway "a Rail Transportation Impact Analysis" is to be completed prior to receiving the project Certificate of Occupancy for operation.

- 30) When will a rail transportation impact analysis be completed for **all** of the cities before the construction of the terminals? When can we expect this analysis?

According to the manufactures of the crude by rail tank cars they cannot make the cars safe because to do so would make the cars too heavy to transport oil. According to Mr. Williams of Genese/Wyoming the four recent derailments along their line from Centralia to the Port of Grays Harbor happened due to rain.

- 31) How then can the Balkin crude be safety transported since the U.S Department of Transportation has stated the 110 and 111 tank cars are unsafe and the rail lines are susceptible to derailment due to rainfall?

Specific Areas of Concern Fresh and Salt Water Fish:

- 32) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Buccaccio Rockfish?
- 33) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Endangered Snake River Sockeye Salmon?
- 34) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Endangered Snake River Sockeye Salmon?
- 35) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Bull Trout?
- 36) How will a rail oil spill response plan for Grays Harbor drainages ensure the protection of the Federally Threatened Bull Trout?

- 37) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Threatened Canary Rockfish?
- 38) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Columbia River Chinook Salmon?
- 39) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Columbia River Chinook Salmon?
- 40) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Columbia River Chum Salmon?
- 41) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Columbia River Chum Salmon?
- 42) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Columbia River Coho Salmon?
- 43) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Columbia River Coho Salmon?
- 44) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Columbia River Steelhead Trout?
- 45) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Green Sturgeon?
- 46) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Green Sturgeon?
- 47) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Columbia River Steelhead Trout?
- 48) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Eulachon?
- 49) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Eulachon?
- 50) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Threatened Hood Canal Summer Chum Salmon?

- 51) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Threatened Ozette Lake Sockeye Salmon?
- 52) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Threatened Puget Sound Chinook Salmon?
- 53) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Threatened Puget Sound Steelhead Trout?
- 54) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Yelloweye Rockfish?
- 55) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federal Species of Concern Copper Rockfish?
- 56) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the State Candidate Greenstriped Rockfish?
- 57) How will a rail oil spill response plan for the Grays Harbor drainages ensure the protection of the State Sensitive Olympic Mudminnow?
- 58) How will an oil spill response plan for the coast of Washington ensure the protection of the State Candidate and Federal Species of Concern Pacific Hake?
- 59) How will an oil spill response plan for the coast of Washington ensure the protection of the State Candidate and Federal Species of Concern Quillback Rockfish?
- 60) How will an oil spill response plan for the coast of Washington ensure the protection of the State Candidate and Federal Species of Concern Pacific Herring?
- 61) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the State Candidate and Federal Species of Concern Quillback Rockfish?
- 62) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the State Candidate Redstripe Rockfish?
- 63) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the State Candidate and Federal Species of Concern River Lamprey?
- 64) How will a rail oil spill response plan for the Grays Harbor drainages ensure the protection of the State Candidate and Federal Species of Concern River Lamprey?

- 65) How will an oil spill response plan for the coast of Washington ensure the protection of the State Candidate Tiger Rockfish?
- 66) How will an oil spill response plan for the coast of Washington ensure the protection of the State Candidate Widow Rockfish?
- 67) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federal Species of Concern Pacific Lamprey?
- 68) How will a rail oil spill response plan for the Western and Eastern Washington ensure the protection of the Federal Species of Concern Pacific Lamprey?
- 69) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Leopard Dace?
- 70) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Umatilla Dace?
- 71) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Mountain Sucker?
- 72) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Sensitive and Federal Species of Concern Pygmy Whitefish?

Specific Areas of Concern Bird Life:

- 73) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Marbled Murrelet which spends most of its life within 5 miles of the Washington coast?
- 74) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the forage fish for the Marbled Murrelet which includes the Pacific Herring, Anchovy, Pacific Sand Lance, Capelin and Krill will be protected from a spill?
- 75) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Endangered American White Pelican?
- 76) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the State Endangered and Federal Species of Concern Brown Pelican?
- 77) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Endangered Sandhill Crane?

- 78) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Snowy Plover?
- 79) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Sensitive and Federal Species of Concern Bald Eagle?
- 80) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Sensitive and Federal Species of Concern Bald Eagle?
- 81) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Candidate and Federal Species of Concern Northern Goshawk?
- 82) How will a rail oil spill response plan for Western Washington State ensure the protection of the State Candidate Pileated Woodpecker?
- 83) How will a rail oil spill response plan for South Western Washington State ensure the protection of the State Candidate Purple Martin?
- 84) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Cassin's Auklet?
- 85) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Sensitive and Federal Species of Concern Peregrine Falcon?
- 86) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Brandt's Cormorant?
- 87) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Candidate and Federal Species of Concern Yellow-billed Cuckoo?
- 88) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Common Murre?
- 89) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Threatened Ferruginous Hawk?
- 90) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Tufted Puffin?
- 91) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Candidate Flammulated Owl?

- 92) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Western Grebe?
- 93) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Candidate Western Grebe?
- 94) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Candidate Golden Eagle?
- 95) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Threatened Columbian Sharp-tailed Grouse?
- 96) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Sensitive Common Loon?
- 97) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Sensitive Common Loon?
- 98) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Threatened and Federal Candidate Greater Sage Grouse?
- 99) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Candidate Burrowing Owl?
- 100) How will a rail oil spill response plan for Southwestern Washington ensure the protection of the Federally Threatened Streaked Horned Lark?
- 101) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Streaked Horned Lark?

Specific Areas of Concern Mammals:

- 102) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Blue Whale?
- 103) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Endangered Northern Sea Otter?
- 104) How will a rail oil spill response plan for Southwest Washington ensure the protection of the Federally Threatened Tenino Pocket Gopher?

- 105) How will a rail oil spill response plan for Southwest Washington ensure the protection of the Federally Threatened Yelm Pocket Gopher?
- 106) How will a rail oil spill response plan for Southwest Washington ensure the protection of the State Threatened Mazama (western) Pocket Gopher?
- 107) How will a rail oil spill response plan for Southwest Washington ensure the protection of the Federally Endangered Columbian White-tailed Deer?
- 108) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Sperm Whale?
- 109) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Threatened and Federal Species of Concern Stellar Sea Lion?
- 110) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Fin Whale?
- 111) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Species of Concern White-tailed Jack Rabbit?
- 112) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Species of Concern Gray Whale?
- 113) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the Federally Endangered Gray Wolf?
- 114) How will a rail oil spill response plan for Southwest Washington ensure the protection of the State Threatened Western Gray Squirrel?
- 115) How will a rail oil spill response plan for Southwest Washington ensure the protection of the State Candidate Gray-tailed Vole?
- 116) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Harbor Porpoise?
- 117) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Humpback Whale?
- 118) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Killer Whale?

Specific Areas of Concern Mollusk:

- 119) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate California Floater?
- 120) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Dalle's Sideband?
- 121) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Columbia Oregonian Mollusk?
- 122) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Columbia Pebblesnail?
- 123) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Northern Abalone?
- 124) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Giant Columbia River Limpet?
- 125) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Newcomb's Littorine Snail?

Specific Areas of Concern Reptiles and Amphibians:

- 126) How will a rail oil spill response plan for the Black River drainage in Grays Harbor ensure the protection of the State Endangered and Federal Candidate Oregon Spotted Frog?
- 127) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Loggerhead Sea Turtle?
- 128) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Candidate Sagebrush Lizard?
- 129) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Endangered Northern Leopard Frog?

- 130) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Cascade Torrent Salamander?
- 131) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Candidate Columbia Spotted Frog?
- 132) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Candidate Western Toad?
- 133) How will a rail oil spill response plan for Southwestern Washington State ensure the protection of the State Candidate Dunn's Salamander?
- 134) How will a rail oil spill response plan for Southwestern Washington State ensure the protection of the State Candidate Van Dyke's Salamander?
- 135) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Green Sea Turtle?
- 136) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Leatherback Sea Turtle?

Specific Areas of Concern Insects:

- 137) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Columbia Clubtail?
- 138) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Columbia River Tiger Beetle?
- 139) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Endangered Taylor's Checkerspot?
- 140) How will a rail oil spill response plan for Thurston County and Eastern Washington State ensure the protection of the State Endangered and Federal Species of Concern Mardon Skipper?
- 141) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Juniper Haristreak?
- 142) How will a rail oil spill response plan for Eastern Washington State ensure the protection of the State Candidate Silver-bordered bog fritillary?

- 143) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Chinquapin Hairstreak?
- 144) How will a rail oil spill response plan for Southwestern Washington State ensure the protection of the State Candidate Valley Silverspot?
- 145) How will a rail oil spill response plan for Grays Harbor County Washington ensure the protection of the State Candidate Puget Blue?
- 146) How will a rail oil spill response plan for Grays Harbor County Washington ensure the protection of the State Candidate and Federal Species of Concern Queen Charlotte's Copper?
- 147) How will a rail oil spill response plan for Grays Harbor County and Southwestern Washington State ensure the protection of the State Candidate Johnson's Hairstreak?
- 148) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Pacific Clubtail?

Specific Areas of Concern Other Species:

- 149) How will a rail oil spill response plan for Eastern Washington State ensure the protection of the State Candidate Giant Palouse Earthworm?
- 150) How will a rail oil spill response plan for Thurston County Washington ensure the protection of the Leschi's Millipede?

Specific Areas of Concern Global:

The projects are expected to increase CO₂ by more than 15,000 metric pounds a year. Reports show that pH is decreasing to critical levels in the Pacific Ocean. Increases in CO₂ are directly linked to this problem. Question;

- 151) Oyster spat are dying by the millions in Willapa Bay due to lower pH and oyster growers are increasingly desperate to get oyster to grow. How can there be justification to contribute to this problem by increasing CO₂ with the proposed terminals?

Specific Areas of Concern Air Pollution:

- 152) How will the crude oil rail cars be vented to protect the air quality people and animals breathe as the rail cars travel from North Dakota to Grays Harbor?

- 153) How will the oil tanks at Westway and Imperium be vented to protect the air quality people and animals breath in the Port of Grays Harbor and surrounding communities?
- 154) How will the transfer of oil from the tanks to vessels be vented to protect the air quality people and animals breath in the Port of Grays Harbor and surrounding communities?

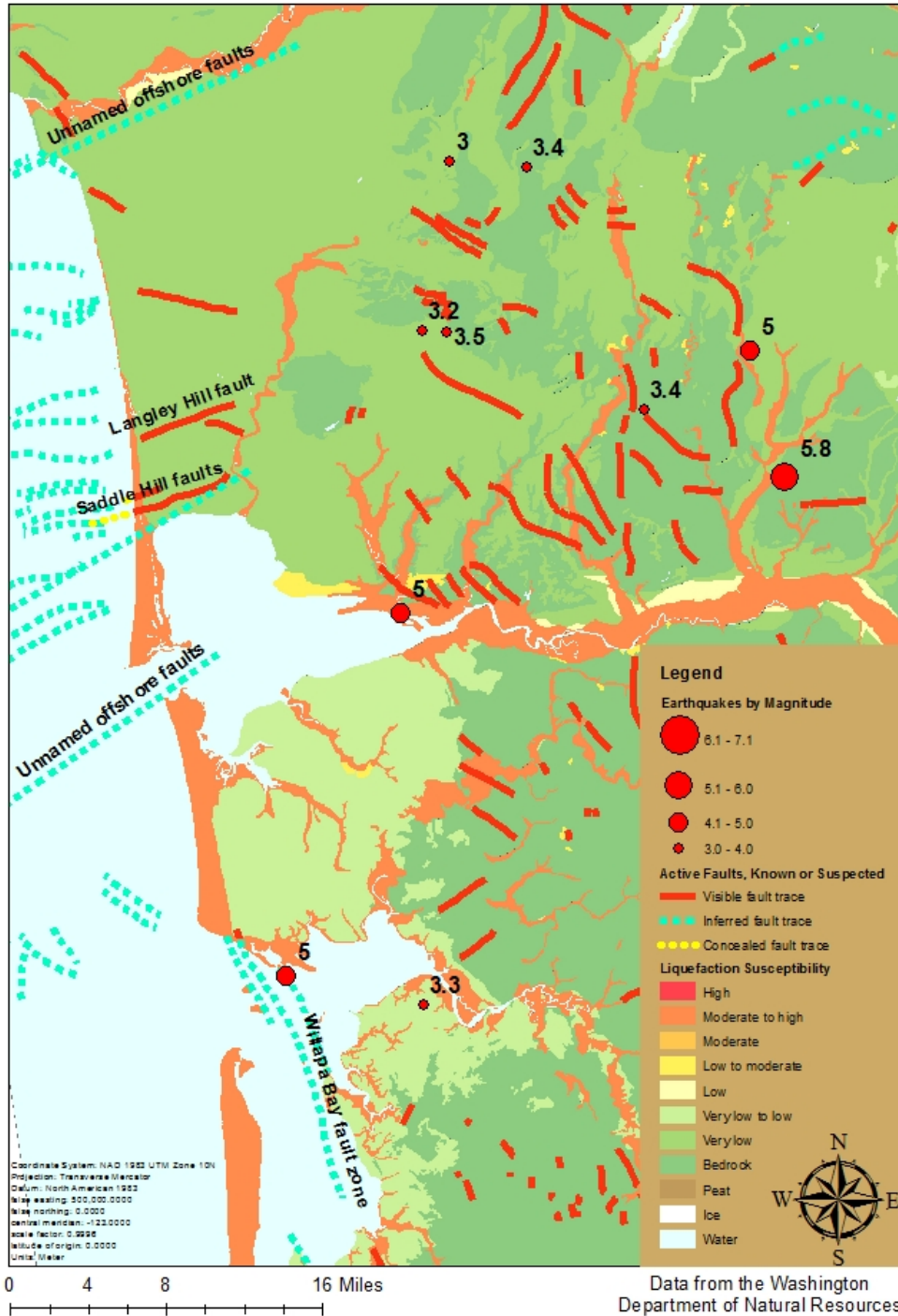
Specific Areas of Concern Exploding DOT 111 Rail Cars:

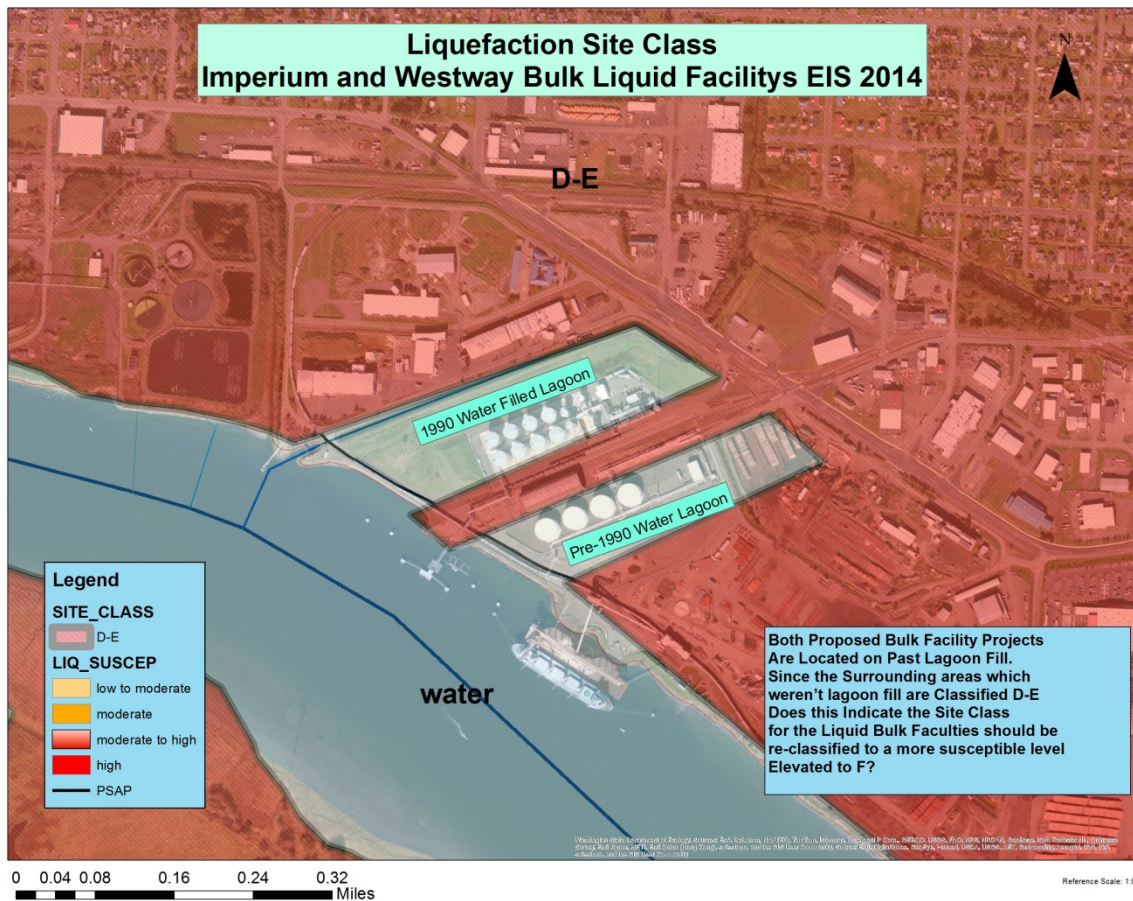
- 155) According to the National Transportation and Safety Board the Bakken North Dakota Crude Oil is more explosive and flammable than traditional crude oil – How will this be mitigated along the entire rail line from North Dakota to Grays Harbor to ensure the safety and well-being of all people living within 5 miles of the rail line?
- 156) The DOT 111 rail cars are not safe to carry Bakken North Dakota Crude Oil – Who will pay to mitigate for the fire, police, and ambulance services required to protect against a failed transport of such a volatile cargo?
- 157) **The DOT 111 rail cars have a high incident of tank failure during derailments –** How will this be corrected so as not to endanger the public's safety?

Specific Areas of Concern Economic Impacts to Communities:

- 158) A 20-30% percent drop in home values could be expected for communities with crude oil trains passing through them. Who will pay the home owners for the drop in home values associated with crude oil by rail?
- 159) Who will pay for the 7,000 residents that could lose their livelihood if an oil spill should devastate the marine resources in Grays Harbor or along the Washington Coast?
- 160) Who will pay for the homes along Grays Harbor and the Washington Coast that would be destroyed by an oil spill?
- 161) Who will pay for the agricultural lands that would be destroyed by a rail car derailment leaking thousands of gallons of crude oil during a flood event along the Chehalis River?

Folds and Faults Associated with Grays Harbor Including Recent Earthquake Locations





General Question(s):

- 162) Are all three crude oil terminal proposals and their combined impacts going to be included in this EIS?
 - a. If not, why?
 - b. All three proposals should be included in this EIS, including US Development.
- 163) All questions above and herein that are applicable need apply to all communities affected by increased train traffic, from North Dakota to Hoquiam and as such, impacts to those communities, their economies, infrastructure, environment, must be included in this EIS.

National Security:

The Railroads for National Defense Program (RND) ensures the readiness capability of the national railroad network to support defense deployment and peacetime needs. The Program integrates defense rail needs into civil sector planning affecting the Nation's railroad system. Rail transportation is extremely important to DOD since our heavy and tracked vehicles will deploy by rail to seaports of embarkation. The RND Program, in conjunction with the US Federal Railroad Administration (FRA), established the Strategic Rail Corridor Network (STRACNET) to ensure DOD's minimum rail needs are identified and coordinated with appropriate transportation authorities. STRACNET is an interconnected

and continuous rail line network consisting of over 36,000 miles of track serving over 130 defense installations. We work with state DOTs, the American Association of Railroads (AAR), the Surface Transportation Board (STB), the American Railway Engineering and Maintenance of Way Association (AREMA), the Railway Industrial Clearance Association (RICA), the FRA, and individual railroad companies to protect this railroad infrastructure...<http://www.tea.army.mil/DODProg/RND/default.htm>

The Puget Sound and Pacific Railroad is considered an important connector line in the STRACNET system, serving Naval Base Kitsap, a naval base consisting of Naval Submarine Base Bangor, and Naval Station Bremerton. http://www.cnic.navy.mil/regions/cnrnw/installations/navbase_kitsap.html

- 164) In the event of a national emergency and/or disaster; how will increased rail traffic on the PSAP impact the US Government and US military's ability to move and transport materials, troops, weapons, and equipment to and from Naval Base Kitsap? (I.e. in the event of an earthquake and tsunami on the coast, additional unit trains on the rail line could hamper recovery efforts...)
- a. Will Naval Base Kitsap and the US Military be continuously informed of each Crude Oil train entering and leaving the PSAP for preparedness purposes?
 - i. If not, why?
 - b. Hazardous Materials, including Trident Nuclear Missiles, have been transported on the PSAP in the past, how will increased rail traffic effect the military's ability to transport such materials effectively and safely through communities in the future?
- 165) Terrorism is a constant threat, with militia groups and home grown terrorism on the rise, for example, the Grays Harbor County Patriot Militia. How will the PSAP, Port of Grays Harbor and companies proposing crude oil terminals deal with the possibility of Crude Oil trains and facilities becoming targets for both terrorist abroad, and home grown?
- a. How will these proposals deal with the threat of sabotage and or terrorism to the trains and terminals?
 - b. How will rail infrastructure be adequately protected from such possible threats?
 - c. Or our communities?
- 166) Cybersecurity: It is understood a good portion of these new facilities will be highly automated; leaving them very vulnerable to cyber terrorism; as such, how vulnerable will these new facilities be to a possible cyber-attack?
- a. What kind of damage would a cyber-attack cause to such proposed facilities?
 - b. What is the worst case scenario for such an event and how will these companies deal with it?
 - i. What are the impacts of such an event to the local community, environment and economy?
 - ii. What countermeasures could be used to make sure such an attack never happens?
 - iii. Will these companies use such preventative measures?
 - iv. If not, why?
 - v. If so, will they be the most effective measures available, or not?
 - vi. If not, why?
- 167) Rail-infrastructure: As described above, in the event of a national emergency/disaster, the STRACNET system is vital to national security. How will increased rail traffic associated with these projects impact the PSAP's responsibility/or ability to maintain its railway to federal standards, specifically the portion of the line that is part of the STRACNET system?

- a. How will increased wear on the rails and associated infrastructure throughout the lifetime of these proposals impact the ability of the US Military and Navy for national readiness and regional defense?

Rail Infrastructure:

With four derailments occurring within a month of each other on the PSAP, severe doubt has been cast on the railroads ability to maintain its own infrastructure, not only for any future rail traffic such as the oil trains associated with these proposals, but for current rail traffic levels as well. The first derailment occurred on the east end of the Aberdeen rail yard, the second occurred in front of Wal-Mart, the third on Devonshire road near Central Park, and the fourth north of Centralia. In all cases, these derailments occurred below 15 MPH. Failing ties saturated with rain water were found to be the cause of the first two derailments. It's important to note that these ties were already failing to begin with, not just because it happened to be raining, which does on a regular basis in Grays Harbor. Deferred maintenance by the railroad has been cited as a possible cause for these derailments.

The PSAP has stated that an extensive overhaul of the railroad would be required before any hazardous materials like CBR would be allowed to traverse the rails. However, the PSAP fails to mention they already transport highly volatile methanol, a hazardous material which could explode similarly to the Crude by rail. This statement casts doubt on the Railroads validity.

- 168) What investments in PSAP infrastructure will take place before Crude Oil is transported through Grays Harbor?
 - a. Why haven't these investments already taken place for the methanol cars, which are a highly flammable and combustible hazardous material?
 - b. How much will these improvements cost?
 - c. Who will pay for such improvements?
 - d. Will these improvements be made before or after the proposed facilities become operationally complete?
- 169) With a history of derailments, prior to the latest four, will the PSAP be mandated to upgrade their entire track, from Centralia to Hoquiam, to Class 1 standards before any crude oil trains are permitted?
 - a. Will the PSAP be required to stop using the practice of deferred maintenance on the PSAP mainline before these proposals are complete? This simple action could have prevented the first two derailments and possibly the last two as well.
 - b. Will the PSAP be required to replace all outdated, structurally obsolete wooden and steel bridges with modern versions before these proposals are complete? This would reduce noise pollution from increased CBR rail traffic, substantially reduce the likelihood of a major derailment and Crude Oil spill in a river or stream, and increase safety for all other products being transported on the line. Also would allow for increased train speeds and less traffic blockage in cities. Removal of creosote pilings would also benefit the environment.
 - c. Will the PSAP be required to replace all outdated obsolete concrete/steel culverts with fish passable versions where applicable before these proposals are complete? This would reduce the chances of derailments causing potential spills of Crude Oil in small streams and wetlands along the line; also would allow for faster train speeds, less traffic blockage in cities, and habitat gain for salmonid species.

- d. Will the PSAP be required to upgrade all major crossings to modern standards, using concrete padded crossings and proper warning signals and signage before these proposals are complete?
- i. Will the PSAP be required to create new Quiet zones in all cities along the line?
 - ii. Furthermore will the PSAP be required to inspect and replace all private crossings where need be?

These actions would increase safety, decrease noise pollution and increase train speeds, while also decreasing traffic blockage in cities.

- e. Will the PSAP be required to replace all wood sleepers with modern concrete sleepers before these proposals are complete? Including sleeper pads were needed for turns and corners?

This was done to the transcontinental Adelaide–Darwin railway in Australia, also owned by Genesee and Wyoming; advantages include;

- Can be cheaper than wooden alternatives.
- Does not need to be treated with chemicals.
- Does not rot.
- Extra weight makes track more stable, particularly with changes in temperature.
- Withstand fire hazards better than wooden sleepers.
- Longer life than wooden sleepers.
- Less maintenance means lower ongoing costs and fewer track closures.
- The date (or at least the 2-digit year) of manufacture is usually molded into the top surface.

Overall, would improve safety, speed of trains; removal of creosote coated sleepers would benefit the environment. There would also be less maintenance costs in the long run and less chance of a derailment and spill.

- f. Will the PSAP be required to replace the contrary old rail subgrade where need be while also cleaning and replacing ballast with modern rock ballast before these proposals are complete? (Larger ballast required for concrete sleepers). Would reduce maintenance and chances of derailments and spills, especially during a natural disaster, such as an earthquake.
- g. Will the PSAP be required to replace all track with standard gauge continuously welded track before these proposals are complete? This would reduce noise pollution from increased CBR trains and also strengthen rails, reduce maintenance cost, and reduce the chances of derailments.

- 170) Will the PSAP be required to install and operate a smart transportation system for the entire line before these proposals are complete? Would inform first responders along the tracks when a train would be passing through, would warn drivers in key areas of Grays Harbor how long they have before a train blocks their route, for example, reader boards at the Olympic Gateway Mall could inform shoppers of how long they have until the next train passes through. System could also help streamline the railroad, making it far safer and more efficient.

Rail Safety:

- 171) How will increased train traffic from these proposals impact safety in our cities?
- a. With increased train traffic comes an increased chance of fatalities due to train related accidents; civilian or railroad workers. What is the estimated percentage increase of possible deaths associated with an increased percentage of train traffic?

- b. Will there be any public outreach; in our schools and cities, to re-emphasize rail safety due to an increased amount of train traffic from these proposals?
 - c. If not, why?
 - d. As part of the EIS it should be required that monthly rail safety meetings are made available to the public in each of the affected cities and towns along the rail line. Will this be required?
 - a. If not, why?
 - e. Every school in close proximity to the railroad must have classes on rail safety. Will this be required?
 - a. If not, why?
- 172) What cumulative effects will increased train traffic from these proposals have on those of the community who suffer from respiratory illnesses, including but not limited to asthma?
- a. What are the direct impacts to human health from the diesel locomotives and the exhaust they produce?
 - i. What particulates are produced by these motors and what are the possible health risks associated with them?
 - ii. What are the indirect health impacts, multigenerational and through the life of these projects, which may or may not be caused by prolonged exposure to this exhaust?
 - b. What are the direct impacts to human health from the venting of crude oil fumes from the tanker cars?
 - i. What particulates and gasses are produced by this venting and hat are the possible health risks associated with them?
 - ii. What are the indirect health impacts, multigenerational and through the life of these projects, which may or may not be caused by prolonged exposure to these fumes?
 - c. These cumulative impacts impact not only Grays Harbor but every community along the rails carrying this product, from North Dakota to Hoquiam. Will the EIS include these health impacts to all people living within close proximity to these rail routes?

Tourism and Real-estate:

- 173) What impacts will this increased rail traffic from these proposals have to tourism in our cities?
- a. Of the terminal facilities themselves, what impact will they have to the local tourism industry?
 - i. What impacts will these industrial proposals make to the perception of Grays Harbor?
- 174) What impacts will these proposals have on the local real-estate markets?
- a. What impacts will the proposed terminals have on the housings prices in residential neighborhoods near them?
 - b. What impacts will the increased rail traffic have on local real-estate values, in each city in Grays Harbor?

The following is a list of **ALL** cities and towns (w/ established governments) located on or near a railroad carrying Crude Oil into the States of Washington and Oregon from the Bakken Oil Fields in North Dakota.

This list does **not** include;

- 1.) Small towns/cities who do not have an established form of government such as an elected mayor & city council.
- 2.) Small towns/cities who do not have an official government website or affiliated public website displaying appropriate contact information for local elected officials.
- 3.) Small towns/cities whose websites or affiliated websites are potentially dangerous, or are considered inappropriate.

WARNING: Be aware that the following websites for listed towns and cities are for the most part, official sites, or are affiliated with local governments and display pertinent contact information. **However; please be warned that by clicking on ANY of the following links you may be putting your computer at risk of getting a harmful virus or malware program.** Even though none of the below links proved to be harmful when finding and listing them, that does not mean they are not harmful. **Please use caution when using this list.**

This list is intended for research and public awareness/outreach purposes only.

Work Credited to: Jarred Figlar-Barnes

#

List Info:

Cities listed as follows: City Name, State, Zip-code*, **Population****, and [Website](#).

* Cities with multiple Zip-codes do not have a specific code listed.

** 2012 US Census (estimated) Population is in **bold** (2000 or 2010 official census counts will be marked with an * if no data was found for 2012). ***

*** Canadian city/municipality census data from Canada's 2011 census will be marked with a **red ***.

The Cities of Auburn and Everett are listed twice and are noted as such with **, both cities appear in two separate route lists, as such, Population Data appears in red as a reminder to not count cities twice in adding up regional populations;

#

Main CBR Route from North Dakota to Spokane, Washington (Cities proceed East to West):

North Dakota:

Railroad: Burlington Northern Santa Fe

- Tioga, ND 58852, **1,244** - <http://www.tiogand.net/>
- Ray, ND 58849, **609** - <http://www.raynd.com/>
- Williston, ND 58801, **18,532** - <http://www.cityofwilliston.com/>

Southern Branch Sub-Route (from South to North):

Montana:

Railroad: Burlington Northern Santa Fe

- Sidney, Mt 59270, **5,934** - <http://www.cityofsidneymt.com/index.html>
- Fairview, Mt 59221, **939** - <http://www.midrivers.com/~fairview/>

Main Route from East to West (Cont.):

Montana:

Railroad: Burlington Northern Santa Fe

- Culbertson, Mt 59218, **768** - <http://www.culbertsonmt.com/>
- Poplar, Mt 59255, **845** - <http://www.poplarmt.com/poplar.htm>
- Wolf Point, Mt 59201, **2,733** - <http://ci.wolf-point.mt.us/>
- Glasgow, Mt 59230, **3,319** - <http://www.glasgowmontana.com/index.php>
- Malta, Mt 59538, **1,936** - <http://www.maltachamber.com/philco/municip.htm>
- Chinook, Mt 59523, **1,242** - <http://www.cityofchinook.com/>
- Havre, Mt 59501, **9,620** - <http://ci.havre.mt.us/>
- Chester, Mt 59522, **873** - <http://chester-montana.com/>
- Shelby, Mt 59474, **3,327** - <http://www.shelbymt.com/>
- Cut Bank, Mt 59427, **2,963** - <http://www.cityofcutbank.org/>
- Columbia Falls, Mt 59912, **4,712** - <http://cityofcolumbiafalls.org/>
- Whitefish, Mt 59937, **6,460** - <http://www.cityofwhitefish.org/>
- Libby, Mt 59923, **2,688** - <http://www.libbymontana.com/>

Idaho:

Railroad: Burlington Northern Santa Fe

- Bonners Ferry, ID 83805, **2,610** - <http://www.bonnersferry.id.gov/>
- Sandpoint, ID 83864, **7,403** - <http://www.cityofsandpoint.com/>
- Rathdrum, ID 83858, **7,024** - <http://www.rathdrum.org/>

Washington:

Railroad: Burlington Northern Santa Fe

- Millwood, WA 99206, **1,770** - <http://cityofmillwood.org/content/>
- Spokane, WA, **209,525** – new website: <https://beta.spokanecity.org/> or old: <http://www.spokanecity.org/>

West Route from Spokane to Everett (East to West):

Washington:

Railroad: Burlington Northern Santa Fe

- Harrington, WA 99134, **413** - <http://www.harringtonbiz.com/>
- Odessa, WA 99159, **887** - <http://www.odessawa.com/>
- Ephrata, WA 98823, **7,916** - <http://www.ephrata.org/>
- Quincy, WA 98848, **7,013** - <http://quincywashington.us/quincy/>
- Wenatchee, WA, **32,562** - <http://www.wenatcheewa.gov/>
- Cashmere, WA 98815, **3,145** - <http://www.cityofcashmere.org/>
- Leavenworth, WA 98826, **1,989** - <http://www.cityofleavenworth.com/>
- Index, WA 98256, **184** - <http://www.indexwa.org/council.htm>
- Gold Bar, WA 98251, **2,089** - <http://www.cityofgoldbar.us/>

- Sultan, WA 98294, **4,715** - <http://ci.sultan.wa.us/>
- Monroe, WA 98272, **17,503** - <http://www.monroewa.gov/>
- Snohomish, WA 98290, **9,275** - <http://ci.snohomish.wa.us/>
- ** Everett, WA, **104,655** - <http://www.ci.everett.wa.us/default.aspx>

Southwest Route from Spokane to Tri-Cities (East to Southwest):

Washington:

Railroad: Burlington Northern Santa Fe

- Cheney, WA 99004, **11,018** - <http://www.cityofcheney.org/>
- Sprague, WA 99032, **435** - http://www.sprague-wa.us/City_Government.html
- Ritzville, WA 99169, **1,678** - www.ritzville-wa.gov/
- Lind, WA 99341, **572** - <http://www.lindwa.com/>
- Hatton, WA 99344, **102** - <http://www.mrsc.org/cityprofiles/cityprofile.aspx?id=95>
- Connell, WA 99326, **5,421** - <http://www.cityofconnell.com/>
- Mesa, WA 99343, **501** - <http://www.mrsc.org/cityprofiles/cityprofile.aspx?id=137>
- Pasco, WA, **65,600** - <http://www.pasco-wa.gov/>
- Kennewick, WA, **75,971** - <http://www.go2kennewick.com/go2kennewick/default.aspx>

Northwest Route from Tri-Cities to Auburn (East to Northwest):

Washington:

Railroad: Burlington Northern Santa Fe

- Benton City, WA 99320, **3,142** - http://www.ci.benton-city.wa.us/city_government.htm
- Prosser, WA 99350, **5,799** - <http://cityofprosser.com/>
- Mabton, WA 98935, **2,323** - <http://www.cityofmabton.com/>
- Toppenish, WA 98948, **9,017** - <http://www.cityoftoppenish.us/>
- Wapato, WA 98951, **5,065** - <http://wapato-city.org/>
- Union Gap, WA 98903, **6,060** - <http://www.cityofuniongap.com/>
- Yakima, WA, **93,101** - <http://www.yakimawa.gov/>
- Selah, WA 98942, **7,333** - <http://ci.selah.wa.us/cityHome.html>
- Ellensburg, WA, **18,348** - <http://www.ci.ellensburg.wa.us/>
- Cle Elum, WA 98922, **1,890** - <http://www.cityofcleelum.com/>
- Maple Valley, WA, **24,171** - <http://www.maplevalleywa.gov/>
- Covington, WA 98042, **18,298** - <http://www.covingtonwa.gov/>
- ** Auburn, WA, **73,505** - <http://www.auburnwa.gov/home.htm>

*** - Both Western Routes travel through the Columbia River Gorge, one on the north side (Washington Side) and one on the south side (Oregon Side);**

*** Western Route from Tri-Cities to Vancouver, WA (East to West along the Columbia River Gorge, WA side):**

Washington:

Railroad: Burlington Northern Santa Fe

- Lyle, WA 98635, **530*** - <http://www.a2zgorge.info/towns/lyle.htm>
- White Salmon, WA 98672, **2,259** - <http://white-salmon.net/content/city-white-salmon>
- Stevenson, WA 98648, **1,482** - <http://ci.stevenson.wa.us/>

- North Bonneville, WA 98639, **961** - <http://www.northbonneville.net/>
- Washougal, WA 98671, **14,584** - <http://www.cityofwashougal.us/>
- Camas, WA 98607, **20,490** - <http://www.cityofcamas.us/>
- Vancouver, WA, **165,489** - <http://www.cityofvancouver.us/>

*** Southwest Route from Tri-Cities to Portland, OR (East to West along the Columbia River Gorge, OR side):**

Oregon:

Railroad: Union Pacific

- Hermiston, OR 97838, **17,111** - <http://www.hermiston.or.us/>
- Boardman, OR 97818, **3,335** - <http://www.cityofboardman.com/>
- Rufus, OR 97050, **243** - <http://www.cityofrufus.net/>
- The Dalles, OR 97058, **13,783** - <http://www.ci.the-dalles.or.us/>
- Mosier, OR 97040, **437** - <http://cityofmosier.com/>
- Hood River, OR 97031, **7,292** - <http://ci.hood-river.or.us/>
- Cascade Locks, OR 97014, **1,149** - <http://www.cascade-locks.or.us/>
- Troutdale, OR 97060, **16,425** - <http://www.ci.troutdale.or.us/>
- Wood Village, OR 97060, **3,960** - <http://www.ci.wood-village.or.us/>
- Fairview, OR 97024, **9,153** - <http://fairvieworegon.gov/>
- Gresham, OR 97030, **108,956** - <https://greshamoregon.gov/>
- Portland, OR, **603,106** - <http://www.portlandoregon.gov/>

Sub-Route from Portland to Port of Westward CBR Proposal near Clatskanie, Oregon (East to West):

Oregon:

Railroad: Portland & Western Railroad (Genesee & Wyoming)

- Scappoose, OR 97056, **6,658** - <http://www.ci.scappoose.or.us/>
- St. Helens, OR 97051, **12,910** - <http://www.ci.st-helens.or.us/>
- Columbia City, OR 97018, **1,940** - <http://www.columbia-city.org/>
- Rainier, OR 97048, **1,889** - <http://www.cityofrainier.com/>

North Route from Vancouver to Centralia (South to North):

Washington:

Railroad: Burlington Northern Santa Fe

- Ridgefield, WA 98642, **5,260** - <http://www.ci.ridgefield.wa.us/>
- Woodland, WA 98674, **5,540** - <http://www.ci.woodland.wa.us/>
- Kalama, WA 98625, **2,323** - <http://www.cityofkalama.com/>
- Kelso, WA, **11,832** - <http://www.kelso.gov/>
- Longview, WA, **36,458** - <http://www.mylongview.com/>
- Castle Rock, WA 98611, **1,984** - <http://ci.castle-rock.wa.us/index.htm>
- Vader, WA 98593, **619** - <http://www.mrsc.org/cityprofiles/cityprofile.aspx?id=241>
- Winlock, WA 98596, **1,329** - <http://www.winlockwa.govoffice2.com/>
- Napavine, WA 98565, **1,766** - <http://www.cityofnapavine.com/>
- Chehalis, WA, **7,298** - <http://ci.chehalis.wa.us/>

- Centralia, WA, **16,505** - <http://www.cityofcentralia.com/>

West Sub-Route from Centralia to Hoquiam (East to West to the Port of Grays Harbor proposed oil terminals):

Washington:

Railroad: Puget Sound & Pacific (Genesee & Wyoming)

- Rochester, WA 98579, **1,829*** - <http://www.rochester-wa.com/>
- Oakville, WA 98568, **676** - <http://www.oakvillecityhall.com/>
- Elma, WA 98541, **3,052** - <http://www.cityofelma.com/>
- Montesano, WA 98563, **3,905** - <http://www.montesano.us/>
- Aberdeen, WA, **16,529** - <http://aberdeenwa.gov/>
- Hoquiam, WA, **8,535** - <http://www.cityofhoquiam.com/>

North Route from Centralia to Seattle (South to North):

Washington:

Railroad: Burlington Northern Santa Fe

- Bucoda, WA 98530, **562** - <http://bucoda.us/>
- Tenino, WA 98589, **1,699** - <http://www.ci.tenino.wa.us/>
- Lacey, WA 98503, **43,860** - <http://www.ci.lacey.wa.us/>
- DuPont, WA 98327, **8,808** - <http://www.ci.dupont.wa.us/>
- Steilacoom, WA 98388, **6,070** - <http://www.townofsteilacoom.com/>
- University Place, WA 98466, **31,562** - <http://www.cityofup.com/>
- Tacoma, WA, **202,010** - <http://www.cityoftacoma.org/>
- Fife, WA, 98424, **9,333** - <http://www.cityoffife.org/>
- Puyallup, WA, **38,147** - <http://www.cityofpuyallup.org/>
- Edgewood, WA 98372, **9,501** - <http://www.cityofedgewood.org/>
- Sumner, WA 98390, **9,541** - <http://ci.sumner.wa.us/>
- Pacific, WA 98047, **6,838** - <http://www.cityofpacific.com/>
- Algona, WA 98001, **3,101** - <http://www.algonawa.gov/>
- ** Auburn, WA, **73,505** - <http://www.auburnwa.gov/home.htm>
- Kent, WA, **122,999** - <http://kentwa.gov/>
- Tukwila, WA, **19,611** - <http://www.tukwilawa.gov/>
- Renton, WA, **95,448** - <http://rentonwa.gov/government/>
- Seattle, WA, **634,535** - <http://www.seattle.gov/>

North Route from Seattle, WA to Vancouver, BC (South to North):

Washington:

Railroad: Burlington Northern Santa Fe

- Shoreline, WA, **54,352** - <http://www.cityofshoreline.com/>
- Woodway, WA 98020, **1,322** - <http://www.townofwoodway.com/>
- Edmonds, WA, **40,400** - <http://www.ci.edmonds.wa.us/>
- Lynnwood, WA (North Lynnwood), **36,275** - <http://www.ci.lynnwood.wa.us/>
- Mukilteo, WA, 98275, **20,605** - <http://www.ci.mukilteo.wa.us/>
- ** Everett, WA, **104,655** - <http://www.ci.everett.wa.us/default.aspx>

- Marysville, WA, **62,402** - <http://www.marysville.ca.us/>
- Stanwood, WA 98292, **6,422** - <http://www.ci.stanwood.wa.us/>
- Mt Vernon, WA, **32,287** - <http://www.mountvernonwa.gov/>
- Burlington, WA, 98233, **8,470** - <http://burlingtonwa.gov/>

Anacortes Refinery:

- Anacortes, WA, 98221, **15,928** - <http://www.cityofanacortes.org/>

North Route (Cont.):

Washington:

Railroad: Burlington Northern Santa Fe

- Bellingham, WA, **82,234** - <http://www.cob.org/>
- Ferndale, WA 98248, **11,998** - <http://www.cityofferndale.org/>
- Blaine, WA 98230, **4,831** - <http://www.ci.blaine.wa.us/>

British Columbia, Canada:

Railroad: Burlington Northern Santa Fe/Canada National

- White Rock, BC, **19,339*** - <http://www.whiterockcity.ca/>
- Surrey, BC, **468,251*** - <http://www.surrey.ca/>
- Delta, BC (Corporation/Municipality Includes Cities), **99,863*** - <http://www.corp.delta.bc.ca/>
- New Westminster, BC, **65,976*** - <http://www.newwestcity.ca/>
- Burnaby, BC, **223,218*** - <http://www.burnaby.ca/home.html>
- Vancouver, BC, **603,502*** - <http://vancouver.ca/>

Some Facts:

Total Cities along routes including populations divided up by State/Province:

- 3 Communities in North Dakota, **20,385 Total Pop.**
- 15 in Montana, **48,359**
- 3 in Idaho, **17,037**
- 91 in Washington, **2,785,377**
- 16 in Oregon, **808,347**
- 6 in British Columbia, Canada, **1,480,149**

= 134 Communities in total with a combined population of just over 5,159,654 people.

Large cities such as Seattle and Portland are sprawling; not all of their populace lies directly near or around the railroad. It is advisable then for a more accurate population number, to subtract major cities from the totals provided above. Note, population totals are derived from within the city/town boundaries, and do not represent rural or unincorporated areas.

Cite Sources:

- US Census Bureau – Census Explorer - <http://www.census.gov/censusexplorer/censusexplorer.html>
- Census of Canada – Statistic Canada, Census Data Navigator - <http://www12.statcan.gc.ca/census-recensement/2011/dp-pd/map-carte/index-eng.cfm>

List can be found at; <http://fracfocus.org/chemical-use/what-chemicals-are-used>

Possible fracking chemicals that could be found in Crude Oil coming to Grays Harbor;

Acids -

Hydrochloric Acid 007647-01-0 helps dissolve minerals and initiate cracks in the rock.

Biocide(s) -

Glutaraldehyde 000111-30-8 Eliminates bacteria in the water that produces corrosive by-products.

Quaternary Ammonium Chloride 012125-02-9 Eliminates bacteria in the water that produces corrosive by-products.

Quaternary Ammonium Chloride 061789-71-1 Eliminates bacteria in the water that produces corrosive by-products.

Tetrakis Hydroxymethyl-Phosphonium Sulfate 055566-30-8 Eliminates bacteria in the water that produces corrosive by-products.

Breaker(s) -

Ammonium Persulfate 007727-54-0 allows a delayed break down of the gel.

Sodium Chloride 007647-14-5 Product Stabilizer.

Magnesium Peroxide 014452-57-4 Allows a delayed break down the gel.

Magnesium Oxide 001309-48-4 Allows a delayed break down the gel.

Calcium Chloride 010043-52-4 Product Stabilizer.

Clay Stabilizer(s) -

Choline Chloride 000067-48-1 Prevents clays from swelling or shifting.

Tetramethyl ammonium chloride 000075-57-0 Prevents clays from swelling or shifting.

Sodium Chloride 007647-14-5 Prevents clays from swelling or shifting.

Corrosion Inhibitor(s) -

Isopropanol 000067-63-0 Product stabilizer and / or winterizing agent.

Methanol 000067-56-1 Product stabilizer and / or winterizing agent.

Formic Acid 000064-18-6 Prevents the corrosion of the pipe.

Acetaldehyde 000075-07-0 Prevents the corrosion of the pipe.

Crosslinker(s) -

Petroleum Distillate 064741-85-1 Carrier fluid for borate or zirconate crosslinker.

Hydrotreated Light Petroleum Distillate 064742-47-8 Carrier fluid for borate or zirconate crosslinker.

Potassium Metaborate 013709-94-9 Maintains fluid viscosity as temperature increases.

Triethanolamine Zirconate 101033-44-7 Maintains fluid viscosity as temperature increases.

Sodium Tetraborate 001303-96-4 Maintains fluid viscosity as temperature increases.

Boric Acid 001333-73-9 Maintains fluid viscosity as temperature increases.

Zirconium Complex 113184-20-6 Maintains fluid viscosity as temperature increases.

Borate Salts N/A Maintains fluid viscosity as temperature increases.

Ethylene Glycol 000107-21-1 Product stabilizer and / or winterizing agent.

Methanol 000067-56-1 Product stabilizer and / or winterizing agent.

Friction Reducer(s) -

Polyacrylamide 009003-05-8 "Slicks" the water to minimize friction.

Petroleum Distillate 064741-85-1 Carrier fluid for polyacrylamide friction reducer.

Hydrotreated Light Petroleum Distillate 064742-47-8 Carrier fluid for polyacrylamide friction reducer.

Methanol 000067-56-1 Product stabilizer and / or winterizing agent.

Ethylene Glycol 000107-21-1 Product stabilizer and / or winterizing agent.

Gelling Agent(s) -

Guar Gum 009000-30-0 thickens the water in order to suspend the sand.

Petroleum Distillate 064741-85-1 Carrier fluid for guar gum in liquid gels.

Hydrotreated Light Petroleum Distillate 064742-47-8 Carrier fluid for guar gum in liquid gels.

Methanol 000067-56-1 Product stabilizer and / or winterizing agent.

Polysaccharide Blend 068130-15-4 Thickens the water in order to suspend the sand.

Ethylene Glycol 000107-21-1 Product stabilizer and / or winterizing agent.

Iron Control -

Citric Acid 000077-92-9 Prevents precipitation of metal oxides.

Acetic Acid 000064-19-7 Prevents precipitation of metal oxides.

Thioglycolic Acid 000068-11-1 Prevents precipitation of metal oxides.

Sodium Erythorbate 006381-77-7 Prevents precipitation of metal oxides.

Non-Emulsifier(s) -

Lauryl Sulfate 000151-21-3 Used to prevent the formation of emulsions in the fracture fluid.

Isopropanol 000067-63-0 Product stabilizer and / or winterizing agent.

Ethylene Glycol 000107-21-1 Product stabilizer and / or winterizing agent.

pH Adjusting Agent(s) -

Sodium Hydroxide 001310-73-2 Adjusts the pH of fluid to maintains the effectiveness of other components, such as crosslinkers.

Potassium Hydroxide 001310-58-3 Adjusts the pH of fluid to maintains the effectiveness of other components, such as crosslinkers.

Acetic Acid 000064-19-7 Adjusts the pH of fluid to maintains the effectiveness of other components, such as crosslinkers.

Sodium Carbonate 000497-19-8 Adjusts the pH of fluid to maintains the effectiveness of other components, such as crosslinkers.

Potassium Carbonate 000584-08-7 Adjusts the pH of fluid to maintains the effectiveness of other components, such as crosslinkers.

Scale Inhibitor(s) -

Copolymer of Acrylamide and Sodium Acrylate 025987-30-8 Prevents scale deposits in the pipe.

Sodium Polycarboxylate N/A Prevents scale deposits in the pipe.

Phosphonic Acid Salt N/A Prevents scale deposits in the pipe.

Surfactant(s) -

Lauryl Sulfate 000151-21-3 Used to increase the viscosity of the fracture fluid

Ethanol 000064-17-5 Product stabilizer and / or winterizing agent.

Naphthalene 000091-20-3 Carrier fluid for the active surfactant ingredients.

Methanol 000067-56-1 Product stabilizer and / or winterizing agent.

Isopropyl Alcohol 000067-63-0 Product stabilizer and / or winterizing agent.

2-Butoxyethanol 000111-76-2 Product stabilizer.

PSAP Railroad Bridges from Terminal Three in Hoquiam to Centralia Switch Yard

Note: Numberings of 1 to 44 are not reflective of the PSAP railroad bridge numbering system. This data was collected off of Google Earth, as such all measurements and bridge types are approximate, some bridges may not be included. Not all bridges are over bodies of water, some are considered viaducts.

1.) Steel Swing Bridge over the Hoquiam River:

Length: West Approach- 250 ft.

Swing span- 320 ft.

East Approach- 40 ft.

Total Span- 610 ft.

Lat/Long: West Approach Begin: 46°58'19.69" N/123°52'41.24" W

Swing span middle: 46°58'18.99" N/123°52'35.37" W

East Approach Begin: 46°58'18.66" N/123°52'32.62" W

Elevation: W. A. Beginning- 19ft.

E. A. Beginning- 19 ft.

2.) Deck plate girder bridge over Harbor Paper Water Pipe:

Length: Full span- 50 ft.

Lat/Long: West Begin: 46°58'18.31" N/123°52'29.07" W

East Begin: 46°58'18.26" N/123°52'28.33" W

Elevation: W. end- 18 ft.

E. end- 18 ft.

3.) Timber Stringer Bridge over Second Harbor Paper Pipe Line:

Length: Full span- 48 ft.

Lat/Long: West Begin: 46°58'17.87" N/123°52'22.80" W

East Begin: 46°58'17.86" N/123°52'22.12" W

Elevation: W. end- 16 ft.

E. end- 16 ft.

4.) Steel Swing Bridge over Wishkah River:

Length: West Approach- 460 ft.

Swing span- 330 ft.

East Approach- 400 ft.

Total Span- 1,190 ft.

Lat/Long: West Approach Begin: 46°58'24.67" N/123°48'43.76" W

Swing span middle: 46°58'28.77" N/123°48'37.13" W

East Approach Begin: 46°58'33.16" N/123°48'32.11" W

Elevation: W. A. Beginning- 13ft.

E. A. Beginning- 14 ft.

5.) Timber Stringer near Lakeside Industries:

Length: Full span- 132 ft.

Lat/Long: West Begin: 46°58'44.00" N/123°47'14.06" W

East Begin: 46°58'44.52" N/123°47'12.31" W

Elevation: W. end- 17 ft.

E. end- 18 ft.

6.) Timber Stringer over Van Winkle Creek:

Length: Full span- 105 ft.

Lat/Long: West Begin: 46°58'24.38" N/123°45'05.75" W

East Begin: 46°58'23.80" N/123°45'04.47" W

Elevation: W. end- 13 ft.

E. end- 13 ft.

7.) Timber Stringer over Elliott Slough:

Length: Full span- 60 ft.

Lat/Long: West Begin: 46°58'13.29" N/123°44'41.54" W

East Begin: 46°58'12.95" N/123°44'40.82" W

Elevation: W. end- 12 ft.

E. end- 12 ft.

8.) Timber Stringer over Unnamed Slough/Creek:

Length: Full span- 75 ft.

Lat/Long: West Begin: 46°57'40.15" N/123°43'20.11" W

East Begin: 46°57'40.11" N/123°43'18.98" W

Elevation: W. end- 14 ft.

E. end- 14 ft.

9.) Concrete Bridge/Culvert over Unnamed Creek:

Length: Full span- 12 ft.

Lat/Long: Northwest Begin: 46°57'41.16" N/123°42'03.52" W

Southeast Begin: 46°57'41.08" N/123°42'03.32" W

Elevation: NW. end- 11 ft.

SE. end- 11 ft.

If Culvert-Length: 24 ft.

10.) Timber Stringer over Unnamed Creek:

Length: Full span- 45 ft.

Lat/Long: Northwest Begin: 46°57'37.56" N/123°41'55.92" W

Southeast Begin: 46°57'37.30" N/123°41'55.44" W

Elevation: NW. end- 12 ft.

SE. end- 12 ft.

11.) Concrete/Steel Truss Bridge over Higgins Slough:

Length: Full span- 98 ft.

Lat/Long: West Begin: 46°57'56.51" N/123°40'02.19" W

East Begin: 46°57'56.45" N/123°40'00.78" W

Elevation: W. end- 17 ft.

E. end- 16 ft.

12.) Timber Stringer Bridge over Unnamed Creek:

Length: Full span- 30 ft.

Lat/Long: West Begin: 46°57'48.50" N/123°39'02.23" W

East Begin: 46°57'48.45" N/123°39'01.74" W

Elevation: W. end- 15 ft.

E. end- 15 ft.

13.) Concrete Bridge over Unnamed Creek:

Length: Full span- 18 ft.

Lat/Long: Southwest Begin: 46°57'57.05" N/123°38'23.90" W

Northeast Begin: 46°57'57.13" N/123°38'23.65" W

Elevation: SW. end- 19 ft.

NE. end- 19 ft.

14.) Steel Pratt Truss Bridge over the Wynoochee River:

Length: West Approach (Timber Stringer) - 230 ft.

Double Truss span- 340 ft.

East Approach (Concrete) - 66 ft.

Total Span- 636 ft.

Lat/Long: West Approach Begin: 46°58'14.22" N/123°37'38.75" W

Mid-Support of two spans: 46°58'15.71" N/123°37'33.48" W

East Approach Begin: 46°58'16.59" N/123°37'30.33" W

Elevation: W. A. Beginning- 33 ft.

E. A. Beginning- 32 ft.

15.) Deck plate girder bridge over Silvia Creek:

Length: Full span- 60 ft.

Lat/Long: West Begin: 46°58'28.79" N/123°36'46.81" W

East Begin: 46°58'29.00" N/123°36'45.97" W

Elevation: W. end- 22 ft.

E. end- 22 ft.

16.) Timber Stringer over Private Drive:

Length: Full span- 16 ft.

Lat/Long: West Begin: 46°58'31.03" N/123°36'38.37" W

East Begin: 46°58'31.09" N/123°36'38.12" W

Elevation: W. end- 22 ft.

E. end- 22 ft.

17.) Timber Stringer over Private Drive:

Length: Full span- 16 ft.

Lat/Long: West Begin: 46°58'50.41" N/123°34'48.35" W

East Begin: 46°58'50.46" N/123°34'48.15" W

Elevation: W. end- 32 ft.

E. end- 32 ft.

18.) Concrete Bridge/Culvert over Trib. To Camp Creek:

Length: Full span- 20 ft.

Lat/Long: West Begin: 46°59'05.26" N/123°33'38.78" W

East Begin: 46°59'05.33" N/123°33'38.49" W

Elevation: W. end- 38 ft.

E. end- 39 ft.

19.) Timber Stringer Bridge over Camp Creek:

Length: Full span- 46 ft.

Lat/Long: West Begin: 46°59'07.66" N/123°33'27.58" W

East Begin: 46°59'07.80" N/123°33'26.95" W

Elevation: W. end- 41 ft.

E. end- 42 ft.

20.) Timber Stringer Bridge Satsop Flood Overflow:

Length: Full span- 105 ft.

Lat/Long: West Begin: 46°59'53.02" N/123°30'07.78" W

East Begin: 46°59'53.42" N/123°30'06.37" W

Elevation: W. end- 41 ft.

E. end- 41 ft.

21.) Timber Stringer Satsop Flood Overflow

Length: Full span- 125 ft.

Lat/Long: West Begin: 46°59'56.80" N/123°29'54.03" W

East Begin: 46°59'57.28" N/123°29'52.35" W

Elevation: W. end- 43 ft.

E. end- 43 ft.

22.) Parker Truss Bridge over Satsop River:

Length: West Approach (Timber Stringer) - 460 ft.

Single Steel Truss span- 190 ft.

East Approach (Timber Stringer) - 350 ft.

Total Span- 1000 ft.

Lat/Long: West Approach Begin: 46°59'59.08" N/123°29'45.84" W

West Truss Support: 47°00'00.77" N/123°29'39.67" W

East Truss Support: 47°00'01.45" N/123°29'37.20" W

East Approach Begin: 47°00'02.75" N/123°29'32.47" W

Elevation: W. A. Beginning- 44 ft.

E. A. Beginning- 38 ft.

23.) Deck plate girder bridge over Private Drive:

Length: Full span- 50 ft.

Lat/Long: West Begin: 47°00'05.05" N/123°29'24.08" W

East Begin: 47°00'05.24" N/123°29'23.39" W

Elevation: W. end- 40 ft.

E. end- 40 ft.

24.) Timber Stringer Bridge Newman Creek Flood Overflow #1:

Length: Full span- 30 ft.

Lat/Long: West Begin: 47°00'16.67" N/123°28'38.21" W

East Begin: 47°00'16.77" N/123°28'37.81" W

Elevation: W. end- 42 ft.

E. end- 42 ft.

25.) Timber Stringer Bridge over Newman Creek:

Length: Full span- 45 ft.

Lat/Long: West Begin: 47°00'22.28" N/123°28'09.20" W

East Begin: 47°00'22.36" N/123°28'08.54" W

Elevation: W. end- 42 ft.

E. end- 42 ft.

26.) Timber Stringer Bridge Newman Creek Flood Overflow #2:

Length: Full span- 15 ft.

Lat/Long: West Begin: 47°00'22.89" N/123°27'54.27" W

East Begin: 47°00'22.93" N/123°27'54.05" W

Elevation: W. end- 42 ft.

E. end- 42 ft.

27.) Deck plate girder bridge over Vance Creek:

Length: Full span- 30 ft.

Lat/Long: West Begin: 47°00'25.11" N/123°25'48.53" W

East Begin: 47°00'25.13" N/123°25'48.07" W

Elevation: W. end- 69 ft.

E. end- 69 ft.

28.) Timber Stringer Bridge over Dry Bed Creek:

Length: Full span- 15 ft.

Lat/Long: West Begin: 47°00'25.53" N/123°25'27.16" W

East Begin: 47°00'25.53" N/123°25'26.91" W

Elevation: W. end- 62 ft.

E. end- 62 ft.

29.) Steel Truss Bridge over Cloquallum Creek:

Length: Northwest Approach (Timber Stringer) - 35 ft.

Single Steel Truss span- 102 ft.

Southeast Approach (None) - 0 ft.

Total Span- 137 ft.

Lat/Long: Northwest App. Begin: 46°59'47.09" N/123°23'14.68" W

Northwest Truss Support: 46°59'46.85" N/123°23'14.27" W

Southeast Truss Support: 47°59'46.22" N/123°23'13.15" W

Southeast Approach Begin: N/A

Elevation: NW. A. Beginning- 44 ft.

SE. A. Beginning- 44 ft.

30.) Concrete Bridge/Culvert over Unnamed Creek:

Length: Full span- 10 ft.

Lat/Long: West Begin: 46°58'22.11" N/123°20'38.43" W

East Begin: 46°58'22.04" N/123°20'38.29" W

Elevation: W. end- 58 ft.

E. end- 58 ft.

31.) Timber/ Deck plate girder bridge over Mox Chehalis Creek

Length: Full span- 115 ft.

Lat/Long: North Begin: 46°57'23.64" N/123°19'38.98" W

South Begin: 46°57'22.61" N/123°19'38.25" W

Elevation: N. end- 54 ft.

S. end- 53 ft.

32.) Deck plate girder bridge over Porter Creek

Length: Full span- 156 ft.

Lat/Long: North Begin: 46°56'15.96" N/123°18'39.04" W

South Begin: 46°56'14.49" N/123°18'38.51" W

Elevation: N. end- 45 ft.

S. end- 45 ft.

33.) Timber Stringer Bridge over Gibson Creek

Length: Full span- 118 ft.

Lat/Long: North Begin: 46°54'11.45" N/123°17'30.30" W

South Begin: 46°54'10.38" N/123°17'29.64" W

Elevation: N. end- 64 ft.

S. end- 66 ft.

34.) Deck plate girder bridge over Cedar Creek

Length: Full span- 120 ft.

Lat/Long: North Begin: 46°52'46.87" N/123°16'19.75" W

South Begin: 46°52'45.80" N/123°16'19.02" W

Elevation: N. end- 66 ft.

S. end- 65 ft.

35.) Concrete Bridge/Culvert over Harris Creek

Length: Full span- 11 ft.

Lat/Long: West Begin: 46°50'18.33" N/123°13'03.48" W

East Begin: 46°50'18.30" N/123°13'03.33" W

Elevation: W. end- 123 ft.

E. end- 123 ft.

36.) Concrete Bridge over Roundtree Creek

Length: Full span- 10 ft.

Lat/Long: West Begin: 46°50'11.92" N/123°12'38.33" W

East Begin: 46°50'11.87" N/123°12'38.17" W

Elevation: W. end- 108 ft.

E. end- 108 ft.

37.) Steel Truss Bridge over the Black River

Length: Northwest Approach (None) - 0 ft.

Single Steel Truss span- 130 ft.

Southeast Approach (None) - 0 ft.

Total Span- 130 ft.

Lat/Long: Northwest App. Begin: N/A

Northwest Truss Support: 46°50'10.66" N/123°07'29.63" W

Southeast Truss Support: 46°50'09.58" N/123°07'28.60" W

Southeast Approach Begin: N/A

Elevation: NW. A. Beginning- 110 ft.

SE. A. Beginning- 109 ft.

38.) Timber Stringer Bridge Black River Flood Overflow #1

Length: Full span- 88 ft.

Lat/Long: Northwest Begin: 46°49'54.17" N/123°07'14.55" W

Southeast Begin: 46°49'53.44" N/123°07'13.86" W

Elevation: N. end- 114 ft.

S. end- 113 ft.

39.) Timber Stringer Bridge Black River Flood Overflow #2

Length: Full span- 44 ft.

Lat/Long: West Begin: 46°49'46.12" N/123°06'54.28" W

East Begin: 46°49'45.98" N/123°06'53.67" W

Elevation: N. end- 113 ft.

S. end- 114 ft.

40.) Timber Stringer/Steel Support Bridge over Scatter Creek

Length: Full span- 75 ft.

Lat/Long: Northwest Begin: 46°49'00.46" N/123°04'02.31" W

Southeast Begin: 46°49'00.02" N/123°04'01.41" W

Elevation: N. end- 161 ft.

S. end- 159 ft.

41.) Timber Stringer Bridge over Prairie Creek

Length: Full span- 60 ft.

Lat/Long: Northwest Begin: 46°47'28.83" N/123°01'20.59" W

Southeast Begin: 46°47'28.43" N/123°01'19.92" W

Elevation: N. end- 164 ft.

S. end- 165 ft.

42.) Timber Stringer Bridge over Dry Creek

Length: Full span- 58 ft.

Lat/Long: North Begin: 46°45'52.91" N/123°00'10.65" W

South Begin: 46°45'52.36" N/123°00'10.45" W

Elevation: N. end- 165 ft.

S. end- 165 ft.

43.) Timber Stringer Bridge Skookumchuck River Flood Overflow

Length: Full span- 30 ft.

Lat/Long: Northwest Begin: 46°43'59.96" N/122°58'20.96" W

Southeast Begin: 46°43'59.72" N/122°58'20.68" W

Elevation: N. end- 189 ft.

S. end- 189 ft.

44.) Steel Truss Bridge over the Skookumchuck River

Length: Northwest Approach (None) - 0 ft.

Single Steel Truss span- 160 ft.

Southeast Approach (None) - 0 ft.

Total Span- 160 ft.

Lat/Long: Northwest App. Begin: N/A

Northwest Truss Support: 46°43'49.02" N/122°58'08.45" W

Southeast Truss Support: 46°43'47.78" N/122°58'07.02" W

Southeast Approach Begin: N/A

Elevation: NW. A. Beginning- 180 ft.

SE. A. Beginning- 184 ft.

Thank you for the opportunity to comment on these two projects. In a previous response sent to Ms. Toteff and Brian Shay I expressed disbelief that these type of projects would be proposed in an area which is susceptible to sea level rise, earthquake activity and is in a tsunami zone. Despite the logic for rejection of these proposals due to these major factors I have attached additional concerns. The following need to be discussed for all the proposed Imperium, Westway and new US Development terminals. First and foremost, the effect of a major oil spill in Grays Harbor would be catastrophic and the effects of an earthquake and and/or tsunami on oil facilities located at the Port of Grays Harbor would change Aberdeen, Hoquiam and surrounding communities forever. A detailed EIS must include this worst case consequence of placing 30 million gallons of oil at the Imperium terminal which would increase ship traffic by 200 ships or barges per year and 33 million gallons of oil at the Westway terminal including 64 barge movements per year. The cumulative effects on the environment must be inclusive. If three oil terminal were placed in Grays Harbor what would be the affects to cities all along the route from North Dakota to Grays Harbor? What would be the impacts to Washington's economy? Specifically, the Environmental Impact Statements (EIS) for Westway and Imperium needs to be a comprehensive environmental and economic analysis reaching past the specific building of the facilities to the consequences for our coastal communities, Grays Harbor itself and the impact to the citizens and economy associated with the entire process including the implications of fracking. In closing, the risks out way the benefits of having oil terminals in Grays Harbor please reject this project. Is it worth 40 jobs to jeopardize the entire economy and environment of the Harbor? I say NO!

Specific Areas of Concern LAND:

- 1) What type of mitigation and insurance measures are in place if an earthquake and tsunami impacts the oil facilities? Who pays for the cleanup? The Tohoku Japan tsunami in 2011 caused fuel storage containers in Japan to fail. Failure of these containers resulted in major damage to Japanese cities where fuel leaked out of the containment basins that surrounded the storage areas. Oil damage is difficult to clean up and often precludes rehabilitation of any contaminated structures.
- 2) What types of storage tanks are being proposed and what is the rating for withstanding a tsunami event?
- 3) What type of cable system will be used to ensure the storage tanks will remain secure during a tsunami event?

The Westway and Imperium sites are located on soils derived from dredge materials that have a high liquefaction susceptibility factor. Both locations are rated by the National Earthquake Hazards Reduction Program as a seismic class D-E site. However, both proposed bulk facility projects are located on past lagoon fills (see attached map). Since the surrounding areas which weren't lagoon fills are Classified D-E¹ does this indicate the site class for the specific project area needs to re-classified to a more susceptible level like F?

Our questions are;

- 4) Why is there a difference of 75 feet regarding piles driven into the ground from the proponents?
- 5) What are the piles being driven into? What are the well logs and the detailed geologic assessments that have been conducted?
- 6) What is the depth to bed rock?
- 7) The project is located in a potentially earthquake and liquefaction hazard zone; how are you going to mitigate if an accident occurs? What type of insurance and coverage do the proponents have?

Attached is a map showing various earthquake faults, earthquakes and liquefaction potential near Grays Harbor. Has this type of analysis been conducted in the environmental assessment for the terminals?

¹ D-E sites:

- Structures must be designed to resist seismic forces.
- Only structural systems that are capable of providing superior performance permitted.
- Many types of irregularities are prohibited.
- Nonstructural components that could cause injury must be provided with seismic restraint.
- Nonstructural systems required for life safety protection must be demonstrated to be capable of post-earthquake functionality.
- Special construction quality assurance measures are required.

- 8) Has there been an assessment regarding the structural damage that would happen during a smaller 5 to 7 magnitude event to the proposed facility?
- 9) How can you explain the practicability of increasing the oil capacity of these facilities knowing the dangers associated with their location?

Specific Areas of Concern WATER:

According to proponent documents pre-booming of all oil transfers over water is required to be safe and effective. Since the Chehalis River typically has a strong current and debris present how is that possible? According to the proponents documents if pre-booming cannot be safely conducted, alternative measures are required.

- 10) What exactly are the alternative measures? We want to see an investigative review of exactly what steps will be taken to protect against spilling oil in water in adverse conditions?

The Grays Harbor planning standard in WAC 173-182-405 specifies time and equipment requirements, including boom that is capable of encountering oil at advancing speeds of at least two knots in waves and appropriate for the operating environment. According to the Imperium SEPA "this standard shall be required in the facility's Spill Contingency Plan."

- 11) Since the annual average wind speed in Hoquiam averages 9.3 miles per hour (according to the Western Regional Climate Center), how are you going to control an oil spill in fast currents and with high winds (averaging above 2 knots or 2.3 mph)?

"Additional mitigation measure: In order to mitigate the risk of a spill impacting waters near identified sensitive areas such as the Chehalis River and associated wetlands. A map identifying the locations and equipment of the caches shall be provided to Ecology for approval."

12) How can there be specific locations along the entire route that crosses over hundreds of streams and wetlands associated with the Chehalis River? We believe this is not possible. Seriously, what mitigation measures can stop an oil spill from damaging wetlands and the Chehalis River? Just look at the mess the recent Tar Sands oil pipeline rupture (March 26, 2013) has caused to the community in Mayflower Arkansas!

"Oil Spill Prevention for the Vessel Route to Reduce Risk of a Spill" you state "All crude oil tankers and oil barges shall be covered by the oil spill contingency plan held by Washington State Maritime Cooperative and approved by Ecology."

- 13) Where is the plan and why was it not in the Imperium SEPA document?

"Pilots shall schedule the departure of loaded vessels to coincide with the high tide to prevent the potential for grounding."

- 14) Which “high tides”?
- 15) What would the minimum high tide height be required for the departure of such large vessels to prevent grounding?
- 16) How will strong winds, currents and storms in Grays Harbor and along the Washington Coast effect departures?
- 17) How many times a month do such tides occur?

There will be increases in ship traffic proposed by Imperium and Westway.

- 18) What would the economic impacts be to commercial fishers, charters, oyster harvesters and sports boats wanting to access these areas?
- 19) Where is the full Environmental Impact Statement including a cost benefit analysis to determine the economic pros and cons associated with the ship and barge traffic in this proposal for Grays Harbor?
- 20) What is the effect of increased water traffic on marine mammals and aquatic life?
- 21) What is the acoustic pollution derived from the cumulative underwater noise of vessel traffic on mammals and aquatic life and the impact to migrations of marine mammals?

In the Imperium SEPA under “ Oil Spill Prevention for the Vessel Route to Reduce Risk of a Spill” it states, “In the case of a vessel casualty offshore (like a loss of propulsion or sinking), response tugs at Neah Bay and Columbia River could provide assistance, however, response times will depend on tug availability and weather conditions.” **Are you serious? This is not an acceptable action plan. This is an environmental disaster waiting to happen.** There are times when the bar is closed for more than a week!

- 22) Why is a response team of tugs not being stationed out of Grays Harbor? Should this not be a mandatory requirement of all involved to fund a response team of tugs station out of Grays Harbor?
- 23) What mitigation measures will be in place to protect migrating marine mammals? What federal agencies will be contacted to determine any type of marine impacts?

Specific Areas of Concern RAIL:

The Puget Sound and Pacific (PSAP) Railroad has a contract with a spill response contractor to respond to any derailment or spill along the route from Centralia to Grays Harbor. Evidently, a spill response plan has been submitted to the Federal Railroad Agency.

- 24) What are the exact details of the spill response plan that has been submitted to the Federal Railroad Agency?
- 25) Why is this document not part of the EIS process so it can be reviewed by all concerned parties?

- 26) As part of the permit, all pertinent spill response documents for the PSAP railroad need to be disclosed to the public and local response agencies. Will this occur, and if not, why?

There needs to be an analysis of the impact of increased railroad traffic from North Dakota to Grays Harbor! If there is a threefold increase in train traffic as proposed documents state there will not be a significantly impacted traffic patterns.

- 27) What data do you have to support this statement?
28) Has there been an analysis of traffic impacts from the proposed project?
29) How does it affect all communities along the rail lines?

According to documents from Westway "a Rail Transportation Impact Analysis" is to be completed prior to receiving the project Certificate of Occupancy for operation.

- 30) When will a rail transportation impact analysis be completed for all of the cities before the construction of the terminals? When can we expect this analysis?

According to the manufactures of the crude by rail tank cars they cannot make the cars safe because to do so would make the cars too heavy to transport oil. According to Mr. Williams of Genese/Wyoming the four recent derailments along their line from Centralia to the Port of Grays Harbor happened due to rain.

- 31) How then can the Balkin crude be safely transported since the U.S Department of Transportation has stated the 110 and 111 tank cars are unsafe and the rail lines are susceptible to derailment due to rainfall?

Specific Areas of Concern Fresh and Salt Water Fish:

- 32) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Buccaccio Rockfish?
- 33) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Endangered Snake River Sockeye Salmon?
- 34) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Endangered Snake River Sockeye Salmon?
- 35) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Bull Trout?

- 36) How will a rail oil spill response plan for Grays Harbor drainages ensure the protection of the Federally Threatened Bull Trout?
- 37) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Threatened Canary Rockfish?
- 38) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Columbia River Chinook Salmon?
- 39) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Columbia River Chinook Salmon?
- 40) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Columbia River Chum Salmon?
- 41) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Columbia River Chum Salmon?
- 42) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Columbia River Coho Salmon?
- 43) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Columbia River Coho Salmon?
- 44) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Columbia River Steelhead Trout?
- 45) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Green Sturgeon?
- 46) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Green Sturgeon?
- 47) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Columbia River Steelhead Trout?
- 48) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Eulachon?
- 49) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Threatened Eulachon?

- 50) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Threatened Hood Canal Summer Chum Salmon?
- 51) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Threatened Ozette Lake Sockeye Salmon?
- 52) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Threatened Puget Sound Chinook Salmon?
- 53) How will an oil spill response plan for the coast of Washington ensure the protection of the Federally Threatened Puget Sound Steelhead Trout?
- 54) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Yelloweye Rockfish?
- 55) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federal Species of Concern Copper Rockfish?
- 56) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the State Candidate Greenstriped Rockfish?
- 57) How will a rail oil spill response plan for the Grays Harbor drainages ensure the protection of the State Sensitive Olympic Mudminnow?
- 58) How will an oil spill response plan for the coast of Washington ensure the protection of the State Candidate and Federal Species of Concern Pacific Hake?
- 59) How will an oil spill response plan for the coast of Washington ensure the protection of the State Candidate and Federal Species of Concern Quillback Rockfish?
- 60) How will an oil spill response plan for the coast of Washington ensure the protection of the State Candidate and Federal Species of Concern Pacific Herring?
- 61) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the State Candidate and Federal Species of Concern Quillback Rockfish?
- 62) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the State Candidate Redstripe Rockfish?
- 63) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the State Candidate and Federal Species of Concern River Lamprey?

- 64) How will a rail oil spill response plan for the Grays Harbor drainages ensure the protection of the State Candidate and Federal Species of Concern River Lamprey?
- 65) How will an oil spill response plan for the coast of Washington ensure the protection of the State Candidate Tiger Rockfish?
- 66) How will an oil spill response plan for the coast of Washington ensure the protection of the State Candidate Widow Rockfish?
- 67) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federal Species of Concern Pacific Lamprey?
- 68) How will a rail oil spill response plan for the Western and Eastern Washington ensure the protection of the Federal Species of Concern Pacific Lamprey?
- 69) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Leopard Dace?
- 70) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Umatilla Dace?
- 71) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Mountain Sucker?
- 72) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Sensitive and Federal Species of Concern Pygmy Whitefish?

Specific Areas of Concern Bird Life:

- 73) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Marbled Murrelet which spends most of its life within 5 miles of the Washington coast?
- 74) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the forage fish for the Marbled Murrelet which includes the Pacific Herring, Anchovy, Pacific Sand Lance, Capelin and Krill will be protected from a spill?
- 75) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Endangered American White Pelican?
- 76) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the State Endangered and Federal Species of Concern Brown Pelican?

- 77) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Endangered Sandhill Crane?
- 78) How will an oil spill response plan for Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Snowy Plover?
- 79) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Sensitive and Federal Species of Concern Bald Eagle?
- 80) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Sensitive and Federal Species of Concern Bald Eagle?
- 81) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Candidate and Federal Species of Concern Northern Goshawk?
- 82) How will a rail oil spill response plan for Western Washington State ensure the protection of the State Candidate Pileated Woodpecker?
- 83) How will a rail oil spill response plan for South Western Washington State ensure the protection of the State Candidate Purple Martin?
- 84) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Cassin's Auklet?
- 85) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Sensitive and Federal Species of Concern Peregrine Falcon?
- 86) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Brandt's Cormorant?
- 87) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Candidate and Federal Species of Concern Yellow-billed Cuckoo?
- 88) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Common Murre?
- 89) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Threatened Ferruginous Hawk?
- 90) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Tufted Puffin?

- 91) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Candidate Flammulated Owl?
- 92) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Western Grebe?
- 93) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Candidate Western Grebe?
- 94) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Candidate Golden Eagle?
- 95) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Threatened Columbian Sharp-tailed Grouse?
- 96) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Sensitive Common Loon?
- 97) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Sensitive Common Loon?
- 98) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Threatened and Federal Candidate Greater Sage Grouse?
- 99) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Candidate Burrowing Owl?
- 100) How will a rail oil spill response plan for Southwestern Washington ensure the protection of the Federally Threatened Streaked Horned Lark?
- 101) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Streaked Horned Lark?

Specific Areas of Concern Mammals:

- 102) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Blue Whale?
- 103) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Endangered Northern Sea Otter?

- 104) How will a rail oil spill response plan for Southwest Washington ensure the protection of the Federally Threatened Tenino Pocket Gopher?
- 105) How will a rail oil spill response plan for Southwest Washington ensure the protection of the Federally Threatened Yelm Pocket Gopher?
- 106) How will a rail oil spill response plan for Southwest Washington ensure the protection of the State Threatened Mazama (western) Pocket Gopher?
- 107) How will a rail oil spill response plan for Southwest Washington ensure the protection of the Federally Endangered Columbian White-tailed Deer?
- 108) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Sperm Whale?
- 109) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Threatened and Federal Species of Concern Stellar Sea Lion?
- 110) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Fin Whale?
- 111) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Species of Concern White-tailed Jack Rabbit?
- 112) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Species of Concern Gray Whale?
- 113) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the Federally Endangered Gray Wolf?
- 114) How will a rail oil spill response plan for Southwest Washington ensure the protection of the State Threatened Western Gray Squirrel?
- 115) How will a rail oil spill response plan for Southwest Washington ensure the protection of the State Candidate Gray-tailed Vole?
- 116) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Harbor Porpoise?
- 117) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Humpback Whale?

- 118) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Killer Whale?

Specific Areas of Concern Mollusk:

- 119) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate California Floater?
- 120) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Dalle's Sideband?
- 121) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Columbia Oregonian Mollusk?
- 122) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Columbia Pebblesnail?
- 123) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Northern Abalone?
- 124) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Giant Columbia River Limpet?
- 125) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the State Candidate Newcomb's Littorine Snail?

Specific Areas of Concern Reptiles and Amphibians:

- 126) How will a rail oil spill response plan for the Black River drainage in Grays Harbor ensure the protection of the State Endangered and Federal Candidate Oregon Spotted Frog?
- 127) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Loggerhead Sea Turtle?
- 128) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Candidate Sagebrush Lizard?

- 129) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Endangered Northern Leopard Frog?
- 130) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Cascade Torrent Salamander?
- 131) How will a rail oil spill response plan for the Eastern Washington ensure the protection of the State Candidate Columbia Spotted Frog?
- 132) How will a rail oil spill response plan for all of Washington State ensure the protection of the State Candidate Western Toad?
- 133) How will a rail oil spill response plan for Southwestern Washington State ensure the protection of the State Candidate Dunn's Salamander?
- 134) How will a rail oil spill response plan for Southwestern Washington State ensure the protection of the State Candidate Van Dyke's Salamander?
- 135) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Threatened Green Sea Turtle?
- 136) How will an oil spill response plan for the terminal areas, Grays Harbor and the coast of Washington ensure the protection of the Federally Endangered Leatherback Sea Turtle?

Specific Areas of Concern Insects:

- 137) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Columbia Clubtail?
- 138) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Columbia River Tiger Beetle?
- 139) How will a rail oil spill response plan for the Columbia River ensure the protection of the Federally Endangered Taylor's Checkerspot?
- 140) How will a rail oil spill response plan for Thurston County and Eastern Washington State ensure the protection of the State Endangered and Federal Species of Concern Mardon Skipper?
- 141) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Juniper Haristreak?

- 142) How will a rail oil spill response plan for Eastern Washington State ensure the protection of the State Candidate Silver-bordered bog fritillary?
- 143) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Chinquapin Hairstreak?
- 144) How will a rail oil spill response plan for Southwestern Washington State ensure the protection of the State Candidate Valley Silverspot?
- 145) How will a rail oil spill response plan for Grays Harbor County Washington ensure the protection of the State Candidate Puget Blue?
- 146) How will a rail oil spill response plan for Grays Harbor County Washington ensure the protection of the State Candidate and Federal Species of Concern Queen Charlotte's Copper?
- 147) How will a rail oil spill response plan for Grays Harbor County and Southwestern Washington State ensure the protection of the State Candidate Johnson's Hairstreak?
- 148) How will a rail oil spill response plan for the Columbia River ensure the protection of the State Candidate Pacific Clubtail?

Specific Areas of Concern Other Species:

- 149) How will a rail oil spill response plan for Eastern Washington State ensure the protection of the State Candidate Giant Palouse Earthworm?
- 150) How will a rail oil spill response plan for Thurston County Washington ensure the protection of the Leschi's Millipede?

Specific Areas of Concern Global:

The projects are expected to increase CO₂ by more than 15,000 metric pounds a year. Reports show that pH is decreasing to critical levels in the Pacific Ocean. Increases in CO₂ are directly linked to this problem. Question;

- 151) Oyster spat are dying by the millions in Willapa Bay due to lower pH and oyster growers are increasingly desperate to get oyster to grow. How can there be justification to contribute to this problem by increasing CO₂ with the proposed terminals?

Specific Areas of Concern Air Pollution:

- 152) How will the crude oil rail cars be vented to protect the air quality people and animals breath as the rail cars travel from North Dakota to Grays Harbor?
- 153) How will the oil tanks at Westway and Imperium be vented to protect the air quality people and animals breath in the Port of Grays Harbor and surrounding communities?
- 154) How will the transfer of oil from the tanks to vessels be vented to protect the air quality people and animals breath in the Port of Grays Harbor and surrounding communities?

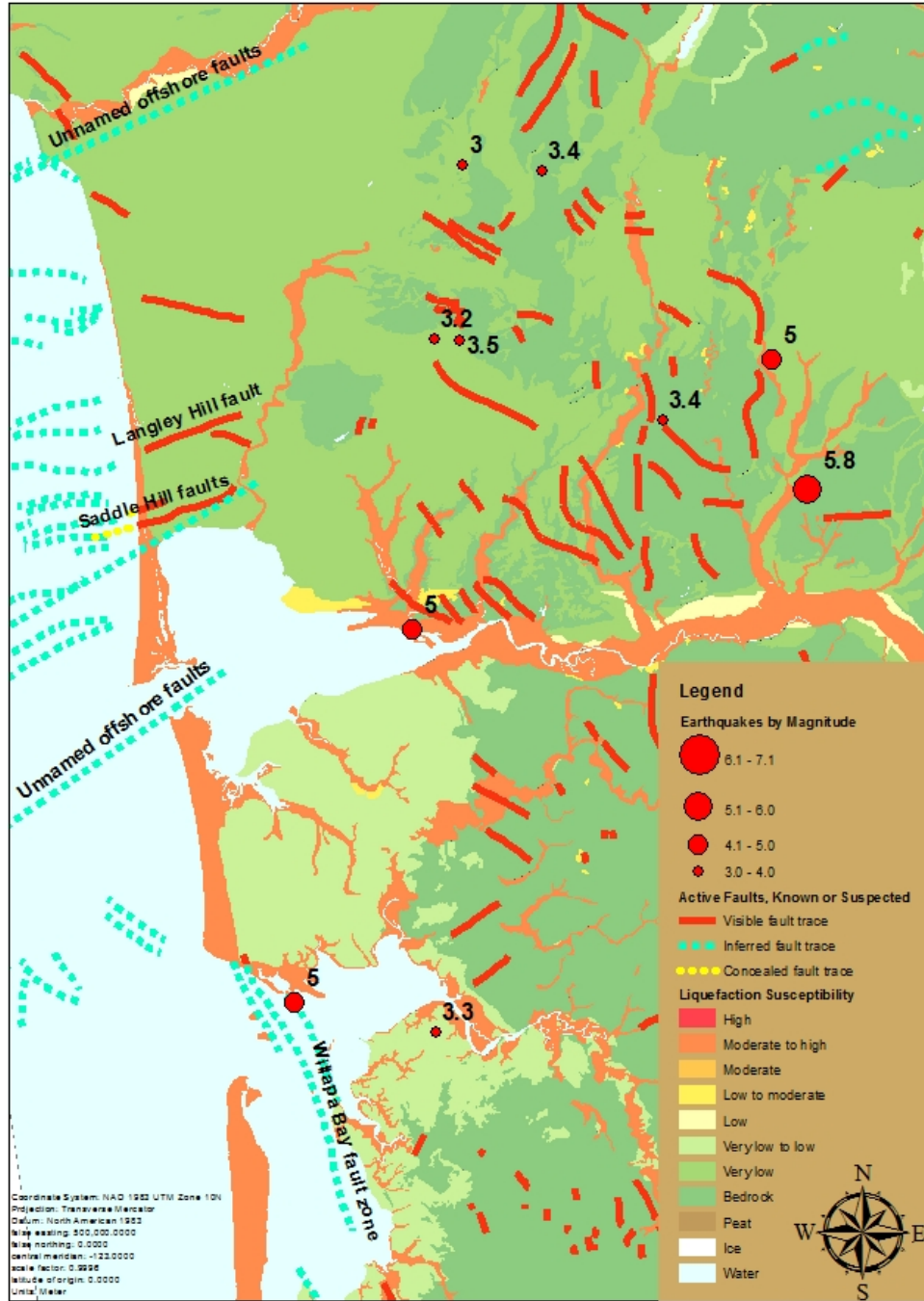
Specific Areas of Concern Exploding DOT 111 Rail Cars:

- 155) According to the National Transportation and Safety Board the Bakken North Dakota Crude Oil is more explosive and flammable than traditional crude oil – How will this be mitigated along the entire rail line from North Dakota to Grays Harbor to ensure the safety and well-being of all people living within 5 miles of the rail line?
- 156) The DOT 111 rail cars are not safe to carry Bakken North Dakota Crude Oil – Who will pay to mitigate for the fire, police, and ambulance services required to protect against a failed transport of such a volatile cargo?
- 157) **The DOT 111 rail cars have a high incident of tank failure during derailments –** How will this be corrected so as not to endanger the public’s safety?

Specific Areas of Concern Economic Impacts to Communities:

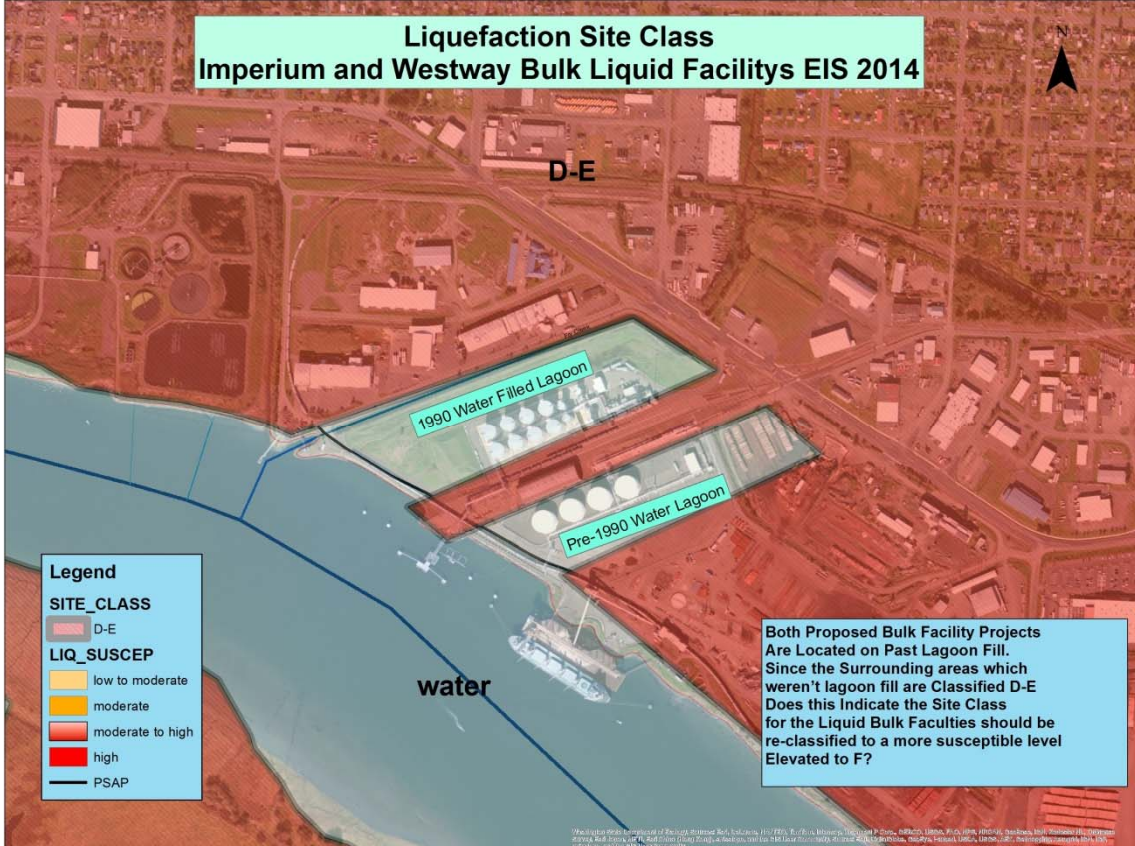
- 158) A 20-30% percent drop in home values could be expected for communities with crude oil trains passing through them. Who will pay the home owners for the drop in home values associated with crude oil by rail?
- 159) Who will pay for the 7,000 residents that could lose their livelihood if an oil spill should devastate the marine resources in Grays Harbor or along the Washington Coast?
- 160) Who will pay for the homes along Grays Harbor and the Washington Coast that would be destroyed by an oil spill?
- 161) Who will pay for the agricultural lands that would be destroyed by a rail car derailment leaking thousands of gallons of crude oil during a flood event along the Chehalis River?

Folds and Faults Associated with Grays Harbor Including Recent Earthquake Locations



Data from the Washington Department of Natural Resources Geologic Department 2011

**Liquefaction Site Class
Imperium and Westway Bulk Liquid Facilities EIS 2014**



Legend

SITE_CLASS

- D-E

LIQ_SUSCEP

- low to moderate
- moderate
- moderate to high
- high

PSAP

**Both Proposed Bulk Facility Projects
Are Located on Past Lagoon Fill.
Since the Surrounding areas which
weren't lagoon fill are Classified D-E
Does this Indicate the Site Class
for the Liquid Bulk Facilities should be
re-classified to a more susceptible level
Elevated to F?**

0 0.04 0.08 0.16 0.24 0.32 Miles

Reference Scale: 1:0

NO CRUDE OIL TRAINS

~~City of Hoquiam and Washington~~
State Department of ~~APPOLOGY~~ **APPOLOGY**

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,


signature

My name is BURKE FLANAGAN
first name last name

My address is BOX 602
street
Olympia WA 98507
city state zip

I'm concerned that PEOPLE WILL IMAGINE
email phone
SENDING A CARD TO YOU
WILL STOP THE INSANITY
YOU ARE PROPOSING

Please study the impact of WARREN BUFFETT
MADE THE WASTE IN-
VESTMENT OF HIS CAREER
+ BNSF WILL FACE
BANKRUPTCY WITH NO
WASHINGTON PORTS -

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Lloyd Flores
first name last name
My address is 1194 US Highway 12 Trlr 71
Montesano WA 98563
city state zip

I'm concerned that the process has not been
thought through as far as
impacts to the region is concerned.

Please study the impact of environmental and
commercial needs of communities
on the routes proposed.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is

Stephanie
first name

Flores
last name

My address is

1194 us Hwy 12 Trlr # 71
street

Montesano
city

wa.
state

98563
zip

email

phone

I'm concerned that

Please study the impact of

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 24 April 2014

Name: DAVE FORBER Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-533-7655

E-Mail: dforber7655@msn.com

Address: 2216 Aberdeen Ave.

City: Hoguin State: WA Zip: 98550

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I believe the total train traffic from all of these projects will impact all of the people too much for very little benefit. The rail-impact study needs to be completed before anything else is even discussed!

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Deborah K Ford
signature

My name is DEBORAH K. FORD
first name last name

My address is _____
street
SEATTLE WA 98112
city state zip
dfordk3@comcast.net
email phone

I'm concerned that
IT WILL
HURT
THE ENVIRONMENT

Please study the impact of
don't
do it

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Maddie Foutch
signature

My name is Maddie Foutch
first name last name

My address is 905 20th Ave
street

Seattle WA 98122
city state zip

Foutchmaddie@gmail.com 206 250-2311
email phone

I'm concerned that this proposal is

being streamlined without considering
the impacts to our communities &
the environment.

Please study the impact _____

Oil spill response & preparedness plans
Oil spill impact on marine environment
Human health & public safety
Rail Safety & Community Safety

Our comments for the whole household are attached

My name is Teri Franklin, my mailing address is: PO Box 462, McCleary, WA 98557. My educational background is in watershed analysis, GIS mapping and analysis, wetland delineation and upland and stream bank restoration. I have been a member of the Chehalis Basin Partnership on the water quality and steering committees since 2003. Since 1998 we have spent over \$100,000,000.00 of taxpayer money cleaning up the Chehalis Basin for the sustainability of our fisheries and protection of our endangered species. I have spent countless hours volunteering, attending meetings, reading reports and working on various projects through out the basin. The people of these communities are still spending money, every month, to pay for the sewer treatment plants that were needed as part of the cleanup. This project puts 60,000 natural resource jobs at risk for 20-40 jobs at the Port. This is the most ridiculous proposal that has been brought up yet. This is in direct violation of the Chehalis Basin Partnership Plan, the Quinault Nations Treaty Rights and a slap in the face of all the people that have spent time trying to make Grays Harbor a tourist destination and a sustainable community. The Quinault Indian Nation holds usual and accustomed fishing rights for the entire Chehalis Basin. These Tribal water rights are unquantified but are described to be based on the amount of water sufficient to sustain fish runs for commercial, ceremonial, and subsistence purposes. So if you want to pursue this then you need to assess:

- * 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. An since the Chehalis Basin is the most studied basin in the state I expect that the impacts will be extensive, and should include all the restoration projects done to date.

- * 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. This should include a list of who is going to do and pay for all the cleanup when it does occur.

* 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 do you will find the risks are not worth it and you will deny this project as you should.

Thank you for your time and consideration,

Teri Franklin
Blair Hansen
Elsie Franklin
Morgan Hansen

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print Date: 5/20/14

Name: Patricia Freiberg Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-553-6409

E-Mail: oaxpat@gmail.com

Address: 8327 NE 54th St

City: Vancouver State: WA Zip: 98662

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

My comments today relate to the amount of track space available for the fleets of trains using them.

Right now the track space is insufficient for the number of trains traveling along the Columbia Gorge through Vancouver and all points north.

Amtrak trains have become noticeably delayed, often by 30-60 minutes, between Bellingham & Vancouver

Grain shipments from eastern Washington have been backlogged due to the increase in oil train traffic.

And now Westway and Imperium propose adding to the current congestion.

My friend lives in a residential neighborhood that lies between the East-West railroad & the Columbia River.

There are two points of entry into her neighborhood about 1/4 mile apart, each entry involves crossing the tracks

yesterday she waited half an hour on hwy 14 trying to get to her home while both entrances were blocked by the same static train.

Please attach additional pages if your comment doesn't fit in the space provided.

It's a good thing she wasn't home needing emergency medical service as they too, would have had to wait 30" for the train to move.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EIS

c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

BNSF isn't ready for additional train traffic ~~with~~ new

Deny the permit ~~because~~ are built preferably away from ~~reputation~~ centers.



PLEASE FOLD ALONG THIS LINE FOR MAILING

Westway & Imperium Renewables Expansion Projects
c/o ICF International
710 Second Ave., Ste. 550
Seattle, WA 98104

PORTLAND
OR 970
21 MAY '14
PM 6 L



Westway and Imperium Renewables Expansion Projects
c/o ICF International
710 Second Ave., Ste. 550
Seattle, WA 98104

98104175425



Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/29/14

Name: Patricia Freiberg Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-553-6409

E-Mail: oaxpat@gmail.com

Address: 8327 NE 54th St

City: Vancouver State: WA Zip: 98612

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Deny the permits. 97% of reputable scientists around the globe agree that the current climate change is caused by human activity. They agree that the CO₂ in the atmosphere is causing the melting of the polar ice caps, raising the acidity in the oceans and heating up the planet to the point it may become uninhabitable by humans. We are staring climate collapse in the face.

Deny these permits!
Currently, oil fracking companies burn off the methane that comes up with oil in N. Dakota. This gas has economic value but less than the volatile crude, so they burn it off rather than make use of it. They release so much CO₂ from the methane burns that global warming gallops along altho they could not burn it. Methane burning is illegal in Montana's Bakken fields so oil companies don't waste it there.

Public policy makes a huge difference — just look at the Bakken methane situation between N. Dakota & Montana. You have the power and community and gubernatorial support to change current public policy. Be bold, do it. Deny Westway & Imperium their right to be greedy at our expense. No, no, never.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EIS
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104



PLEASE FOLD ALONG THIS LINE FOR MAILING

Westway & Imperium Renewables Expansion Projects
c/o ICF International
710 Second Ave., Ste. 550
Seattle, WA 98104

PORTLAND
OR 970
18 MAY '14
PM 4 L



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USA



UNITED STATES
POSTAL SERVICE®

FOREVER

Westway and Imperium Renewables Expansion Projects
c/o ICF International
710 Second Ave., Ste. 550
Seattle, WA 98104

98104175425



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature



My name is

DEBRA
first name

FRENCH
last name

My address is

Box 11337
street

Olympia
city

WA
state

98508
zip

email

360-951-2764
phone

I'm concerned that

The COAL & OIL TRAINS
ARE PROPOSED TO COME THRU
MY COUNTY & WESTERN WA.
FOR WHAT REASON?
ONLY THE PROFITS OF OTHERS

Please study the impact

THAT THE ENTIRE AREA
WEST OF THE BAY
PLUS THE IMPACT FROM
ASIA

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 5/19/2014

Name: SYLVIA FREUND Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: (360) 736-4598

E-Mail: _____

Address: 824 H ST

City: CENTRALIA State: WA Zip: 98531

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SEE ATTACHED

Multiple horizontal lines for writing comments.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

I am writing concerning the expansion of an oil shipment port in Grays Harbor. Although I live in Lewis County, my Grandfather settled in Grays Harbor before Washington became a state. In fact, he served as the second Senator from the area after Statehood. He arrived from Ohio and saw this incredible, natural harbor, safe from the thunderous waves of the Pacific Ocean. As a true member of the Gilded Age, he was part of a group that bought up land, founded Ocosta and brought the railroad terminus to that "town", bypassing Aberdeen. Not understanding that the "land" they were intent on selling was a sandy bog and the port they were going to establish was too shallow for large vessels, his immediate dreams of fortune were set aside. And so it is of interest that, over a hundred years later, the battle continues to exploit this area without regard for its' environmental consequences. The image of the Harbor, trying to recoup from the effects of mass harvesting of timber and its milling and transport, now being replaced by the dredging and threat of the very likely disaster that will occur when there is an oil spill, is a very sad picture.

At least the timber industry provided jobs...it was a local resource that had to be harvested, milled and transported. And some of its' profits were shared by the community...until the resource diminished, along with the jobs. It is understandable why Grays Harbor seeks new industry. But this one will not provide the local jobs, will not provide enough of an economic improvement to the county and will, instead, make them liable for an inevitable environmental disaster that will impact their future. They will be a "Third World" country, bearing the consequences of others' greed.

But they will not be alone in this...all of the transport of this cargo will impact those of us living along their route. Again, we will not share in the profits but we will bear the consequences of any derailment or other disaster. And why? Why should we all bear the consequences or the profits of a very few - if not in shipment disasters, then in the very real effect upon us in the form of global warming and air pollution returning to us from Asia.

This is not an economic solution for Grays Harbor worthy of its' potential economic and environmental result. It is an echo of the Gilded Age, profiting only the few. For all of our sakes, I ask you to reconsider.

Sylvia Freund

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-29-14

Name: Peter Frothingham

Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 541-354-3021

E-Mail: _____

Address: _____

City: Odell

State: OR

Zip: 97044

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

DOE must consider fully and carefully the likely, and perhaps inevitable, consequences of movement of oil in ships from Gray's Harbor. Passage in and out of this harbor is among the most difficult on the west coast. Local "fisheries" of several kinds require and depend on waters unpolluted by oil. The spill at Valdez clearly demonstrated the impossibility of cleaning up an oil spill regardless of the resources brought forward to do so. NO EIS, therefore, can be written which can through regulation protect the natural environment open which many in this community depend. There should be no oil terminal built here.

That said, if this erroneous activity is built consideration must be given to having more than sufficient equipment on hand to deal with any spill in any weather with great rapidity. The terminal owners and those transporting the oil must pay all of the cost of deploying and maintaining that equipment.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-29-14

Name: Peter Frothingham Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: _____

E-Mail: _____

Address: _____

City: Odell State: OR Zip: 97044

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DOE in considering an oil terminal in ^{the} Grays Harbor area must evaluate the ability of the rail line from Centralia to serve any such facility. To assure the protection of the public and the environment it should require upgrading this rail line to or above standards appropriate for these heavy loads. Consideration must also be given to the amount of interference at grade crossings where emergency vehicles may have to pass.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-29-14

Name: Peter Frothingham

Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 541-354-3021

E-Mail: p145f246@gorge.net

Address: PO Box 408

City: Odell

State: OR

Zip: 97044

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Though there are many local issues that need to be addressed DOE must consider issues of public safety related to the transport of the oil in oil trains from their origin to the terminals. The trains will pass through the Columbia River Gorge where a derailment - made more likely by the passage of coal trains over the same tracks - will cause illegal and unacceptable environmental damage to lands in the National Scenic Area. Fish, flowers and wildlife will also be greatly damaged. Whenever a fire results mutual aid agreements will involve emergency response from Oregon as well as Washington. The oil train fire in Quebec makes obvious the inability to extinguish such a fire. In many places in the Columbia River Gorge this would mean the closing of a major east west highway with significant effects on businesses and local populations.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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, Maradel K. Gale
signature

My name is Maradel Gale
first name last name

My address is 239 Parfitt Way SW
street
Bainbridge Island, WA 98110
city state zip

mkgale@uoregon.edu
email phone

I'm concerned that the scope of these projects
will be too limited in terms of what
is examined. This is not just an
issue for Grays Harbor.

Please study the impact of oil shipments on all
coastal resources as well as in the
Puget Sound and Salish Sea. Shipments
from Grays Harbor will come into
these areas.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is JOANNE GARRITY
first name last name

My address is 9040 37th AVE S.W.
street

city SEATTLE state WA zip

I'm concerned that TH: S will hurt the birds.
email phone

Please study the impact _____

Thank you, Joanne M Garrity
signature



Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date:

4/24/14

Name:

Tim Gibbs

Title (if applicable):

CEO

Organization/Business (if applicable):

Greater Grays Harbor Inc (Chamber/EDC)

Telephone:

360 532-7888

E-Mail:

tim@graysharbor.org

Address:

506 Dufty St.

City:

Abandon

State:

WA

Zip:

98520

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Thank you for this opportunity to comment. I would ask that the economic benefit of this project be included in the EIS.

Grays Harbor County has experienced state leading levels of unemployment for several years. Projects such as this could invest over 100 million dollars and create construction and permanent jobs for the community.

Our community needs economic activity and a healthy environment. If done properly both can be achieved.

Please consider the economic impact of these projects to a community that needs help.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EIS
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date:

4/29/14

Name:

Tim Gibbs

Title (if applicable):

Organization/Business (if applicable):

Greater Grays Harbor Inc

Telephone:

360 532-7888

E-Mail:

Address:

506 Duddy St

City:

Abandon

State:

WA

Zip:

98520

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Please Study The economic Impact of 100 million Project on economy of Grays Harbor.

Construction Permit Jobs are needed in an area of high unemployment

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Janis Gilbert
signature

My name is Janis Gilbert
first name last name
My address is 2518 N. Wall St
street
Spokane WA 99205
city state zip
jan.gilbert@gmail.com
email phone

I'm concerned that derrailments will
cause serious disasters
that were encouraging use
of coal in China. That we
are taking action that will
Please study the impact exacerbate global
warming. Study diesel
levels on our streets when
the trains idle.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you, _____
signature

My name is FRANKIE GIRK
first name last name
My address is 907 K ST #908
street
HOQUIAM WA 98551
city state zip
360-532-7463
email phone

I'm concerned that TRAINS COMING THROUGH
OUR TOWN AND OTHERS IN
OUR AREA WILL HAVE AN
ACCIDENT WHICH COULD BE
DISASTROUS TO OUR TOWNS
AND RIVER.

Please study the impact PLEASE STUDY

SUCH A PROSPECT.

NO CRUDE OIL TRAINS

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Thank you, 
signature

My name is Marshall Glabe
first name last name

My address is 17905 Empire SE SW
street

Rochester WA 98579
city state zip

M.Mushc60@gmail.com 253-365-9168
email phone

I'm concerned that - accidents will happen

trains is not safe way

to transport oil

Please study the impact _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Barbara Guffari
signature

My name is BARBARA Guffari
first name last name
My address is 743 Neddie Rose DR
street
Westport 98595
city state zip
email phone

I'm concerned that oil trains will impact
quality of life

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, _____
signature

My name is Lois Ghoyd
first name last name
My address is 3710 LONG LAKE DR SE
street
OLYMPIA WA 98503
city state zip
email phone

I'm concerned that we are not even
trying to use less oil.
These roads impact the
whole area negatively

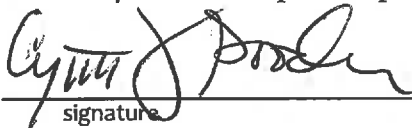
Please study the impact of the, & the fracking
on our nation &
planet!

NO CRUDE OIL TRAINS

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State Department of Ecology:

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Thank you,


signature

My name is Cynthia Goodman
first name last name
My address is 3251-40th Ave SW
street
Seattle Wa 98116
city state zip

email

phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

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State Department of Ecology:

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, James A. Goodman
signature

My name is James first name Goodman last name

My address is 3251-40th street

Seattle city Wash. state 98116 zip

_____ email _____ phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

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Thank you, _____
signature

My name is JEN GOODWIN
first name last name

My address is 2807 N. Calispel
street

Spokane WA 99205
city state zip

_____ email phone

I'm concerned that trafficking of

crude oil through the

beautiful PNW

will destroy what makes

this place beautiful

Please study the impact long term health

effects on people &

animals.

My name is Diana Gordon and I live in Washougal. Although we are far from the proposed oil terminals in Grays Harbor, I think they will affect us as well as the residents around Grays Harbor and in Hoquiam. Although it is very self-serving, what I am worried about is our property values. I'm worried about safety and traffic congestion and climate change, too, but I greatly fear we'll feel the impact of this terminal in our property values all too soon.

Trains to the proposed facility will add to the huge volume of fossil fuel rail traffic already proposed for transport from the midwest and west to the coast.^e The largest oil terminal on the West Coast has been proposed for Vancouver. Two coal terminals have been suggested for Bellingham and Longview, and the train companies have said that an accumulation of coal dust on the tracks can cause derailment issues.

A month or so ago on Feb. 24, there was a collision on the Mississippi River between an oil barge and a grain barge a few miles from New Orleans. (Although the incident involved barges, a similar spill could easily occur here.) Oil spilled into the river and produced a sheen which closed the river for 65 miles to all river traffic for 2 days as well as the Port of New Orleans. 65 miles is a long way to close a river and two days is a long time to close a busy port. A spill of that size would affect a lot of people if it happened here.

I think now people see the Pacific NW as a clean, safe place to have a vacation, go windsurfing, open a business, raise kids, and so on. And I think it will take only one or two similar mishaps to have an effect on our reputation. If we get a reputation as an unsafe area where hundreds of cars of coal and oil pass through the hearts of numerous towns daily, and where spills and oil leaks can occur, I fear it will greatly affect the value of our home and other property all along the rail corridor back to North Dakota.

I think that it is extremely important to address the cumulative effect of all this fossil fuel transport on the property values of nearby towns.^{in the EIS} I fear that cities and towns adjacent to the tracks will experience a loss of tax revenue and have a much harder time attracting new businesses and tourism dollars.

Thank you.

Diana Gordon
642 I Street
Washougal, WA 98671

April 29, 2014
tndgardens@comcast.net
(360) 835-7748

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date:

4-23-14

Name:

PAT GORDON

Title (if applicable):

Organization/Business (if applicable):

Telephone:

360 532 5858

E-Mail:

Address:

2504 Simpson Ave

City:

Aberdeen

State:

WASH

Zip:

98520

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The Tanks will be installed in the ground by Hoquiam High school on by the Bird sanctuary This alone should be grounds to turn permits down plus wetlands. I own my own beauty salon in Aberdeen 52 years own business 42 years one oil spill fire explosion 1/2 mile from Train tracks, end of my career or business I'm 72 too old to be on clean up crew to remove crude oil which sinks to the bottom of tide water How could this ever be contained. end of Dangers crabs oysters clams 1000 fish and seafood jobs.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

I request that the DOE study many of the possible impacts of the Westway and Imperium projects in the Grays Harbor area.

Several impacts are of great concern to me.

We live in Washougal, WA, which is in the Columbia River Gorge, and several oil trains pass each day through our small town now. More trains will lead to even more of a possibility of an accident such as at Lac-Megantic last summer, the derailment in Alabama, and the derailment in North Dakota, both in our town and in the Grays Harbor area.

We live in the earthquake prone Northwest and along the whole route from North Dakota to the Grays Harbor area, even relatively small earthquakes could cause landslides that could derail an oil train especially along the Columbia River to Grays Harbor. These terminals and their proposed expansions are probably built on alluvial soils, which are fill and river sediment, would liquify and cause oil cars to roll and holding tanks to rupture.

At a recent meeting of the Geological Society of the Oregon Country in Portland, a geologist gave a talk about earthquakes and was asked what was the most dangerous place in Portland to be in the event of an earthquake. She responded without hesitation that would be the tank farms along the Willamette River. She said there would be many possible ignition sources, including downed power lines. There would be burning oil all over the Willamette River and that harbor area.

If that were to happen in the Grays Harbor area, there would probably be the same catastrophic situation occurring.

I urge the DOE to study the possible impacts of oil trains coming all the way from North Dakota to the Grays Harbor area.

Thomas Gordon
642 I Street
Washougal, WA 98671
(360) 835-7748
tndgardens@comcast.net

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you,

signature

Levin Goverman

My name is Levin Goverman
first name last name

My address is 7912 E Mencer Way
street
Mezer Island WA 98040
city state zip

goverman@comcast.net 206 236 3061
email phone

I'm concerned that these trains will pollute
+ pose a danger!

Please study the impact of wildlife, people,
birds, + habitats

NO CRUDE OIL TRAINS

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State Department of Ecology:

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Thank you,

Joan Goverman
signature

My name is Joan Goverman
first name last name

My address is 7912 E Mercer Way
street
Mercer Island WA 98040
city state zip

govermanj@comcast.net 2062313061
email phone

I'm concerned that the trains will pollute
* pose hazards

Please study the impact of land, people + Birds

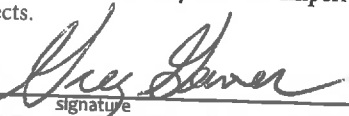
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Thank you,

signature



My name is Greg Gower
first name last name

My address is 1026 N. Summit Blvd.
street

Spokane WA 99201
city state zip

greygower@gmail.com 509-339-693
email phone

I'm concerned that The public takes the risk and stockholders reap the profit.

Please study the impact of oil spills in lakes and rivers

I have been interested in protecting the marine waters of the Pacific Northwest for many decades. I am currently a volunteer and have spent many hours working on projects in the Salish Sea area. Attached are my comments for the scoping consideration. If the attachment does not open, please email me and I will resubmit it as I'm having some difficulty getting it attached.

The 2014 National Climate Assessment asserts that there is no element of the Northwest that isn't now and won't be even more catastrophically affected by climate change: the economy, infrastructure, natural systems, public health, and agricultural sectors all face serious risk. The question then is why should we contribute to this degradation by facilitating the export of fossil fuels which when burned contributes to climate change? The scoping analysis must look at this global issue and the only action is to deny the permits because there is no mitigation from the consequences of burning the fossil fuels trans-shipped through these facilities. There is no doubt that burning these fuels will contribute to a reduced water supply, increased ocean acidification, rising sea levels with subsequent coastal erosion and dislocation costs, increased risk of wildfires, insect and disease outbreaks. All of these are happening now to a lesser degree, but will be exacerbated by facilitating the export of more fossil fuels.

In the event that the above scenario is rejected than the following issues need to be addressed.

Issues specific to the construction of these sites must include mitigation for; pollution (air, water and sound), accumulative traffic, storm water runoff, vehicle safety, oil spill prevention, community safety, construction designs, and toxic chemical releases. But these two projects cannot be looked at in isolation from the 5 or 6 other shipping terminals being proposed or already operating in the Pacific Northwest as their effects are cumulative for the environment and the health of the economy in the Pacific Northwest.

Marine Organisms

Many marine animals are dependent on audible messages, for example: echolocation. Will these be interfered with by the increasing number and size of the vessels transiting the estuary and the coastal waters? Will they be stressed beyond their ability to survive? How can this effect be mitigated? Also the vibrations of the vessels and their ability to interfere because of their steel hulls with

electroreception in many marine animals must be investigated and steps taken to reduce it..

Furthermore, vessel traffic transiting the estuary will increase the turbidity of the water which is known to affect marine organisms' ability to find food and shelter. We already have stocks of Salmon that are endangered and they depend on the survival of marine organisms that seek sanctuary in the estuaries.

These organisms are decreasing even now which means that a survey will need to be done to determine if even further decreases will be of such magnitude that salmon and other species are imperiled.

Furthermore, the estuary is a rich nursery and refuge for marine organisms including shell fish. Will the increase in vessel traffic negatively affect this treasure because of oil spills and just transiting the estuary?

Emissions:

Consideration must be given to the off loading from up to eight tank cars as this process is a source of spills and leaks and air pollution. An investigation into the size of the containment should consider the need to contain the contents of all 8 tank cars in the event of an accident or derailment. The last 40 years have provided a record of the DOT-111 tank cars that shows the vulnerability of these cars to easily puncture or rupture with explosions and death the result, as well as the contents being spilled. Also will the fourfold or more increase in the use of train tank cars result in more accidents. And because the Bakken crude is 3 to 4 times more volatile than Louisiana crude, what extra safety considerations must be built into designs, including upgrading the electrical systems for this higher level of volatility to prevent explosions from accidental sparking. Because of the VOC levels and explosiveness of the components The State of Missouri required a special permit for the transporting and handling of Bakken crude.

The NFPA 70 Electrical hazardous classification designations of the classified areas Class I Division 1, Class 1 Division 2 and non-classified areas for a plant handling Louisiana sweet crude may be much

different than that for a plant handling Bakken crude with the much higher levels of volatile material. A thorough review of the plant explosive hazard areas for electrical construction design and installation is imperative.

Because of this extra volatility, will the vapor capture systems be of sufficient size to capture and store the emissions? No system is perfect so what is the level of green house gasses that is acceptable to be released into the atmosphere from the transfer process and just from the tank cars themselves? Seals, couplings and joints all leak to some degree. Will this incidental leakage increase? Furthermore, and more serious, is the need to consider that concentrations of highly volatile hydrocarbons in the storage tanks and in the railroad tank cars which will facilitate fires and or explosions as we have recently seen in North Dakota, Quebec and Virginia. What additional security measures will be needed because there will be 100's of tank cars staged around the terminals and how will they be protected from a terrorist attack. One man with a sniper rifle can penetrate the tanks and the cars with an armor piercing incendiary round from a distance of over 2,000 yards.

Earthquakes and Tsunamis

The area for the terminals is subjected to earthquakes and tsunamis. The earthquake scientists tell us that we are overdue for a large earthquake. Are the storage tanks and the containment structures flexible enough to withstand a magnitude 9.0 earthquake and are they strong enough to withstand the force of a 50 to 100 foot wall of water striking them which is possible on the West Coast? There are historical records of 100 foot tsunamis. We saw the devastation in Fukushima, Japan from a tsunami varying between 10 meters and 40 meters in height which easily over topped the 30 foot sea walls. Oil storage tanks were destroyed releasing their contents into the waters. The question must be asked if any oil storage tanks should be situated within the reach of a tsunami because of safety concerns. In

some places in Japan the tsunami reached 6 miles inland. If they must be sited near the shore than mitigation to reduce the oil spillage from all the tanks in their entirety into the waters must be considered. Trying to recover the spilled hydrocarbons after a release is the least attractive alternative. The emphasis should be on robust design so that spillage does not occur. Another concern is the characteristics of the sediment on which the tanks will be built. Are these soils subjected to liquefaction in a major earthquake and if so what can be done to prevent the tanks from rupturing as a result of this?

Oil Spill Preparedness and Response

With the increase in traffic are the response teams sufficiently staffed to handle these incidents and are the teams locally sourced so they can be quickly assembled and are the materials readily available and easily accessible?

Are the vessel traffic control systems adequate for the tripling of vessel traffic in the estuary so that collisions and groundings can be avoided. The same concern is relevant for the railroad traffic. Are there pinch points that lead to long delays in moving the trains? And are the train-auto intersections from Chehalis to Grays Harbor gated to reduce accidents and what can be done to mitigate the long wait times for emergency vehicles, if there are no overpasses. A 10 to 15 minute delay is fatal for a heart attack victim.

Storm Drainage

With the increase in impermeable surfaces because of construction of retention structures, car offloading ramp and other infrastructure, will there be increases in the capacity of the storm runoff and treatment systems to accommodate the increased volume and mitigation to provide for replenishment

of the ground water?

Please see the Vancouver, Washington City Council may 15 memo found at the following link. It is referenced in my comment letter with suggestions for adding Bakken crude oil transport issues to the EIS scopes. <http://www.columbian.com/news/2014/may/16/vancouver-draft-resolution-urges-rejection-oil-te/>

To Whom it may concern:

Thank you for this comment opportunity. The following comments represent my personal views as a private citizen of Washington State. All of my scoping comments refer to both EIS's (the Westway Terminal Company and the Imperium Renewables proposals) for bulk liquid storage expansions at the Port of Grays Harbor.

I believe that both of these proposals and the City of Hoquiam decisions on these large liquid storage (oil) expansions may have likely significant direct, indirect, and cumulative public health and safety impacts. The scope of analysis should include all such likely significant and cumulative adverse impacts, **statewide**. The proposed expansions are also likely to cause significant land devaluation statewide from rail traffic increases that conflict with and adversely impact adjacent land uses, including recreational land uses. Scoping should include statewide land use conflicts and impacts such as increased train noise duration, increased rail traffic blockage of commercial property access, increased rail traffic disruption of emergency services delivery, and increased toxic diesel engine emissions in residential areas. This air pollution enters nearby residences even when windows are closed. Eastern Washington farmers cannot compete with the rail car oil transport prices for the finite number of rail cars available, if oil-by-rail traffic greatly increases. The scope should include the likely substantial impacts to long time agricultural land uses and farm produce transportation due to a major expansion of crude oil transported by eastern Washington rail lines. The agricultural land use impacts from vastly expanded rail traffic should be assessed in all farming areas in Washington where large and rapid oil-train traffic increases are likely. I do not see where such direct or indirect impacts are covered by the current suggested scope of train route impacts --- currently limited to Centralia to Hoquiam only.

Significant statewide public health and safety impacts associated with train traffic increases will be further explained below. If oil terminal storage is not increased, the oil-by-rail train traffic will not increase. The Hoquiam proposals are large enough to trigger big oil train traffic increases.

The scope of both EISs should be expanded to cover likely significant environmental impacts associated with large and rapid increases in rail traffic at the statewide level, but not beyond. I do not see any need to consider Canadian rail traffic changes or changes in other states that might be less directly tied to the City of Hoquiam decisions. The City of Hoquiam and Ecology should at least require the proponents to disclose all of the likely oil train routes within Washington State and the scale of likely rail traffic increases in all affected Washington communities statewide that may result from the City of Hoquiam decisions. All affected Washington state communities should have the opportunity to express their concerns associated with direct or indirect rail traffic impacts from the proposed Port of Grays Harbor oil storage expansions. The EIS scopes for both proposals should include the additive and cumulative oil train traffic impacts statewide.

Detailed statewide maps of all likely oil train routes will assist with full public disclosure for all Washington citizens in all communities. The public will want to know where there will be big increases in oil train traffic if the vast new oil storage terminals are approved. Full public disclosure of all likely Washington train routes is essential to a proper SEPA review. This is needed to allow full public participation at the earliest point in time before the irreversible City of Hoquiam decisions are made.

The Washington communities likely to be most impacted by increased train traffic deserve a voice in the direct or indirect impacts to their communities that are tied to Hoquiam's oil storage capacity decisions.

The scope should include all similar current proposals or likely near-future oil terminal proposals in Washington State that might result in large and rapid rail traffic increases associated with transport and storage of Bakken oil. This is part of the baseline information needed for the affected environment section of the EISs. The scope of analysis for these proposals must be assessed in combination with all similar Washington state proposals to address the potential total or cumulative statewide oil train traffic impacts and how the Hoquiam proposals change the current and likely near future rail traffic levels. One example is the current proposed crude-by-rail proposal to build a large oil transfer terminal in Vancouver, Washington at the Port of Vancouver.

There are several hazards associated with Bakken crude oil transport. It is much more dangerous than traditional coal and oil train transport, due to its flammability and explosive properties. The EIS scopes should address these public safety concerns on a statewide and cumulative basis. Please consider all the issues raised by the City Council of Vancouver Washington in their May 15 memo (attached) concerning the hazards and unknown safety risks of Bakken oil transport by rail in Washington State. Add these issues to the EIS scopes, especially if you cannot document that Washington rail lines are in good condition and have a good safety record. Worst case impacts of fires and explosions from derailed Bakken rail cars must be assumed if such impacts are unknown or safety cannot be documented. The Vancouver May 15 memo suggests that the City of Vancouver strongly request the Governor of Washington, the Washington Department of Ecology, the Washington State Energy Facility Site Evaluation Council (EFSEC), and any other relevant state agencies decline to permit crude by rail oil terminal projects, and specifically the proposed Tesoro-Savage project. They appear to raise several valid safety questions that should be addressed by the scope of these Hoquiam EISs.

Vancouver is only one of many statewide communities concerned about these oil-by-rail transport and storage proposals and increased oil train impacts that they will directly or indirectly cause if approved. Do not limit the scope of these EISs to Centralia and Hoquiam rail traffic and safety.

The EIS scope should address the current status, adequacy and the state of repair and safety of our statewide rail system infrastructure, especially those lines where great expansions in current use levels are anticipated. The scopes should include documentation of Washington State rail safety records for EIS consideration, before any Hoquiam decisions set in motion a new precedent of allowing rail transport of the more hazardous Bakken oil on poorly maintained rail lines or in any older model train cars that do not meet safe standards for Bakken oil transport. The city of Vancouver looked at recent national incidents involving rail transport disasters, but somehow missed considering the recent Washington State safety records or Northwestern United States freight train derailments. Over the last 2 and 1/2 years there has been an average of nine per month. This rate of mishaps is before the huge proposed increased use of our existing rail infrastructure by oil trains and coal trains. Some derailments are in densely populated areas such as Vancouver, Portland, Seattle and Spokane. These statements are based on accident reports submitted to the US Federal Railroad Administration (FRA). Such safety records should be documented as part of the EIS scope.

Closer to Hoquiam there were 3 derailments in 3 weeks very recently on tracks operated by Puget Sound and Pacific Railway in the Grays Harbor area. A grain car tipped over April 29, 2014 in Aberdeen

and cars came off the tracks May 9, 2014 in east Aberdeen. Thursday May 15, 2014 7 grain cars tipped over outside Montesano. This type of recent rail safety information should be part of the EIS scopes.

The National Transportation Safety Board in January of 2014 recommended rerouting of all Bakken crude oil unit trains to avoid populated areas. The EIS scope should look into all the safety hazards associated with these trains that led to this recommendation before Hoquiam approves a vast expansion of crude oil storage facilities fed by these Bakken oil trains. These oil trains must cross our entire state.

and pass through numerous large and small communities. The EIS scopes should address the potential safety threat to all Washington communities from rapid and large increases in Bakken oil train traffic. It seems prudent to show that such transport really can be accomplished safely prior to vast expansions of port terminal oil storage facilities. The transport will not occur in this state without storage terminal approvals.

The increase in train traffic is of great concern to residents of many smaller Washington communities as well as to the more urban residents of Vancouver. Trains that pass through urban communities or small towns leave behind the worst possible class of air pollution in the form of diesel engine emissions. Diesel emissions are more toxic and carcinogenic than most other air pollution sources. The EIS scope should assess the health impacts of increased hourly and daily air pollution levels due to diesel emissions from increased train traffic in all Washington state communities where National Ambient Air Quality Standards (NAAQS) may be violated by these increased emissions. The local air pollution control authorities for those Washington State communities with existing violations of the federal Clean Air Act (CAA) standards may have to verify that their State Implementation Plans to achieve the NAAQS will not be violated by the potential increases in train traffic diesel emissions. It is likely that there will be increased deaths in some Washington communities due to the increased diesel emissions resulting from large increases in train traffic. This should be documented as part of the EIS scope, or refuted if you can find evidence to the contrary. The local air pollution control agencies and the State Department of Ecology can help with this kind of air pollution impact assessment. The scope should include modeling of the likely diesel emissions in Washington communities that will result from oil port terminal expansions.

Ecology's Air Quality Program should have all the information as to which communities might be most at risk of new ambient air quality violations from huge increases in diesel train traffic emissions once the likely train traffic increases resulting from oil port terminal expansions have been mapped. The EIS scope should include diesel emission air quality modeling for any such communities. Air quality modeling may be especially important for those communities that already suffer from poor winter air quality due to wood heat or due to current vehicle emissions (including train engine diesel emissions) and air quality inversions.

Finally, in support of all of my broader scope requests above I would like to point out that SEPA review is required for all parts of the complete proposal as early as possible in the planning process. The proponents of oil transport in Washington may be trying to avoid statewide SEPA review of all parts of their larger plan. Ecology and the City of Hoquiam should require that the EIS scopes include all significant impacts of statewide train transport of Bakken oil. The larger oil-by-rail statewide transport plan for Bakken oil should be disclosed and examined under SEPA before the closely associated and interdependent City of Hoquiam decisions are made. Separate projects or parts of a bigger plan that are

closely related and interdependent with, and depend on the bigger plan for their existence, should be looked at in the same environmental document to meet SEPA requirements. Scoping should not piece-meal SEPA review for each separate Washington State large oil terminal/storage proposal as though they are not related to each other and do not result in cumulative statewide impacts, such as from huge increases in statewide rail traffic. Ecology and Hoquiam should be commended for at least combining two of the larger current railroad-dependent oil transport proposals for SEPA scoping. The scope should, however, include a broader, statewide look at likely cumulative environmental impacts associated with increased oil train use. Such analysis is required early in the decision making process under SEPA, before irreversible decisions are made on separate but closely related projects. SEPA responsible officials must first consider the direct, indirect and cumulative impacts of the current oil port terminal expansions in the context of the larger statewide plan to transport vast quantities of oil by rail across this entire state. Oil port terminal expansions with vast increases in oil storage capacity are clearly interdependent parts of a bigger plan to vastly increase oil transport by rail cars across Washington State. You cannot have one without the other. The EIS scope must therefore acknowledge and address the larger oil transport plan for Washington State if it has not yet been captured in another environmental document(s). If such analysis has already been conducted and is adequate it still should be cited and incorporated by reference as part of the scope for the Hoquiam proposals.

Sincerely,
Fred Greef

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Mary Lou Gregory
signature

My name is MARY LOU GREGORY
first name last name

My address is 711 Spruce St
street
HOQUIAM WA 98550
city state zip
mlgreg@techline.com
email

I'm concerned that the fresh air our communi-
ty has now will be polluted by
volatile and carcinogenic fumes.
Spills will happen and we do not
have manpower or technology to
handle them.

Please study the impact on air quality, on the
shellfish, fisheries, birds and
human quality of life, especially
following the spills which will
occur. We will all be "canaries
in the coal mine!"

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is

KERRI GRIFFIS

first name

last name

My address is

1701 3rd ST NE

street

AUBURN WA 98002

city

state

zip

KERRIGRIFFIS@YAHOO.COM

email

phone

I'm concerned that

I LIVE IN AUBURN
AND THE BIG OIL
TRAINS ARE PARKED
THERE.

Please study the impact

WHAT WOULD
HAPPEN IF THERE
IS A FIRE IN A
CITY LIKE AUBURN.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Kassandra
signature



My name is Kassandra Grimm
first name last name

My address is 433 Black Diamond Rd
street

Port Angeles WA 98363
city state zip

kggrimm@gmail.com 360-250-2613
email phone

I'm concerned that global warming is a serious
concern For WA residents to prevent
more emissions should be a priority.

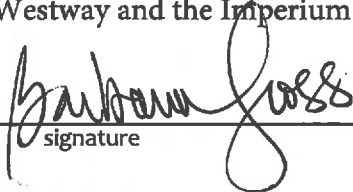
Please study the impact of atmospheric
transport from Asia to WA.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is BARBARA GROSS
first name last name
My address is 6218 WOODARD AVE RD NE
street
OLYMPIA WA 98506
city state zip

I'm concerned that the focus of oil as energy sources
will cause significant health +
environmental degradation.

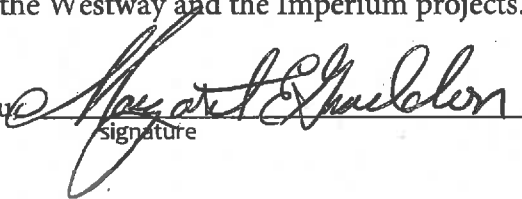
Please study the impact of fracking on water quality,
air pollution from the increase use
of oil. Impact of trains on
social structure as well as
air/water quality.
Track the money trails!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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


signature

My name is Margaret Graddon
first name last name

My address is 6384 E Grapenewlp Rd.
street
Atlyn Wa 98524
city state zip

_____ email _____ phone _____

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is

ARTHUR GRUNBAUM

first name

last name

My address is

1128 STATE ROUTE 105

ABERDEEN

street

WA

98520

city

state

zip

RDG@COUNTRYCREEK.COM

email

648-2476

phone

I'm concerned that

THE MILLIONS OF \$ SPENT ON

AQUATIC RESTORATION WILL BE LOST

Please study the impact of

VESSEL TRAFFIC AND

POTENTIAL SPILLS OF CRUDE OIL, BALAST
WATER AND BUNKER FUEL ON RESTORATION
TARGET AREAS. HOW WILL THIS IMPACT
TRIBAL AND COMMERCIAL INDUSTRIES AND
RECREATIONAL OPPORTUNITIES?

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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, Morgan H.
signature

My name is Morgan first name H. last name

My address is _____ street _____

Kenier city WA state 98055 zip

_____ email _____ phone _____

I'm concerned that the risk of the oil rail train

will be profit.

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Stephanie Haase
signature

My name is Stephanie Haase
first name last name

My address is 37204 E. Lk. Walker Dr SE
street
Enumclaw WA 98022
city state zip

shaase37204@yahoo.com
email phone

I'm concerned that environmental impact of
oil spills

Please study the impact of _____

RECEIVED
MAY 09 2014

3214 No. 27th Street
Tacoma, WA 98407
May 7th, 2014

Westway and Imperium Renewables Expansion Projects
710 Second Ave., Ste 550
Seattle, WA 98104

Dear Persons:

I am writing to strongly oppose the construction of oil terminals at Grays Harbor and the transporting of crude oil on trains and ships throughout the Northwest. These proposals would have a negative impact on the Grays Harbor community and on the Puget Sound by increasing rail and marine vessel congestion, increasing the potential of oil spills in fresh and salt water, harming existing businesses and emergency responders, and putting our environment at risk. There undoubtedly would be damage of the aquatic ecosystem and important fishing grounds.

My personal interest in this issue is as a birdwatcher, particularly of the shorebirds in the area. I believe that there will be economic consequences to the area as tourists will avoid coming to Grays Harbor, and the impact on local businesses will be felt as soon as construction starts and the beautiful environment is affected.

Please conduct a serious environmental impact statement that details how the construction and inevitable oil spills will affect the local area.

Sincerely,


Noel Hagens

HAGENS
3214 No 27th
Tacoma, Wa. 98107



TACOMA WA 98107
CLYFFIA WA
05 MAY 2014 PM 3:1

Westway & Imperium Renewables
Expansion Projects
710 Second Ave, Ste 550
Seattle, Wa. 98104

98104175425



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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 *Dan Hoggin*
signature

My name is Bart first name Hoggin last name
My address is 15418 N. Little Spokane Dr street
Spokane city WA state 99209 zip
bartmh4118@comcast.net email 466-4518 phone

I'm concerned that leave the fossil fuels in
the ground

Please study the impact of diesel exhaust

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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

Lindell Haggan
signature

My name is Lindell Haggan
first name last name
My address is 15418 W. Little Spokane Dr
street
Spokane WA 99208
city state zip
Lindell4118@comcast.net
email phone

I'm concerned that Spokane will be at risk of serious accidents. Transport of agricultural products will be delayed Traffic will be interrupted by inc. rail traffic.

Please study the impact

of diesel particulates in air. Economic impact on local tourism due to increased traffic & train quality

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,



signature

My name is

Robert Hakonen

first name

last name

My address is

718 Donovan Ave

street

city

state

zip

Bellingham, WA 98225

email

phone

I'm concerned that

Please study the impact of

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,



signature

My name is Adam Halpern
first name last name

My address is 5116 59th Ct SW
street
Olympia WA
city state

98512
zip
360 357-8160
phone

I'm concerned that there has not been enough
email phone
emphasis on the environmental
risk of oil spills.

Please study the impact of oil spills on the natural
environment from tankers and railroad
accidents.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, _____
signature

My name is Larry Hampson
first name last name

My address is 3118 S Windsor
street

Spokane WA
city state zip

larryhampson2@aol.com
email phone

I'm concerned that trains traveling
over Spokanes ancient
train infrastructure is
NOT safe

Please study the impact — This is a
dangerous situation

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Signature

My name is

FAYE HANDS

first name

last name

My address is

61 - EAST MICHAEL DR.

BEFAIR, WA

street

98528-2167

city

state

zip

zest4parus@hotmail.com (360) 275-

email

phone

I'm concerned that

Long term environmental effects will not be taken into account before rushing forward to create permanent damage.

Please study the impact

of the eco-systems in place. Especially the migratory shorebirds @ the NWR. This is 1/4 of the population passing through here, & only 1 of 4 like shopping fuel stations in the entire USA!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature



My name is Clara Hard
first name last name

My address is 1711 Prospect Ave NE
street

Olympia WA 98506
city state zip

shellbacksailor@gmail.com
email phone

I'm concerned that _____

Please study the impact _____



RECEIVED
MAY 02 2014

Bourtai Hargrove
9822 Dempsey Lane S.W.
Olympia, WA 98512

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

Re: Scoping Comment

For the Washington Department of Ecology:

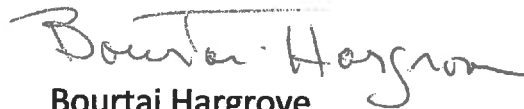
The EIS on the proposed Westway and Imperial oil terminals should be comprehensive, and include an analysis of the effect that burning the oil will have on the impending climate catastrophe. Last year atmospheric carbon dioxide crossed 400 parts per million for the first time in human history. Global CO₂ emissions rose to a record 36 billion metric tons in 2013. The latest study by James Hansen, the nation's leading climate scientist and his colleagues in the scientific journal PLOS ONE, calls into question the international consensus that limiting global warming to 2 degrees Celsius beyond pre-industrial levels will avoid the most catastrophic effects of climate change. Instead, the study warns, 2 degrees C would trigger "slow" amplifying feedbacks leading inevitably to a warming of 3-4 degrees C with disastrous consequences. To keep global temperature close to the Holocene range – the range humans have lived in throughout our history; we must limit warming to 1 degree C. Hansen and his colleagues conclude that we must leave *all coal and unconventional fossil fuel reserves in the ground, and rapidly reduce CO₂ emissions from other fossil fuels.*

Westway proposes to transport 749.9 million gallons of crude oil per year from Grays Harbor. Please quantify how many tons of CO₂ that will add to the cumulative CO₂ already in the atmosphere each year and for the entire life of the

project. Imperium Terminals proposes to transport 2.26 billion gallons of crude oil per year from Grays Harbor. Please quantify how many tons of CO2 that will add to the cumulative CO2 already in the atmosphere each year, and for the entire life of the project. Then add the CO2 from the third Grays Harbor proposal – the U.S. Development proposal not yet in the scoping process. The three proposals to transport crude oil from Grays Harbor should be evaluated together. Failing to do so minimizes their destructive potential.

Finally, please analyze the catastrophic climate effects of all the fossil fuel transport proposals now before the Department of Ecology and the EFSEC – add the CO2 from Gateway Pacific's 54 million metric tons of coal annually, the CO2 from the Millenium Bulk Terminal's 44 million tons of coal annually, and the CO2 from Tesoro-Savage's 380,000 barrels of crude oil per day. You will find that you are being asked to permit a carbon bomb which will blow the entire planet into irreversible climate chaos, from which humans may not survive.

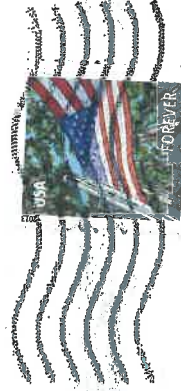
Sincerely,

A handwritten signature in black ink that reads "Bourtai Hargrove". The signature is written in a cursive style with a horizontal line above the first name.

Bourtai Hargrove

Bourtai31@Gmail.com

Bourtai Hargrove
9822 Dempsey Ln SW
Olympia, WA 98512



TACOMA WA 98562
OLYMPIA WA
02 MAY 2014 PM 4 L

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

98104175425

USA
FOREVER
02 MAY 2014 PM 4 L

RECEIVED
MAY 07 2014

May 6, 2014

Bourtai Hargrove
9822 Dempsey Ln. NW
Olympia, WA 98512

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

Re: Scoping comment

Dear Department of Ecology:

Given the alarming record of crude oil tanker explosions in the past eight months, the EIS for the Imperium and Westway expansion projects must examine closely the safety of the tanker cars, the condition of the railroad lines, and the volatility of the Bakken oil. This must be a comprehensive review – from the point of origin through all the small towns and cities traversed by the railroad lines to the point of shipment in Grays Harbor. The record is not good – so far we have had at least four fiery train explosions, and the one in Lac-Megantic killed 47 people. Ecology must identify all the bridges and overpasses the railroad crosses, assess their safety, identify any improvements needed, and determine who will pay for the needed improvements.

The volume of crude oil shipped by rail in the United States increased from 9,500 carloads in 2008 to 400,000 carloads in 2013 – a more than 40-fold expansion. Much of that oil is from the Bakken region, which, in a study of 86 different crude oils from around the world, contained several times more combustible gases than other oils tested, according to *The Wall Street Journal*. Ecology must identify the impact of all the coal and oil trains now in the permitting process in Washington, which rail lines

will be most heavily impacted, and where the congestion will cause choke points requiring additional rail lines to be built. The Gateway Pacific proposal for Cherry Point alone would add 30 miles of coal trains daily to the BNSF line that runs along the Puget Sound coast. Add to that the number of coal trains proposed for the Millennium Bulk Terminal in Longview, the number of oil trains for all three proposed oil terminals in Grays Harbor, and the huge number of oil trains necessary to transport the crude oil for Tesoro-Savage's proposal for Vancouver. This will require an unprecedented increase in traffic on the rail lines. Where are the points of greatest congestion? Can the existing rail lines hold up under all the proposed traffic? What will be done to relieve the congestion and who will pay for it?

Are any of the towns and cities along the rail routes equipped to handle an oil train explosion? Do they have the personnel, the equipment, and the foam necessary to handle an oil train explosion? These are practical matters which must be resolved before any permits are issued. How long will the huge oil and coal trains hold up traffic in the towns and cities they traverse? Will such delays affect emergency vehicles? The increased rail traffic and the condition of the rail lines are clearly two of the major considerations which must be addressed in the EISs for the Westway and Imperium proposals.

The overwhelming consideration, however, remains the CO₂ that burning the oil anywhere will have on the cumulative CO₂ in the atmosphere and on the rate of climate change. This week the National Climate Assessment painted a grim picture of our future if we continue to burn fossil fuels. The picture it paints is stark: Inaction will devastate much of the arable land of the nation's breadbasket and ruin a livable climate for most Americans. The scope of the EIS for the Westway and Imperium oil terminal proposals must be broad enough to evaluate the amount of CO₂ the two proposals and the third Grays Harbor proposal will add to the cumulative CO₂ already in the atmosphere when the oil is burned and how that will affect the rate of climate change. Add to that the amount of CO₂ that burning 54 million metric tons of coal annually from the Gateway Pacific proposal will add to the atmosphere, the amount of CO₂ that

burning 44 million tons of coal annually from Millenium Bulk Terminal's proposal will add to the atmosphere, and the amount of CO2 from burning Tesoro Savage's proposed 380,000 barrels of crude oil per day will add to the atmosphere. You will find that you are being asked to permit a carbon bomb which will blow the entire planet into irreversible climate chaos, from which humans may not survive. The effects of burning the oil and the effects of the CO2 that produces must be a major part of the EISs for the Westway and Imperium Terminals proposals.

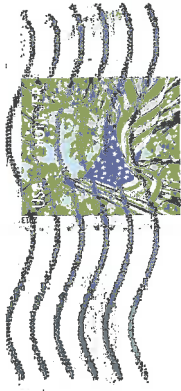
Sincerely,

A handwritten signature in black ink that reads "Bourtai Hargrove". The signature is written in a cursive style with a large initial 'B'.

Bourtai Hargrove

Bourtai31@Gmail.com

Bourtai Hargrove
9822 Dempsey Ln SW
Olympia, WA 98512



OLYMPIA WA 985
OLYMPIA WA
07 MAY 2014 PM 4 L

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

98104175425



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, _____
signature

My name is Bourta HARGROVE
first name last name

My address is 9822 DOMOSKY LN. SW.
street

OLYMPIA WA 98512
city state zip

Bourta31@GMAIL.COM
email phone

I'm concerned that oil trains are rolling

bombs - they will put all our
cities and towns in danger.

Oil when burned will add

CO₂ to the cumulative CO₂ in
the atmosphere, contributing

Please study the impact to disastrous climate change.

We are on a trajectory to reach

4.5-6 degrees Celsius above pre-

industrial levels by the turn of

the century.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Martha Farley-Ray
signature

My name is Martha Farley-Ray
first name last name
My address is 321 E Soderberg Rd #9
street
Allyn WA 98524
city state zip

_____ email _____ phone _____

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is SHEILA HARPER
first name last name

My address is 9804 CASCADE LN NE
street
OLYMPIA WA 98516
city state zip

I'm concerned that our waters will be
email phone

polluted - this is such an
important bird area.

Please study the impact of fracking!

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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, Gerrit Harrington

signature

My name is Gerrit Harrington
first name last name

My address is 307 Erickson Ave NE
street

Bainbridge WA 98110
city state zip

gerritow@gmail.com 206 375 6609
email phone

I'm concerned that it is not safe. There is little advantage

to the community - It does not promote jobs nor state
money! Pollution,

Please study the impact of the cost to the explosion, # of

explosions the danger because of explosions - possibly
climate change.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Brian Harris
signature

My name is

Ryan Harris
first name last name

My address is

428 Plymouth St. NW
street
Olympia WA 98502
city state zip

Captainjapan@msn.com
email phone

I'm concerned that

The increased number of trains will impact the local community business, safety...

Please study the impact

on local ~~area~~ communities along the whole route from ~~point~~ of extraction to point of export from WA state!

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date:

4/29/14

Name:

Ryan Harris

Title (if applicable):

Organization/Business (if applicable):

Concerned Citizen

Telephone:

253-332-9386

E-Mail:

Address:

428 Plymouth St. NW

City:

Olympia

State:

WA

Zip:

98502

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I would like you to consider the impact to the rail system that is deteriorating throughout the proposed route! Today 2 trains derailed in grays harbor spilling just grain! If this were to happen with these oil cars it would be more detrimental to the environment that may be irreversible!

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Willie A. L. C.
signature

My name is William Harshim
first name last name

My address is 9330 EL Camino
street

Yelm WA
city state zip

email phone

I'm concerned that _____

pollution

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is James Hoof
first name last name
My address is 5750 Road NE
street
Warden WA 98555
city state zip

I'm concerned that there will be oil
email phone
spills and adverse effect
to the local wildlife

Please study the impact oil spills and
rail road spillovers

Thank you, [Signature]
signature



H1. - My NAME IS DAVE HATLEY, I'VE LIVED ON THE BANKS OF THE CHEHALIS RIVER FOR 18 YEARS. PREVIOUSLY I SPENT MY YOUTH GROWING UP IN GRAYS HARBOR. - GRADUATED FROM ELMA H.S. - WENT AWAY TO COLLEGE - RECEIVED MY DEGREE AND CAME HOME. NOW THIS BEAUTIFUL AREA IS BEING THREATENED BY A TOXIC VOLATILE PRODUCT - OIL. WHY IS SO MUCH EMPHASIS BEING PLACED ON OIL BY THE PORT OF GRAYS HARBOR? ARE THERE NOT ALTERNATIVE PRODUCTS LESS HARMFUL TO GRAYS HARBOR THAT CAN BE EXPORTED? IS IT A REASONABLE THOUGHT TO INTRODUCE SUCH A DEVASTATING PRODUCT TO SUCH A PRISTINE AREA? I ASK YOU - IS THIS REASONABLE? HOW CAN ANYONE MITIGATE AGAINST A NATURAL DISASTER? WE LIVE IN AN EARTHQUAKE/SUNAMI ZONE, YET THE OIL COMPANIES ARE WILLING TO STORE AT LEAST 90 MILLION GALLONS OF OIL ON THE BANKS OF A TIDAL RIVER (CHEHALIS) NEXT TO THE PACIFIC OCEAN AND CORRESPONDING BEACHES. THESE STORAGE TANKS WOULD BE PLACED ON FILL DIRT NOT

HARD PAN — VERY UNSTABLE AT BEST. COULD THESE "TANK FARMS" BE PLACED IN AN ALTERNATIVE SPOT — LESS LIKELY TO SHIFT WITH THE UNSTABLE SOIL LOCATED BENEATH THEM? NOT TO MENTION THE STORAGE TANKS BEING PLACED NEXT TO A BIRD SANCTUARY AND A SCHOOL ZONE.

HOW CAN THE OIL COMPANIES MITIGATE AGAINST — STRONG WINDS — HIGH TIDES — HEAVY RAINS? HAVE THESE PEOPLE EVER BEEN ON THE CHEHALIS RIVER DURING A STORM? — HAVE — MANY TIMES AND THE CURRENT OF THE RIVER IS TREACHEROUS & UNMANAGEABLE — THIS IS NOT A BATH TUB SMOOTH WATER EVEN

IT CANNOT BE BOOMED EFFECTIVELY — IF AT ALL. YET WE ARE PROMISED THE RESPONSE TEAM AND DO THIS. I THINK NOT!! IS THERE EVEN A RESPONSE TEAM IN PLACE? I THINK NOT

WHAT WOULD THE OIL COMPANIES / RESPONSE TEAM HAVE DONE DURING THE NATURAL DISASTERS OF '07 AND '09 IN THE EVENT OF AN OIL SPILL WHEN OUR AREA SUFFERED HURRICANE FORCE WINDS?

THE OIL COMPANIES SAY THEY HAVE THE
ANSWERS — SAYING IT DOESN'T MAKE IT SO!

AGAIN — IS IT REASONABLE TO STORE TOXIC-
VOLATILE OIL (AT LEAST 90 MILLION GALLONS) IN
SUCH AN ENVIRONMENTALLY SENSITIVE AREA?
JOB CREATION —

AT LEAST 30% (AND MORE) OF ALL EMPLOYMENT
IN GRAYS HARBOR IS RELATED TO THE FISHING
INDUSTRY. THIS MEANS THOUSANDS OF JOBS.
THE PORT OF GRAYS HARBOR HAS PROMISED 25-50
JOBS. IS THAT A BALANCED VIEW. WHEN
AN OIL SPILL OCCURS THE FISHING INDUSTRY
WILL BE DEVASTATED — WIPED OUT.
THE SEA LIFE WILL DIE — BE GONE —
WHAT THEN? THERE MUST BE AN
ALTERNATIVE TO BRING CRUDE OIL
INTO GRAYS HARBOR

Respectfully
David Hatley

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, David Hatley
signature

My name is DAVID HATLEY
first name last name
My address is 2001 MALLARD LANE
street
ABERDEEN Washington 98520
city state zip
email phone

I'm concerned that NO CRUDE OIL
TRAINS coming to GRAYS
HARBOR - This whole pro-
cedure has been facilitated
at the expense of our environment

Please study the impact _____

Scoping Comment

Elizabeth Hauser
360.402.3279
elizha@comcast.net
210 17th Ave SE
Olympia, WA 98501-2270

29 April, 2014

I am writing in response to the April 29th hearing on the *Westway* and *Imperium* Renewables expansion projects. First of all, thank you for the opportunity to gather with so many fine citizens who care passionately about their communities and the earth. It was a heartening experience.

I wish to recommend a very broad scope for the environmental impact statement that deals with the proposed Grays Harbor oil storage expansion. In today's connected world it only makes sense to consider the impact of this project from the oil source to the final use: the extraction of the oil from the earth, the process of getting it into the trains, the transportation of the oil to the coast, the building and the presence of the terminals as well as the preparation for shipping, the shipping itself, and the impact of using the oil as compared with other means of energy. Furthermore, the following need to be included for consideration: public health, estuaries, Native tribes, water, Amtrak and other freight, and the Grays Harbor area. I also understand that another proposal is coming and all three oil terminals should be considered at the same time.

Following are some of the problems and impacts in more detail.

—The trains are very disruptive to the community: they are noisy, cause traffic disruption; and there is a danger of explosions. Centralia will be especially hard hit: people will be separated from the hospital and access to emergency vehicles; and cars and pedestrians, children among them, are separated from their neighborhood for hours at a time. This can be a child walking home from school. People are now literally crawling through the trains so that they don't have to walk miles or wait hours for a train waiting on a siding. Overpasses or underpasses would be a necessity for public health. People are already waiting 20 minutes at a railroad crossing. And will this disruption cause the loss of jobs along the route? We need to find out.

—This would be shale and tar sands oil which is very hard on the environment and is more apt to explode. The shale oil process destroy the land, injects harsh chemicals into the water table, and uses huge amounts of water that is becoming more and more scarce. Also the tar sands and shale oils are harder to clean up because they are so thick and some day there will be a spill. There needs to be a peer reviewed clean-up plan. Also, the required venting to avoid explosions puts dangerous substances into the air.

—This oil will be going overseas while we pay the cost of extracting and transporting it. The oil will be used in Asia where it is not as well regulated

—We have arrived at a stage in climate change where an environmental impact statement needs to consider the environmental impact of climate change. We need to be much more conscious that we are putting carbon into the atmosphere and raising the temperature of the planet at a rate that is heading us toward a planet uninhabitable by humans. We are already seeing the effects of climate change with stronger storms, more rain from the air's ability to hold

more moisture causing flooding and mud slides, and worse droughts. It has been figured that we need to leave 80% of the remaining fossil fuels in the ground in order to have a hope for the future of the human species. We have no logical choice but to put all of our energy into protecting the world climate that gives us food and tolerable living conditions.

—Rail companies should be liable for all contingencies along the rail line including added over or underpasses, locally approved clean-up processes in place, and walls protecting populated areas. And who will pay for the damages of a railroad accident? Oil producers are conveniently left out of liability while the oil is on the train. If it is contracted out, small businesses will not have the assets to cover costs and the taxpayers will end up paying directly. The tracks in Lewis County are not in good shape and these long car trains do a lot of damage. Will the train companies be willing to improve the tracks enough to at least be safe? Do our regulating agencies have the funding to adequately monitor these trains? Some agreement needs to be made before this is agreed to.

—All of the added processes and precautions are a waste of taxpayer money. The money could be used to create green jobs producing energy that does not deface the earth nor add carbon to the atmosphere.

We must get answers before this project is begun. Meanwhile the Bakken oil boom is already beginning to fizzle which makes building more fossil fuel infrastructure even more foolhardy.



Ms. Elizabeth Hauser
210 17th Ave. SE
Olympia, WA 98501-2270

SEATTLE WA 98104

24 MAY 2014 PM 2 L



Westway & Imperium Renewables
Expansion Projects
c/o ICF International
710 2nd Ave, Ste. 550
Seattle, WA 98104

98104175425

POSTNET barcode consisting of vertical bars of varying heights.

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-29-14

Name: Richard Hawkins Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-261-3732

E-Mail: _____

Address: 11 MERRY ROAD

City: Oakville State: WA Zip: 98568

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

HOW ARE THE IMPACT TO THE TRAFFIC GOING TO BE DETERMINED FOR ALL OF THE IMPACTED AREAS. THIS ALSO NEEDS TO TAKE INTO EFFECT THE IMPACTS OF FIRST RESPONDER BEING UNABLE TO ACCESS RESIDENTS DUE TO THE PROPOSED RAIL TRAFFIC.

WHO IS GOING TO INSPECT THE RAIL LINES TO DETERMINE IF THEY ARE SAFE, AND CONTINUE TO BE SAFE. THE RAIL LINE THROUGH GRAYS HARBOR COUNTY ALMOST YEARLY IS IMPACTED BY HIGH WATER AND FLOODING. IT WOULD ONLY TAKE A SINGLE RAIL CAR TO DESTROY FISH RUNS IN ANY OF THE NUMEROUS CREEKS THE RAIL CROSSES. AND ALL OF THESE CREEKS FLOW INTO THE CHEHALIS RIVER. A SINGLE DERAILMENT WOULD DESTROY THE FISHING FOR YEARS & YEARS.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Ryan Healey
first name last name

My address is 1711 N. Lidgerwood St.
street

Spokane WA 99207
city state zip

N/A N/A
email phone

I'm concerned that public safety will be
at risk as a result of a
high volume of trains -
both polluting and flammable

Please study the impact of the trains on
the environment and the
local economy, as well
as public health.

Thank you, _____
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Nancy Healy
signature

My name is NANCY HEALY
first name last name

My address is 2525 NE 107TH ST
street

SEATTLE WA 98125
city state zip

NANCYHEALY@COMCAST.NET 206-364-0177
email phone

I'm concerned that THE OIL WILL
SPILL AND DESTROY
THE ENVIRONMENT.

Please study the impact of CRUDE OIL TRAINS.

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Name:

Charles F HEEBNER

Page 1

Date:

4/29/14

Title (if applicable):

Organization/Business (if applicable):

Telephone:

360-352-5793

E-Mail:

herward.charlie@hotmail.com

Address:

5503-110th AV SW

City:

Olympia

State:

WA

Zip:

98512

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

The primary area of discussion seems to be "loading". Are these projects necessary? That determination should be the first order of business.

As I reviewed the "official" literature available and that provided by the obvious opponents, ^{to me} and other material that I have been following for many months it appears that the main proponents are essentially only the applicants, and a few "friends". Everyone else seems to be opposed. The first thing to do is to determine if it is worth while, & really needed.

I think you should make a determination of the ethics and morality of one of the applicants.

I've reviewed a substantial amount from WA state to build a biodiesel plant that would use mustard seed from Eastern WA ^{as feed stock}. I remember, ^{correctly}, as soon as the plant was operational the company reneged on the EWA proposal and imported coconut oil from Asia. If that was the case then what other questionable ethical operations would they undertake in the

future,

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EIS
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: _____

Name: Charles F HEBNER cont Title (if applicable): _____

Organization/Business (if applicable): Page 2

Telephone: _____

E-Mail: _____

Address: _____

City: _____ State: _____ Zip: _____

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

*You should determine if the proposals are redundant:
If the oil is already on a train why not ship it to its ultimate destination via rail & avoid the cost expense & extra time needed to load, ship via water, and unload at the destination. For example, the rail distance from Centralia to Grays Harbor (Hosseinum) is roughly 1/3 of the distance from Centralia to the Anacortes & Ferndale refineries. Why not ship directly there? Ditto for California destinations.
I believe that you should also examine the effects of lighting at these facilities. Excessive night time illumination is suspected as a factor in human health problems. Also, it's nice to be able to see the stars at night.*

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

RECEIVED
MAY 12 2014

May 6, 2014

Re: SCOPING MEETING on Westway and Imperium Renewables
Expansion Projects

I am writing this letter to express my concern over the increase of the projected number of increase crude oil train traffic that will travel through my community of Chehalis and Centralia Washington if the expansion projects are allowed to happen.

Centralia city center is basically situated right next to the Burlington Northern line with trains that run through several times a day. The tracks separate the East side of Centralia which is mostly residential with an elementary school only 3 blocks from the tracks. The West side of the tracks is where all the major downtown businesses are located along with 3 more schools and Centralia Community College that are all within a one mile area of the track. China Creek runs right under the track at the train depot. My concern is not what happens "if" one of these projected combined 1,188 trip (both projects) tankers derails, but "when"? What happens if there isn't enough of the foam needed for the particular oil? How many people will die not only here but in other communities along the route from North Dakota? According to a Friends of Grays Harbor speaker at the April 29th Scoping Meeting at Centralia High School (which I attended) there are 5,000,000 people along the railroad.

I work for the Centralia School District and have been at the elementary schools when the principal has to talk to the students about taking chances crawling under the tracks because the train is so long and they don't want to be late to school. At the April 29th, Public Scoping Meeting, one of the concerned citizen who lives almost on the tracks said, "I've seen kids throw their bikes through the cars of the train, crawl through the couplings and crawl under the train while it had been

sitting on the tracks for more than 45 minutes. What will happen with the increase of 3 to 4 more trains a day 300 cars long through Centralia Center? When the long trains now block the track for 45 minutes, people use the viaduct to get to the NW side of town only to have that track blocked at the Pearl Street Crossing to try to get to 1st Street so they turn around and try to go by Reynolds Road to get through which is also blocked. Emergency vehicles and fire trucks would have no way to get through if there was a major derailment. Students walking and riding the buses are constantly late to school now. Add the 300-400 cars daily and there would be major problems.

I'm afraid a mass explosion and fire will destroy my home, kill my family, neighbors and school children along with most of the businesses of Centralia and other towns along the rail.

3,000,000 barrels of the tar like oil called Tarzan oil would spill into China Creek that would go to the bottom of the water of any waterway and couldn't be cleaned up because it won't float according to a Westport shellfish farmer. How would the community stop the oil from getting into the skookumchuck River, travel into the Chehalis River and then into Grays Harbor? If it does, who will be responsible for the clean-up and devastation?

My neighbor is a fireman who has attended disaster meetings on railroads and said to his wife after the meeting, "If I ever call you and tell to get the kids in the car and leave, don't ask questions, just leave."

Another thing that concerns me is the number of unlabeled suspicious tankers that go by on the tracks. Why are the companies allowed to transport dangerous explosive chemicals and oil without the tankers or cars being labeled that go through residential towns?

On Wednesday April 9, U.S. Senator Patty Murray spoke at a subcommittee hearing on Capitol Hill on the safety issues related to the increasing rail transport of crude oil. The federal government has

regulatory authority over rail shipments, but emergency response is up to local agencies. Several derailments nationwide have proven the emergency response teams were no match for the ferocity of the fires caused by such derailments. For example: the oil spill and fire in July's crash in Lac-Megantic, Quebec that killed 47 people and destroyed part of the town. Timothy Pellerin, the Fire Chief of Rangeley, Maine, whose department helped fight the Quebec derailment quoted, "We're not prepared for a major disaster like this." The three railroad representatives arrived in Lac-Megantic on the day of the derailment, took pictures and left. The company filed for bankruptcy and was sold in December. Pellerin stated in the hearing, "They need to be held accountable." (from Watching Washington and the World; McClatchy DC; by Curtis Tate-McClatchy Washington Bureau April 9, 2014).

How much money in advance could the companies be charged ahead of time so they could not file bankruptcy after the fact? Then, do we the taxpayers have to foot the bill?

On Wed., April 30, 2014 thirteen cars of 105 car CSX train, derailed in downtown Lynchburg, VA. Bakken crude oil from North Dakota was spilled into the James River. The National Transportation Safety Board investigated and speculated the heavy rains could have destabilized the track bed. The Northwest gets plenty of rain so this could really happen here. There was a derailment in Aberdeen, Washington April 29, 2014. The cars were only carrying grain, but apparently the track was weakened by the torrential rains. This could have been Crude Oil and could have turned out badly.

Please take every response seriously. I've talked to people who have said, "There is no way anyone is going to stop it. Money buys anything. You can't stop big business." We all need to try because:

1. Our waters in Puget Sound are the most pristine in the world. None of us want to lose any of the wildlife that lives and breathes in it.

2. People's lives' are more important than money.
3. There should be a moratorium on any explosive materials transported by rail.
4. The towns' safety with the 5,000,000 people along the way from North Dakota should be investigated diligently and thoroughly before any o.k. is given.
5. The storage tanks planned for Thurston County should not happen. Too close to Oak Harbor.
6. Emergency response not adequate for towns.
7. Many communities and lives could be lost because of un-thorough investigating.
8. Companies not held accountable before disaster happens.

THINK ABOUT HOW YOU WOULD LIKE THE RENEWABLE PROJECTS TO COME TO YOUR TOWN.

Kay A Heenan (Concerned citizen)

A handwritten signature in cursive script that reads "Kay A Heenan". The signature is written in black ink and is positioned below the typed name.

Heenan
511 Byrd St
Centralia, WA 98531

TACOMA WA 9853
OLYMPIA WA
12 MAY 2004 PM 2 L



Westway and Imperium Renewables Expansion
Projects EIS, c/o ICF International
710 Second Ave
Suite 550
Seattle WA 98101

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Suzi Hokanson
first name last name
My address is 1315 W Woodside
street
Spokane WA 99208
city state zip

I'm concerned that diesel particulates
from the trains
also possible train
oil accidents

Please study the impact Sandpoint Spokane
all tracks' through
towns

Thank you, _____
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:


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,

Carol Hellman
signature

My name is Carol Hellman
first name last name
My address is 2690 Overidge Dr
street
Ann Arbor MI 48104
city state zip

email phone

I'm concerned that Transiting crude oil
through Grays Harbor will have
an adverse effect on the habitat, esp.
for the shore birds that stop in great
numbers there. Fisheries ^{would also} ~~are~~ impacted
greatly.
Please study the impact on the Grays Harbor National
wildlife refuge, the bird migration, the
fishing grounds + the greater ecosystem
of the area. Also the cost/benefit to
the local area taking into account  tourism, habitat loss, liability of the area.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Karl Hellman
first name last name
My address is 2690 Overridge Dr
street
Ann Arbor MI 48104
city state zip

I'm concerned that the development for
resource exploitation and export
will cause irreparable harm to
the natural areas and the wildlife
and the tourism associated with
them.

Please study the impact Of oil spills
due to the transfer process and ship
and rail wrecks. Consider having
an inland terminus for the oil trains
and a pipeline to an offshore
loading area, saving the Refuge

Thank you, Karl Hellman
signature



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is John Helm
first name last name

My address is 2345 SE Crystal Lake Dr
street
Corvallis OR 97333
city state zip

email phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Ken Hemborn

first name

last name

My address is 7564 Otis Rd

street

Cashmere

city

WA

state

90015

zip

509-206-264-

email

phone

7037

I'm concerned that This is a major

stop over for migrating shorebirds.

This habitat needs to be

preserved. Can't these

facilities be located in another

area?

Please study the impact What a spill would

do?

Thank you, _____
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Liz Hemberry
first name last name
My address is 7564 Otis Rd
street
Cashmere WA 98815
city state zip
lizhemberry@hotmail.com
email phone

I'm concerned that this is a major stopover
for thousands of migrating
birds. Want to make sure there is
no impact on them.

Please study the impact for migrating & what
an oil spill would do to the
area.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Tan Henderson
first name last name

My address is _____
Seattle street
city state zip
WA 98109

I'm concerned that Birds, spills, and overall beauty will be damaged.
email phone

Please study the impact _____

Thank you, *Tan Henderson*
signature



Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date:

4/29/14

Name:

STEWART HENDERSON

Title (if applicable):

Organization/Business (if applicable):

CITIZEN

Telephone:

360-339-3069

E-Mail:

HENDERSON@GMAIL.COM

Address:

4815 EDGEWORTH DR., SE

City:

OLYMPIA

State:

WA

Zip:

98501

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I LIVE & WORK IN OLYMPIA, SPEND TIME IN GRAYS HARBOR, AND I HAVE FRIENDS AND NEIGHBORS WHO GO TO SLEEP IN OIL TRAIN BLAST ZONES EVERY NIGHT.

MY BIGGEST CONCERN IS THE RISK THAT THESE TRAINS, AND THE TERMINAL, ARE GOING TO BE RUN BY COMPETENT PROFESSIONALS. THAT CONCERNS ME BECAUSE
① AM A COMPETENT PROFESSIONAL, AND I KNOW FOR A FACT THAT I MAKE MISTAKES EVERY DAY. THE DIFFERENCE IS THAT I CAN CLEAN UP AFTER MY MISTAKES BUT THE OIL INDUSTRY CAN'T.

THEY WILL SPILL IN GRAY'S HARBOR - LIKE THEY SPILLED OVER 100,000 TIMES IN THE GULF OF MEXICO LAST YEAR - THEIR TRAINS WILL EXPLODE - THEY WILL SPILL IN OUR BACKYARDS, RUIN OUR HOMES, TAKE THEIR PROFITS, AND LEAVE US WITH THE MESS. BASED ON HISTORY, THAT IS ACTUALLY A FAIR SUMMARY OF THEIR BUSINESS PLAN. PRINCE WILLIAM SOUND WILL NEVER BE THE SAME.

I URGE YOU TO INCLUDE THE FOLLOWING IN THE SCOPE OF THE E.I.S.:

- ① CUMULATIVE IMPACTS OF ALL SIMILAR PROJECTS IN THE REGION;
- ② ECONOMIC IMPACTS OF SPILLS ON THE REST OF THE ECONOMY ACROSS THE
- ③ RISKS FROM CRUDE OIL, PARTICULARLY BAKKEN CRUDE, WHICH IS MORE EXPLOSIVE & MORE DIFFICULT TO CLEAN UP;
- ④ ENVIRONMENTAL IMPACTS ALONG THE WHOLE ROUTE, INCLUDING ASIA;
- ⑤ A SEPARATE HEALTH IMPACT STATEMENT; AND

WHOLE ROUTE;

- Please attach additional pages if your comment doesn't fit in the space provided.
- ⑥ CLIMATE IMPACTS FROM FRACKING AND THE METHANE RELEASED ALL THE WAY TO COMBUSTION AND THE IMPACT ON CLIMATE CHANGE.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

over
(CONTINUED)

-WHEN THERE IS A BIG ACCIDENT, THE COMPANIES INVOLVED WILL DECLARE BANKRUPTCY AND LEAVE TAXPAYERS HOLDING THE BAG. YOUR ANALYSIS SHOULD REQUIRE A DETERMINATION OF A FIGURE FOR THE WORST THAT CAN HAPPEN, SO WE CAN REQUIRE THAT LEVEL OF PERFORMANCE BOND, WHETHER ITS \$50 MILLION, OR \$500 MILLION, OR \$1 BILLION, OR MANY BILLIONS.

-WHAT WE WILL FIND IS THAT NO ONE WILL BE WILLING TO PUT UP THESE COSTS. NO ONE WILL BE WILLING TO TAKE RESPONSIBILITY FOR THE CONSEQUENCES OF THEIR MISTAKES. THAT ALONE SHOULD TELL US EVERYTHING WE NEED TO KNOW.

PLEASE FOLD ALONG THIS LINE FOR MAILING

Westway & Imperium Renewables Expansion Projects
c/o ICF International
710 Second Ave., Ste. 550
Seattle, WA 98104

PLACE
STAMP
HERE

Westway and Imperium Renewables Expansion Projects
c/o ICF International
710 Second Ave., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

Helen F. Henry

My name is

Helen

first name

Henry

last name

My address is

7010

street

Shore Acres Dr NE

WA

state

98506

zip

Olympia

city

email

phone

I'm concerned that

oil trains could

negatively impact the

shorebird migration

Please study the impact

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,


signature

My name is Herb Hethcote
first name last name
My address is 1866 Commodore Ln NW
street
Bainbridge Island WA 98110
city state zip
herbert-hethcote@u.wa.edu (206)855-0881
email phone

I'm concerned that oil train cars in Washington
are increasing very rapidly.
Thank you, WEC for your work.

Please study the impact of oil train spills &
explosions.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is EILEEN PICKEN
first name last name
My address is 1631 W 16th AVE # 7
street
SPokane WA 99204
city state zip
picken.e@gmail.com
email phone

I'm concerned that OIL/COAL EXTRACTION
WILL DEGRATE MY HOME
AND REGION. I'VE
TRAVELED THROUGH CHINA
VIA COAL POWERED TRAIN. IT

Please study the impact IS TOXIC, SICKENING
AND COATS EVERYTHING
IN BLACK COAL SMOKE.
DON'T DO IT!

Westway and Imperium Renewables



RECEIVED

APR 25 2014

EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 04/23/14

Name: Suzanne & Stephen Hierholzer

Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-533-8619

E-Mail: riverun323@Comcast.net

Address: 323 Cottage Ave.

City: Hogium

State: WA

Zip: 98550

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

As you prepare the EIS please consider the profound threat these proposals pose to our community's health & well being.

- An oil spill accident at any point along the transport / Storage path could be catastrophic
- We are not prepared to handle the accidents - either with "manpower" or technology
- Neither the rail industry or storage industry has a history of quality maintenance
- Our community is dependent on Fisheries & tourism for what economic stability we do have.
- Just because our community is financially struggling should not make us a target for polluting & dangerous corporate profits. We need jobs, but the few jobs these proposals might create do not outweigh the risks to our environment and way of life.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Sylvia Hoodenpyle
signature

My name is Sylvia Hoodenpyle
first name last name

My address is 3223 wilderness Dr SE
street

Olympia WA 98501
city state zip

hoodenpylesylvia@comcast.net
email phone

I'm concerned that there will be a large accident
that destroy our town with significant
loss of live and an impact on wild
life and the environment.

Please study the impact that is possible to happen
and the expense this would cause.

RECEIVED
MAY 20 2014

May 19, 2014

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

Dear City of Hoquiam and Washington Department of Ecology:

Please accept our scoping comments for the proposed Westway Terminal Company and Imperium Renewables expansion projects.

We retired to Washington State from Texas nearly a decade ago. Although we made Mount Vernon our home, we are using our retirement to explore the great state of Washington to enjoy its natural beauty; unique national and state parks, wildlife refuges, scenic areas, and forests; clean rivers; and abundance of fish and wildlife. In late April and early May we spent several days visiting the Grays Harbor National Wildlife Refuge, Bottle Beach, Westport, Tokeland, Hoquiam, and Aberdeen to view the thousands of migrating shorebirds on their strenuous northward journeys as well as non-migratory shorebirds, peregrine falcons, eagles, osprey and songbirds. We spent our "eco" tourist dollars in the communities along the way, including in Hoquiam and Aberdeen.

We are deeply concerned about the significant adverse environmental impacts on the Chehalis River and Grays Harbor that would result from the proposed Westway and Imperium projects. We request that the scope of the EIS for these projects include detailed studies of direct, indirect, and cumulative impacts for the projects in *all* of the categories set forth below. For purposes of cumulative impacts, your review must consider the cumulative impacts of each project over the short and long term, consider the cumulative impacts from both projects, and include the planned U.S. Development Group project proposed for an area immediately adjacent to the Grays Harbor National Wildlife Refuge. For rail transport of oil to the projects, cumulative impacts must also include all existing rail traffic along the route(s) of the oil unit trains through Washington State as well as all reasonably foreseeable planned future transport of fossil fuel products along the rail route(s). The categories that must be fully studied as part of the EIS include the following:

Safety Impacts from Transporting Oil by Rail: The scope of the EIS for this proposed project must include all public safety and health impacts of rail transportation of crude oil including not only at the proposed facilities, but all along the rail route in our state. Westway estimates it will receive 1.25 unit trains per day or 458 train trips (loaded and unloaded) a 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 bearing only residue and fumes on the way out) per day. The scope of the EIS must

include the air quality and public health impacts of locomotive diesel emissions along the rail route(s) in Washington and the impacts on emergency response at blocked at-grade crossings along the route(s). The EIS must also fully address the significant hazards of transporting Bakken and tar sands crude oil in rail tank cars through communities and sensitive environments along an already over-crowded rail line and even in the area of the new facilities themselves. Studies must detail the risks and consequences of explosions and fire from transporting crude oils.

The scope of the EIS must include a full review of state and local emergency response preparedness and capability for accidents involving the tank cars all along the rail route. There are no adequate regulations ensuring the safety of rail tank cars transporting oil. See U.S. Department of Transportation. May 7, 2014. <http://www.dot.gov/briefing-room/us-dot-takes-new-emergency-actions-part-comprehensive-strategy-keep-crude-oil>. Advisories for voluntary measures are not regulations and notifications are not safety standards. (Tate, C. McClatchy Washington Bureau. May 7, 2014. Regulators take voluntary route on tank car rules.

<http://www.mcclatchydc.com/2014/05/07/226820/dot-wants-new-rail-rules-for-crude.html>. ["But like other efforts since the beginning of this year involving train speeds, track inspections and routing decisions, DOT's tank car recommendations are not mandatory."... " 'I'm concerned that calls for action without clear guidelines won't actually do much to improve safety,' said Sen. Heidi Heitkamp, D-N.D." Accessed May 8, 2014). The transport of Bakken crude through communities is particularly dangerous due to the volatility of the un-stabilized crude oil in tank cars and the vapor pressures from the gases in the oil; these factors have led to catastrophic accidents involving loss of human life, immense property damage, and severe degradation of the environment (Gold, R. February 23, 2014. Bakken Shale Oil Carries High Combustion Risk: Analysis of Crude From North Dakota Raises Further Questions About Rail Transportation. The Wall Street Journal.

<http://online.wsj.com/news/articles/SB10001424052702304834704579401353579548592>. Accessed May 6, 2014. There is no adequate mitigation for the risk and consequences of a rail accident involving crude oil.

Impacts from Oil Spills: In addition to the numbers of trains transporting oil to the two proposed projects, the Westway project would result in five new storage tanks of 200,000 barrels each. The company's project would also add 198-238 oil barge transits of Grays Harbor per year. imperium proposes nine new storage tanks of 80,000 barrels each. The company estimates 400 ship/barge transits through Grays Harbor per year. As an initial matter, the EIS must identify all of the types of oil that will be transported to, stored in, and transported from the facilities. Different types of crude oil exhibit vastly different volatility, viscosity, and toxicity characteristics when spilled. Accordingly, the difficulty in cleaning up various types of crude oil spills varies widely. The impacts of a

toxic crude oil spill on fish, wildlife, and human health and the ability to clean up the oil spill differs depending on the type of crude involved. Washington State's Changing Energy Picture. Potential Impacts of Our Changing Risk. Presented by David Byers, Response Manager, Washington State Department of Ecology. <http://www.emd.wa.gov/hazards/documents/OilandCoalTransportationIssuesinWAState-DavidByers.pdf>. Accessed May 15, 2014. These significant differences in impacts on human health and the environment and the ability to clean them up arising from the transportation and storage of various crude oils must be fully analyzed in the EIS.

The EIS must fully analyze impacts of spills on waterways and all types of landscapes all along the rail route to the two project sites and from increased vessel traffic in marine waters (and, for the latter, especially given the lack of tug escorts available to oil tankers). Applicants Westway and Imperium must specifically identify these routes as well as those responsible for transportation safety along these routes. As an example, there have recently been three derailments on the rail line owned by the Puget Sound and Pacific Railroad over which crude oil would be transported to the new facilities. Q13Fox.com. Feds Investigating String of Train Derailments in Grays Harbor. <http://q13fox.com/2014/05/16/feds-investigating-string-of-train-derailments-in-grays-harbor-county/#axzz320ppmdWq>. Accessed May 18, 2014. Questions that must be answered in the EIS include: why have these derailments occurred and why might future derailments occur; what is the safety, maintenance, and enforcement history of the relevant rail lines and railroads; who is responsible for safety and operations; what training and equipment is provided to rail employees for accidents involving oil spills? These questions must also be answered for all ships/barges that would transport the oil. Additionally, where will the transfer or unloading of the oil occur? What safety precautions at those points would ensure that there is no spillage of oil? Promises to maintain and/or periodically update "safety manuals" are worthless to ensure safe transportation of volatile and toxic crude oil through our state's communities and environmentally sensitive areas, and must not be relied upon as a basis for issuing permits.

Impacts on Fish and Wildlife and Their Habitats: The Westway and Imperium projects would cause significant adverse impacts on fresh and marine waters, wetlands, terrestrial areas, fish, shellfish, birds, and mammals and their habitats along the entire transportation route of the crude oil – from the area where the crude oil is extracted to the place to which it is exported. These impacts would result from air emissions, explosions and fires from rail accidents, oil spills from rail cars and vessels, and spillage at the storage facilities themselves.

The short and long-term impacts from rail, vessel, or storage tank accidents and operational incidents involving large and small oil spills must be studied in detail in the EIS process. The Grays Harbor National Wildlife Refuge (within only a few miles of the

proposed projects), and the other areas in and near Grays Harbor that are critical for shorebirds and other bird species, must be studied in particular detail. See photograph of map of this area attached hereto. The Grays Harbor estuary is a biologically rich and productive ecosystem. The mudflats, saltmarsh, eel grass beds, and open salt water in the estuary provide essential habitat for fish and wildlife, including waterfowl, shorebirds, salmon, clams, and crustaceans. The estuary, which provides habitat for as many as 24 shorebird species, has designated by the Western Hemisphere Shorebird Reserve Network as a hemispheric reserve of international significance because it is visited by over 500,000 shorebirds annually. Sites in the Western Hemisphere Shorebird Network. <http://www.whsrn.org/sites/map-sites/sites-western-hemisphere-shorebird-reserve-network>. Accessed May 15, 2014. The Grays Harbor National Wildlife Refuge was established by Congress to protect this critical shorebird habitat. Hundreds of thousands of shorebirds use prey species in the Grays Harbor estuary to fuel their migration. Migrating shorebirds visiting the Grays Harbor area gain up to 30% of their body weight in fat before resuming their long journeys northward. Shorebird species in particular have experienced dramatic population declines over the last decades. The EIS analysis must take seriously the potential impacts on shorebirds dependent upon the health of the Grays Harbor estuary for their survival.

A recent accident in the Houston Ship Channel in Texas in which a ship collided with a barge carrying a large quantity of oil spilling the oil illustrates the potential catastrophic impacts on shorebirds, seabirds, and migratory bird species (as well as on fish and marine animals). U.S. Fish and Wildlife Service. National Wildlife Refuge System. April 21, 2014. Impacts at Texas Oil Spill. <http://www.fws.gov/refuges/news/ImpactsAtTexasOilSpill.html>. ("A total of 90 miles of shoreline were impacted by oil that drifted south."). Accessed May 15, 2014. The EIS must detail how large an area might be impacted by such an oil spill involving a vessel, oil tank car(s) or storage facility associated with the proposed projects and what fish and wildlife species may be impacted. The area studied must not be limited to Grays Harbor but must also include Willapa Bay and other areas into which oil may drift from Grays Harbor and/or that may be affected by an oil spill along the transportation route. The studies must not be restricted to shorelines but must also include impacts to the health of offshore kelp forests and other areas where birds, fish, and marine mammals feed.

The shorebirds that depend upon Grays Harbor are at particular risk from an oil spill. A number of the migratory shorebirds that stop over at the Grays Harbor estuary are considered species of highest conservation concern. U.S. Fish and Wildlife Service. Birds of Conservation Concern 2008. P. 24 <https://www.fws.gov/migratorybirds/NewReportsPublications/SpecialTopics/BCC2008/BCC2008.pdf>. Accessed May 15, 2014. Many of the shorebirds that stop over in the Grays Harbor estuary are en route to wintering grounds in Central or South America or

breeding grounds in Alaska, Canada or the Russian Far East. An analysis of impacts on shorebird populations and their habitats in the EIS must take into consideration the fact that they are integral components of a greater hemispherical population of birds. Buchanan, J.B. 2000. Shorebirds: Plovers, Oystercatchers, Avocets and Stilts, Sandpipers, Snipes, and Phalaropes. Pages 20-1 – 20-48 in. E. Larsen, J. M. Azerrad, N. Nordstrom, editors. 2004. Management recommendations for Washington's priority species, Volume IV: Birds. Washington Department of Fish and Wildlife, Olympia, Washington, USA. pp. 20-3 and 20-11.
<http://wdfw.wa.gov/publications/00026/wdfw00026.pdf>. Accessed May 17, 2014.

The impacts upon the individual species of shorebirds should be studied in detail rather than just "shorebirds" as a general category to determine whether given the status of a particular status and traits of a species impacts from an oil spill may be greater than upon others. As an example of one declining species in particular that must be studied closely is the Red Knot, *Calidris canutus roseaari*. The Red Knot is one of the rarest of the long-distance migrant shorebirds that use the Pacific Flyway. Red Knots undertake long flights during their migration that can span thousands of miles and breed on Wrangel Island, Russia and on tundra in far Northern and Northwest Alaska. They overwinter in Mexico or possibly further south. Buchanan, J.B. and L.J. Salzer, Washington Department of Fish and Wildlife. Red Knot (*Calidris canutus*) migration on the Pacific coast of the Americas.

<http://wdfw.wa.gov/publications/01547/wdfw01547.pdf>. Accessed May 15, 2014. Grays Harbor is a vital migration stopover point for these birds that feed on bivalves and other benthic invertebrates in the Grays Harbor estuary [Bowerman Basin, Ocosta (Bottle Beach) and Grass Creek] to fuel their return trip to Arctic breeding grounds (Bowerman Basin, Ocosta, Grass Creek). Other declining shorebirds in addition to the red knot that must be studied closely by the EIS include, but are not limited to: black-bellied plover, semipalmated plover, whimbrel, ruddy turnstone, sanderling, semipalmated sandpiper, least sandpiper, and short-billed dowitcher. Like the Red Knot, some of these species saw significant population losses in the late 19th and early 20th centuries due to hunting and, more recently, from habitat loss. Buchanan 2000, pp. 20-8 and 20-12. These species are especially vulnerable to disastrous decline from oil spills.

Oil spills result in: 1.) direct mortality of shorebirds from plumage fouling and toxicity; 2.) reduced invertebrate food supplies; 3.) oil spill cleanup activity that disrupts foraging and roosting; 4.) reduced preening and foraging after a spill; and 5.) greater susceptibility to predation (Buchanan, p. 20-15). Shorebird species like the Red Knot that concentrate in large numbers in a single area during migration are highly vulnerable to the loss of a critical staging area such as Grays Harbor. The impacts of an oil spill in Grays Harbor resulting in the extirpation of the Red Knot and other shorebird species

from the Grays Harbor estuary could contribute to the extinction of this and other vulnerable species. The impacts of an oil spill on other bird species, including raptors, seabirds, and songbirds must also be analyzed in detail in the EIS.

Detailed studies must also be conducted on impacts on fish species including salmon, endangered green sturgeon, Pacific eulachon and bull trout from not only oil spills but also air emissions and lights and noise associated with the two projects. Significant adverse impacts from oil spills on marine mammal species such as the Southern Resident Orca Whales that annually migrate past Grays Harbor must also be fully analyzed. There can be no mitigation for the impacts of oil spills having the potential to destroy significant numbers of individuals of vulnerable species of fish and wildlife.

Economic Impacts: The EIS should also consider what short-term and long-term economic impacts that a rail accident and oil spill would have on Grays Harbor and the state. In particular, the EIS must study the impacts of the accidents associated with these projects on the Cities of Hoquiam and Aberdeen's revitalization and historic preservation efforts, the Aberdeen retail center, the Grays Harbor Shorebird Festival, and the reputation the greater Grays Harbor area is trying to maintain as gateway to the Olympics. What would the likely impacts be on the tourist industry? Tourists such as ourselves are very unlikely to visit an area that has become an oil port, especially one where dangerous Bakken crude oil is being stored and transported by rail and vessel. The EIS must also analyze the impacts on the area's shellfish and fishing industries. Who would pay for the consequences of rail accidents and oil spills? In the case of Lac-Mégantic, following the catastrophic accident, the rail company promptly declared bankruptcy and the cleanup costs are in the hundreds of millions of dollars. Beaudin, M. January 6, 2014. Montrealgazette.com. Huge scope of Lac-Mégantic cleanup comes into focus.

<http://www.montrealgazette.com/news/Huge+scope+M%C3%A9gantic+cleanup+comes+into+focus/9348298/story.html>. Accessed May 19, 2014. The EIS must detail the likely costs of cleanup and who would pay. There can be no mitigation for severe economic impacts that would result from a catastrophic accident as occurred at Lac-Mégantic.

Greenhouse Gas Emissions and Climate Change Impacts: The scope of the EIS must also include the climate impacts related to the greenhouse gas emissions from the fracking, rail and marine transport, and the refining and burning of the crude oil. This analysis must detail the impacts of ocean acidification and sea level rise (including the short and long-term impacts of sea level rise on the planned facilities, including the spillage or leakage of oil from storage facilities). In light of recent reports on climate change and the astonishing predicted collapse of a large part of Antarctica, can there any reasonable "purpose and need" for either or both of these two proposed crude oil export facilities? Rignot, E. May 17, 2014. The Guardian. Global warming: it's a point of no return in West Antarctica. What happens next?

<http://www.theguardian.com/commentisfree/2014/may/17/climate-change-antarctica-glaciers-melting-global-warming-nasa>. Accessed May 19, 2014. The peer reviewed study for which Rignot is the lead author, Widespread, rapid grounding line retreat of Pine Island, Thwaites, Smith and Kohler glaciers, West Antarctica from 1992 to 2011. 2014. is available to EIS reviewers at Geophysical Research Letters: <http://onlinelibrary.wiley.com/doi/10.1002/2014GL060140/abstract>.

Other references for the review of climate change impacts include: 1.) IPCC 2014. Climate Change 2014: Impacts, Adaptation, and Vulnerability. IPCC Working Group II Contribution to AR5. Summary for Policymakers. Submitted by the Co-Chairs of Working Group II, Field, C. and V. Barros. http://ipcc-wg2.gov/AR5/images/uploads/IPCC_WG2AR5_SPM_Approved.pdf. Accessed March 31, 2014; 2.) Romero-Lankao, P., J. B. Smith, D. Davidson, N. Diffenbaugh, P. Kinney, P. Kirshen, P. Kovacs, L. Villers Ruiz. Ch. 26. North America. *In*: Climate Change 2014: Impacts, Adaptation and Vulnerability. Contribution of Working Group II to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Vol. 2. http://ipcc-wg2.gov/AR5/images/uploads/WGIIAR5-Chap26_FGDall.pdf. Accessed April 9, 2014; and 3.) Walsh, J., D. Wuebbles, K. Hayhoe, J. Kossin, K. Kunkel, G. Stephens, P. Thorne, R. Vose, M. Wehner, J. Willis, D. Anderson, S. Doney, R. Feely, P. Hennon, V. Kharin, T. Knutson, F. Landerer, T. Lenton, J. Kennedy, and R. Somerville, 2014: Ch. 2: Our Changing Climate. Climate Change Impacts in the United States: The Third National Climate Assessment, J. M. Melillo, Terese (T.C.) Richmond, and G. W. Yohe, Eds., U.S. Global Change Research Program, 19-67. doi:10.7930/J0KW5CXT. <http://nca2014.globalchange.gov/report/our-changing-climate/introduction>. Accessed May 20, 2014. The climate change impacts from these projects cannot be mitigated.

Impacts resulting from Seismic Events: The scope of the EIS must include a full analysis of the potential impact on the planned facilities from events such as a tsunami or an earthquake within the vicinity of the project. A full analysis of these impacts is particularly important in light of the project's handling of volatile Bakken crude.

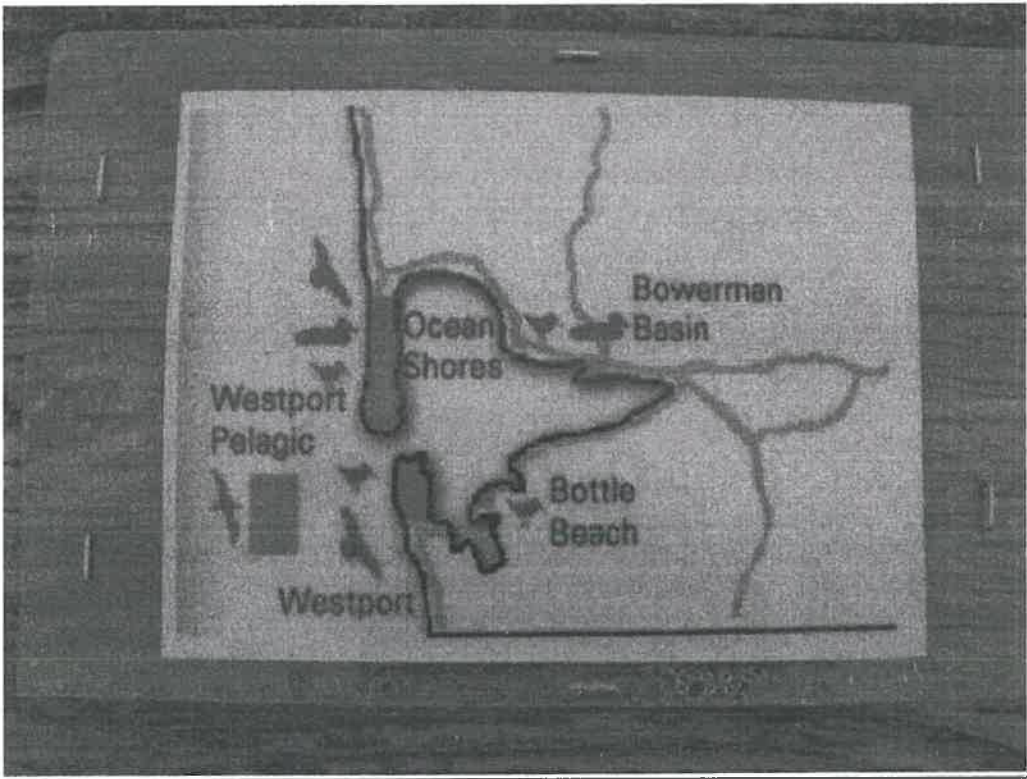
Conclusion: The rail transportation and storage of large amounts of volatile and toxic Bakken crude oil to the proposed new Westway and Imperium facilities is unprecedented for Grays Harbor and for the state. The impacts we have outlined in this letter cannot be mitigated. These proposed projects create significant dangers for rail line communities, waterways and landscapes throughout Washington. A reasonable alternative to the proposed projects is an economic development project that would not have such dire consequences for rail communities, the state and local economy, and the environment. The projects would also increase the likelihood of more dramatic climate variability that threatens future generations of Washingtonians. Governor Inslee recently said, "We are the first generation to feel the sting of climate change, and the

last generation that can do anything about it." Our time is running out. We call upon permitting authorities to deny permits for these unnecessary and harmful Westway and Imperium projects. Thank you for your attention to our comments. Please kindly acknowledge your receipt of them.

Sincerely,

Phillip Holder
Mary Ruth Holder

Phillip and Mary Ruth Holder
1319 Digby Pl.
Mount Vernon, WA 98274



Holder
1319 Digby Pl.
Mount Vernon WA 98274



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

9810431754

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-29-14

Name: Patricia A. Holm

Title (if applicable): MS

Organization/Business (if applicable): _____

Telephone: 360-357-4151

E-Mail: pholm766@gmail.com

Address: 12112 E. Aridge Ave NE

City: Olympia

State: WA

Zip: 98506

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Every step in the process of extracting coal and oil from the ground is causing problems.

1) The extraction process pollutes the areas they extract from.

2) Carrying oil in trains is risky. Risks of trains derailed; possible explosions in neighborhoods along the shipping routes; long trains blocking intersections when emergency vehicles need to get through; health concerns from coal dust falling off trains; good jobs may be lost due to pollution of our natural resources.

The final step, burning the oil in China or elsewhere is the greatest threat to our survival on the planet as it heats up.

Oil, or any fossil fuel should not be burned any more. The sooner we stop the burning of fossil fuels the sooner clean energy sources will be used. The scoping needs

Please attach additional pages if your comment doesn't fit in the space provided.

to include all the negative effects of shipping ~~oil~~ ~~gas~~.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Patricia A. Holm
signature

My name is

Patricia Holm
first name last name

My address is

3803 Gilei Rd NE
street

Oly
city

WA
state

98506
zip

pholm76@gmail.com
email

357-4151
phone

I'm concerned that

if when there is a

derailment ~~there~~ is small

Towns where the trains go through do not have safety ways to deal with huge explosions

Please study the impact

of safety for people who live near the tracks. Our family farm is 100 ft. from the tracks - these tracks are unsafe for oil trains.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

evan horton
signature

My name is evan horton
first name last name
My address is 910 8TH AVE #1117
street
Seattle WA 98104
city state zip
email phone

I'm concerned that _____

Please study the impact _____




NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Vanessa Hunt
first name last name
My address is 29808 3rd Ave SW
street
Federal Way WA 98023
city state zip
huntv@cwu.edu
email phone

I'm concerned that _____

the birds, fisheries will suffer
from contaminants + that
the culture of the community
will be undermined. I have

Please study the impact of seen this implemented
on the gulf coast with
unhappy results

My name is Rhonda Hunter. The Westway & Imperium proposals in Grays Harbor would have significant impacts on my community, our waterways, & Washington State's future. The EIS for these projects should include an evaluation of:

- **1 Cumulative impacts** and increased risks of the proposed projects in Grays Harbor, + other similar oil and fossil fuel transport projects (like coal) across our region.
- **2 Risks from crude oil. If we bring** Bakken crude & Canadian Tar Sands oil thru our state, the EIS should evaluate the risks + spill prevention & response resources needed. Bakken crude is more explosive as we've seen in Canada, putting our communities & first responders at much greater risk.
- My own property borders a RR track and I personally heard a train accident that killed 2 people seconds after a belated train whistle at the road crossing. Accidents do and WILL happen.
- **3 . Environmental impacts along the whole route**, including threats to streams, wetlands, fish & bird habitat – from the crude oil source, to Grays Harbor, to where the crude oil goes from Grays Harbor. This includes threats of spills, air emissions, accidents, & last but most importantly:
- **Climate impacts** related to the greenhouse gas emissions from the fracking, transporting –by rail & ship – as well as the refining and burning of this crude oil (in the US or beyond). SEPA allows this consideration. Please include it in the EIS.

http://www.ecy.wa.gov/climatechange/sepa_impacts.htm

4425 140th Ave SW
Rochester, WA 98579
Thurston County

NO CRUDE OIL TRAINS

My name is

Jamie Hyams
first name last name

My address is

2502 W. Boone
street

Spokane WA 99205
city state zip

tankgirlsreule@yahoo.com
email phone

I'm concerned that

60% trains of

grain / not enough

tracks / oil disaster

poison / arsenic

asbestos poison / we

don't use the oil.

Please study the impact

Please

Study:

children live
on tracks

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Jamie Hyams
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Christine Imes

My name is CHRISTINE IMES
first name last name
My address is 1212 E CELESTA
street
SPOKANE WA 99202
city state zip
(509) 534-9375
email phone

I'm concerned that OIL & COAL
SPILLS WILL SPOIL
OUR CITY. FOSSIL
Fuels should stop
being used period

Please study the impact Bomb-trains
going thru our
area

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Anna Isaacs
signature

My name is Anna Isaacs
first name last name
My address is 4035 11th Ave NW
street
Olympia WA 98502
city state zip

I'm concerned that our state department of
email phone
Ecology aren't doing their job

Please study the impact of the history of oil spills
in the United States over the
past 30 years on fish, water
ways, communities, people's health,
tax payer expenditures. We're not
dumb. We know what happens when
these people come to our towns.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Robin Ivey-Black
signature

My name is Robin Ivey-Black

first name

last name

My address is 1523 Langridge Ave.

street

Olympia

city

WA.

state

98502

zip

iveyarts@comcast.net


email

phone

I'm concerned that Oil transport is

dangerous especially in the
Old Dot 111 trains. There have
been lots of recent explosions of
trains. Global Climate Change

Please study the impact of ^{extra} train travel on the

economy, dangers of
oil shipments to people
+ the Salish Sea life 
Study impact on Global Climate Change

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,

Karen M. James
signature

My name is KAREN JAMES
first name last name
My address is 13797 SILVEN AVE NE
street
BAINBRIDGE ISLAND, WA 98116
city state zip
email phone

I'm concerned that IN THE EVENT OF EVEN A

SMALL SPILL, SWEETGRASS BEDS

ON THE NORTH SHORE WILL BE

IMPACTED. GRAYS HARBOR IS EXTREMELY

VULNERABLE TO ANY SPILL. ONCE

Please study the impact of A SPILL HAPPENS, IT'S

TOO LATE!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is ROGER JAMES
first name last name
My address is 1212 E CELESTA AVE
street
SPOKANE WA 99202
city state zip
ROGER@WORKENHERE.COM
email phone

I'm concerned that WE HAVE ONLY
ONE CHANCE TO ENJOY
A PRISTINE RIVER, AQUIFER
I DRIVE AN ELECTRIC CAR
THIS IS DIRTY ENERGY

Please study the impact THAT WE DO NOT
NEED ONE ACCIDENT WILL
BE ONE TOO MANY.
PLEASE STOP THE MADNESS
END THIS THREAT TO OUR LIVES

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,

Steve Johnson
signature

My name is Steve Johnson
first name last name
My address is 3784 Lytle Rd NE
street
Bainbridge WA 98110
city state zip
Stevej7775@gmail.com
email phone

I'm concerned that

These shipments will
increase climate impacts

Please study the impact of

these shipments on
climate change

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is

first name

last name

My address is

street

city

state

zip

email

phone

I'm concerned that

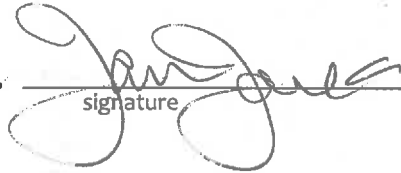
Please study the impact of

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Jan Jones
first name last name

My address is PO Box 182
street
Yelm WA 98597
city state zip

email phone

I'm concerned that _____

Pollution

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, M L Jones
signature

My name is MILTON L. JONES
first name last name

My address is 21 Barnett Rd N.
street

MONTESANO WA 98563
city state zip

MLJONES@AOL.COM 249-6685
email phone

I'm concerned that _____

OIL TRAINS POSE SERIOUS
RISKS TO OUR HEALTH AND
SAFETY.

Please study the impact of going some

place else, why are we
exporting oil - Refine it
in Dakota.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Sally A Kapphahn
signature

My name is Sally Kapphahn
first name last name
My address is 520 N. G St
street
Tacoma WA 98403
city state zip
email phone

I'm concerned that _____

← see

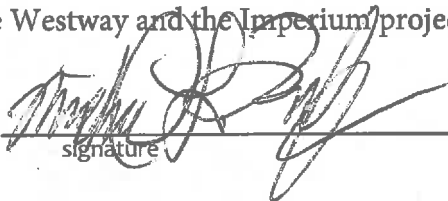
Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Michael Kaufman
first name last name

My address is 1130 NW 26th Ave. #2
street
Portland OR 97210
city state zip

I'm concerned that you will destroy this area. We spend a lot of money visiting this wonderful place
email phone

Please study the impact of this stupid deal

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, _____
signature

My name is Alice Knight
first name last name
My address is 1199 Monte-Elmer
street
Elmer WA 98541
city state zip
425-3246
phone

I'm concerned that my property is
adj to RR tracks,
property values are
noise + possible
derailment

Please study the impact _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Gregory I. Kennedy
first name last name

My address is 29 Peabody Lane
street

Placitas, NM 87042
city state zip

gregory.l.kennedy@gmail.com
email phone

I'm concerned that Impact on Wildlife

Please study the impact _____

Thank you,

Gregory I. Kennedy
signature



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Sally Kennedy
signature

My name is Sally Kennedy
first name last name
My address is 29 Pinon Lane
street
Placitas NM 87043
city state zip

I'm concerned that the construction would
email phone
harm environment and public
health

Please study the impact _____



RECEIVED

5/17/14

MAY 21 2014

DEPARTMENT OF ECOLOGY
OFFICE OF DIRECTOR

Rebecca Kilpatrick
517 W. Broadway Ave
Montesano, WA 98563
(360) 249-4490

Dear Maia Bellon, Director of the D of Ecology:

I am writing to let you + the Dept of Ecology know that my family and I are against crude oil by rail in Grays Harbor. We object to the risks this places on our community. Crude oil by rail puts our health and our economy at risk. Please put the Kilpatrick family's voice among others who are speaking against permits for Westway Terminal Company and Imperial Imperium Renewables and any others who want to bring their dirty business to Grays Harbor.

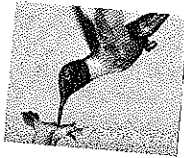
Thank you for your time and consideration.

Sincerely yours,

Rebecca Kilpatrick

P.S. I'm also against coal transport by rail for the same reasons.

Thanks again.

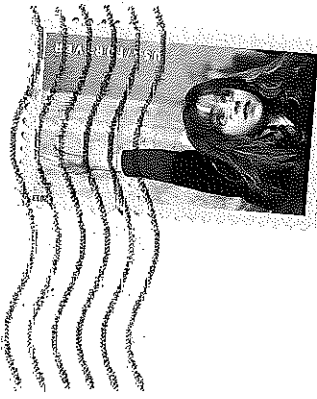


Ms. Rebecca S. Stanley Kilpatrick
517 W. Broadway Ave.
Montresano, WA 98563-3509

RECEIVED
MAY 20 2008

State Department
of Ecology (S700)

Maia Bellon, Director DoE.
300 Desmond Drive
Lacey, WA 98503-1274



TACOMA WA 985
OLYMPIA WA
15 MAY 2008 PM 41

98503127499

Vertical barcode and tracking information.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is

Jody

first name

Kite

last name

My address is

1955 US Highway 101

street

Hoquiam

WA
state

98550
zip

email

phone

I'm concerned that

This will endanger our shell fish
animals. What will happen when it
floods down here.

Please study the impact of

The damage and destruction
this could cause...

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Michael Kife
first name last name

My address is 1955 Hwy 101
street

Hoquiam Wa 98550
city state zip

Cowboyup1524@hotmail.com 360 987 251
email phone

I'm concerned that a spill would cause

thousands of jobs to be

lost also a spill would

cause the mass fishing industry

to be almost shut down.

Please study the impact of a spill on the

environment and fishing industry.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, _____
signature

My name is Cindy Knight
first name last name
My address is 1199 Montic-Elma Rd
street
Elma WA 98541
city State zip
360 482-3258
email phone

I'm concerned that These trains will run
right behind our property.
Any spill will cause problems
with my farm based business
since I rely on keeping soils
clean. Also there will be
Please study the impact a lot more noise

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, 
signature

My name is Renee Koval-Hueniguelo
first name last name

My address is 1305 E Madison #5
street

Seattle, WA 98122
city state zip

kovalh@cablespeed.com
email phone

I'm concerned that 206-329-0774

losing the mudflats that
supper are vital to
the world's shorebirds

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,

Tim Kearney
signature

My name is Tim Kearney
first name last name

My address is 2005 18th AVE NE
street

Issaquah WA 98029
city state zip

Tim.Kearney@BelloneCollege.edu
email

I'm concerned that 425-444-201
phone

an accident is not unlikely

Please study the impact of alternate energy

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 29 April 2014

Name: TORI KOVACH Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-533-8657

E-Mail: tshirt_terrorist@comcast.net

Address: 1308 E 2nd St

City: ABERDEEN State: WA Zip: 98520

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I would like to submit as my comment the attached story from Montesano Today (29 April) and the photographs which I took of the deplorable rail bed conditions in the Aberdeen yard that apparently precipitated the grain cars derailment.

Had the grain cars toppled over against the methanol tank cars on the adjacent track, the possible result would have become a viral story akin to those of the on going disastrous accidents attendant to crude by rail transport.

Without diligence, maintenance joins human error and equipment failure as unstoppable causes of mayhem and death.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Montesano Today

Montesano Washington – Politics and Culture from small town America

Aberdeen Train Derailment – story and pictures



Pictures – Montesano Today

April 29th 2014 Aberdeen Wa. – Montesano Today: At approximately 1:30 am this date, several railroad grain cars jumped the tracks in Aberdeen Wa. near the intersection of State and Washington streets. At least two cars completely fell over and several others de-railed.

When approached, several workers from the site refused to comment other than “it is under investigation” as to why or what happened.



Steve Zarevich, night watchman Quigg Bros. Inc.

Montesano Today was able to find someone willing to talk however. Steve Zarevich, night watchman for the Quigg Bros. Inc. Company. The Quigg co. has equipment and a storage yard adjacent to the accident on both sides of the tracks, according to the night watchman.

Zarevich related that the train was not moving at the time of the accident and was only discovered hours later when the sun began to come up and when people started arriving about 5:00am or so in the morning. I asked Mr. Zarevich to repeat the statement to make sure I was accurately understanding his comment. He repeated it.

He also related that the train “just gave way” and that a similar situation happened “a few years back”.

The scene was a twisted mess of metal debris and spilled grain. Of note, when trying to cross the tracks to take photos of the other side, I slipped twice over what can only be described as a slippery gooeey mess that covers all the wooden beams that holds up the metal tracks.

It is unknown if the coming oil concerns will have in place different measures to ensure that their trains don't just fall over on the aging track infrastructure and allowed to spill over night until discovered the next day. All attempts to discover spill response plans by local media have been met with silence and claims of national security when inquiring.

MORE PICTURES:



This entry was posted on April 29, 2014 by [monteadmin](#) in [General](#), [Oil Gas & Coal](#) and tagged [oil](#).
<http://wp.me/p2lDcd-179>

[Previous post](#)

[Blog at WordPress.com.](#) [The Suburbia Theme.](#)

Follow

Follow “Montesano Today”











16



7





DOT III-A 100 W1

	STATION STENCIL	QUALIFIED	DUE
TANK QUALIFICATION	TRAM	2011	2021
THICKNESS TEST	TRAM	2011	2021
SERVICE EQUIPMENT	TRAM	2011	2021
PRO VALVE 75 PSI	TRAM	2011	2021
COATING/LINING			
TYPE			
DATE APPLIED			
888 2 INSPECTION	TRAM	2011	2021
STUBSILL INSPECTION	TRAM	2011	2021



ASDX ASDX
 LUB MD
 911-01-2001



TORI KOVACH / COMMENT
CENTRALIA 29 APRIL 2014

April 29, 2014

To Whom it May Concern;

Please do not allow more train traffic through Centralia. We have three reasons.

1. The health and safety of the residents of Centralia would be jeopardized. It can be difficult enough to get across town as it is currently. Emergency vehicles could be delayed from getting to emergencies in a timely manner. Centralia is cut into 3 regions by railroad tracks. There is no rapid way for these three segments to be accessed in a timely manner. Currently we have to leave ten minutes early to guarantee we arrive across town 7 miles on time. (There have been times when the tracks in one location or another have been blocked by a train sitting across the crossing. It is a real challenge to figure out how to get where we are going.) This would be much worse with the added train traffic from oil trains going through Centralia. Imagine having a loved one trying to arrive at the hospital from an area cut off by a train, or firefighters unable to get to a fire. Please do not make this situation worse or have people lose their lives because of oil trains.
2. The safety of the area could also be compromised. Derailments can cause infernos when the rail cargo is flammable. The tracks through Centralia travel through many residential districts, with homes very close to the tracks. Are you willing to put the lives and homes of citizens at risk? If the tracks in question traveled through industrial areas only with a wide right of way, perhaps it would not be a problem, but that is not the case here.
3. More trains through Centralia would be a traffic nightmare. When we have clogged arteries in a human body, we fix the problem. Trains in Centralia already clog the arterials on a regular basis. Imagine getting children to school on the busses in the mornings or from school in the afternoons. How about getting workers to work on time, UPS and USPS deliveries, and other mobile services. Anytime after 1:00 pm daily the streets are clogged now. When there is a traffic tie-up on the freeway, the arterials are almost at a stand still. Imagine that on a daily basis. Our businesses don't need this either. People will stop shopping locally if they cannot get to the stores in a reasonable amount of time. We don't need permanently clogged arterials.

We have one final thing to say:

Stop oil trains in their tracks.

Ken and Gwen Kruger

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,

signature

My name is Diane Landry
first name last name
My address is 9345 Olympus Beach Rd.
street
Bainbridge Island WA 98110
city state zip

^{also} I'm concerned that ^{email} the increase in train traffic ^{phone}
will negatively impact the ability of
ferry car traffic to move on schedule.
Also, I know that first responders
are not prepared to ^{know how to} evacuate citizens
in the
area of oil train explosions. I am very
concerned that the oil companies are not
releasing information regarding what kind
of oil is on the trains ~~so~~ community
responders can be prepared.

Please state the impact of

Diane Landry

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date:

4-29-14

Name: DENIS H. LANGHANS

Title (if applicable):

Organization/Business (if applicable):

Telephone:

360-867-4109

E-Mail:

DHLANGHANS@AOL.COM

Address:

2908 COUNTRY CLUB RD NW

City:

OLYMPIA

State:

WA

Zip:

98502

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

SAFETY ISSUE: 85% OF EXISTING TANK CARS
ARE UNSAFE TO HAUL BAKKEN CRUDE.
PUBLIC SAFETY SHOULD NOT BE
SACRIFICED FOR CORPORATE GREED
AND IRRESPONSIBILITY.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

Wm Lysh
signature

Thank you,

My name is DENIS LANGHANS
first name last name

My address is 2908 COUNTRY CLUB RD NW
street

OLYMPIA WA 98502
city state zip

DHLANGHANS@AOL.COM 360-867-4109
email phone

I'm concerned that THE OIL TANKER CARS

ARE UNSUITED AND EXTREMELY

UNSAFE FOR BAKKEN CRUDE

AT ANY SPEED AND UNDER

ANY CIRCUMSTANCES.

Please study the impact OF THE SAFETY

ISSUE ALONG EVERY RAIL

MILE FROM SOURCE TO

TERMINAL.

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-29-14

Name: Judith Langhans Title (if applicable): Mo

Organization/Business (if applicable): none

Telephone: 858-922-9890 (cell)

E-Mail: ^{sue} sue@langhans.com

Address: 2908 Country Club Rd NW

City: Olympia State: WA Zip: 98502

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

The oil and gas industry has been exempted from many key provisions of important environmental laws.

These projects from the oil and gas industries will negatively impact the clean air, water and land they now enjoy when an evergreen state will seem more like an industrialized state.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Judith S. Langhans
first name last name

My address is 2908 Country Club Rd NW.
street

Olympia WA 98502
city state zip

suelanghans@gmail.com 867-4129
email phone

I'm concerned that The crude from Bakken

and Tar sands-Canada that may be

going to Grays Harbor must

Not be coming by way of

DOT-111 trains. They are dang-

erous, out of date, known for
Please study the impact their poor results

even if carrying grain, even

if not heavy like crude oil.

People's livelihood and lives

will be ruined with NO

benefit except for oil companies

Thank you, Judith S. Langhans
signature



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is KARLYN LANGJAHR
first name last name
My address is 211 W. 3rd St.
street
Port Angeles WA 98362
city state zip
email phone

I'm concerned that the economic ~~trade~~ "gains"
from this proposal ~~are~~ ^{are} not ~~worth~~ ^{worth}
the health risks to human
communities and long-term environ-
mental threats to wild life and
natural resources we depend on.
Please study the impact of _____

I'm also concerned how
this would affect tourism,
a growing economic sector
(and potential alternative).
The WA outer coast is one of the
last pristine coastlines in
continental US and that has value!!!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Dale Larson
Signature

My name is Dale Larson
first name last name
My address is 304 Prospect Avenue
street
Hoquiam WA 98550
city state zip
dlars04@gmail.com
email phone

I'm concerned that oil on tide flat
lowlands is an imprudent
placement of liquid crude
Pipe it from Satsop
if you must ship it over

Please study the impact the Baaken
formation a public
responsibility of transp
private monopolies
on Grays Harbor

MAY 8 2014

DEAR MAIA - E.I.S. OIL SHIPMENTS

I AM A 72 YEAR RESIDENT OF ABERDEEN
I WAS BORN HERE AND I'M GOING TO
DIE HERE. I LOVE IT HERE! SO!

ME MY WIFE, SON AND 2 DAUGHTERS
ALL WITH CHILDREN WANT THE OIL
TERMINALS HERE.

WHAT ARE WE GOING TO DO! STARBUCK
TO DEATH! RAYONIC AND WEYERHAEUSER
ARE NOT GOING TO SAVE US.

AS I GREW UP THERE WERE THE
STANDARD OIL DOCK - WHERE LAKESIDE
INDUSTRIES IS NOW, AND AT LEAST
3 TANK FARMS AT THE PORT.

IT WON'T HURT A THING! I DON'T
RECALL ANY SPILLS IN EARLIER TIMES
AND THE TECHNOLOGY IS WAY BETTER
TODAY.

RECEIVED

MAY 13 2014

DEPARTMENT OF ECOLOGY
OFFICE OF DIRECTOR

Sincerely

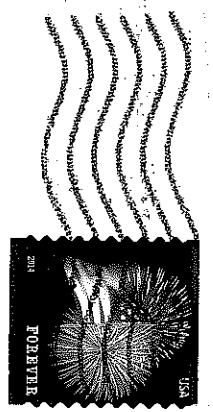
RAJA LARSON

1319 BELLAIRE

ABERDEEN, WASHINGTON 98520

LAESON
1319 BELLE AVE
ABERDEEN, WASHINGTON
98520

TACOMA WA 983
OLYMPIA WA
09 MAY 2014 PM 2 15



RECEIVED

MAY 12 2014

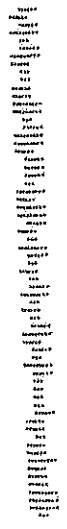
Department
SWPRO

REC'D
HR

MARIA BELCON
DEPARTMENT OF
300 DESMOND
LACEY WASHINGTON
98503-1274

RECEIVED
MAY 12 2014
State Department
Ecology (SWRO)

98503129827



RECEIVED
MAY 01 2014

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

Comment on Westway / Imperium EIS Scoping

- 1) There is no question that this facility will have the physical capability to transfer more than 50,000 barrels per day of petroleum to be transported across state waters. It must be reviewed under the Energy Facility Site Evaluation Council statute, not a local statute. Dividing a larger oil transfer facility into multiple applications to evade EFSEC, and the Counsel for the Environment funded under EFSEC, should not be tolerated.
- 2) There are many locations along the planned rail line where emergency equipment access is unavailable, or only accessible under certain weather conditions. The EIS should examine the entire route, and may require mitigation in the form of road construction into these remote locations.
- 3) There are many locations along the planned rail line where there is a very real risk of an accident resulting in the contamination of the Chehalis River. The EIS should examine mitigation in the form of pre-positioning of inflatable booms and absorbent materials with first responders along the entire route from the point of entry into the state (near Spokane) to Hoquiam.
- 4) The current rail line does not have any electronic transponders installed to detect and report natural subsidence or intentional tampering with the rails. Because of the remote areas through which it passes, the rail line is vulnerable to sabotage which would not be detected before a rail shipment reached the at-risk area. The EIS should examine mitigation in the form of continuous electronic surveillance of the rail line route from the point of entry into the state (near Spokane) to Hoquiam.
- 5) The type of material to be handled by this facility must be examined. If it exceeds a defined volatility level, then it must be handled differently, for example in double-wall tank cars, different speed limits applied, or different emergency response plans funded.
- 6) The EIS must look at the air quality and carbon dioxide impacts associated with roadway crossing delays. A key example is at Wal-Mart in Aberdeen, but there are many others, from the point of entry to the state near Spokane to Hoquiam. The EIS could require mitigation in the form of construction of grade-separated crossings to prevent roadway crossing delays.

Jim Lazar
1907 Lakehurst Dr. SE
Olympia, WA 98501



Jim Lazar
1907 Lakehurst Dr. SE
Olympia, WA 98501-4270



TACOMA WA 983
OLYMPIA WA
01 MAY 2014 PM 2 L

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

98104175A25



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Joseph Lelli
first name last name

My address is 725 N Center Pkwy Apt. 201
Kennewick WA 99336
street city state zip

I'm concerned that The crude oil terminals
will cause great damage to
bird habitats in Grays Harbor
email phone

Please study the impact of oil terminal operations
on bird habitats

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Rosemary LeHesseve
first name last name
My address is 7017 Greenwood Ave N.
street
Seattle WA 98103
city state zip
liberta@earthlink.net
email phone

I'm concerned that Rivers & Harbor
wildlife will be
Damaged by oil spills &
Jobs lost due to
decline of water quality.

Please study the impact Rail traveling
across state & waterways
Impact on life &
Safety.

Thank you,

Rosemary LeHesseve
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Michelle Lewerenz
signature

My name is Michelle Lewerenz
first name last name

My address is 5029-38th St NE
street

Tacoma WA 98422
city state zip

michellealewerenz@gmail.com
email phone

I'm concerned that oil trains coming into
Grays Harbor pose a

significant risk to the health
and safety of the community
and the environment. (oil spills)

Please study the impact that a derailment
would have.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is MAUREEN LINDH
first name last name

My address is 315 QUAIL RUN
street
PORT ANGELES WA 98362
city state zip
m.lindh@talitek.com
email phone

I'm concerned that an amazing natural resource
would be considered as a site for
a crude oil depot - it is
unimaginable

Please study the impact of _____

Please see attached file.

Sunday, May 25, 2014

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

Subject: Don't let the Pacific Northwest become a thoroughfare for dirty oil – Comments on the Westway and Imperium Oil Export Terminals

Dear Department of Ecology and City of Hoquiam,

As a native Washingtonian, I am very concerned about the significant detrimental impacts the Westway and Imperium terminal proposals in Grays Harbor will have on the community, environment, waterways of Washington, and the future of Washington State and the region. I strongly urge you to fully assess the environmental and cultural threats from these proposed projects.

“Our duty to the whole, including to the unborn generations, bids us to restrain an unprincipled present-day minority from wasting the heritage of these unborn generations. The movement for the conservation of wildlife and the larger movement for the conservation of all our natural resources are essentially democratic in spirit, purpose and method.”
-- Theodore Roosevelt

The Environmental Impact Statements for these projects should include an evaluation of:

- Cumulative impacts. 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 the 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 entire region.
- 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 shale 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.
- Impacts to Grays Harbor communities. 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.

- Public health impacts. The EIS should include the health risks to communities from Spokane to Grays Harbor from increased train traffic, 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 the projects.
- 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 hydraulic fracturing, tar sands extraction, transporting—both by rail and marine vessel—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 shale 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.

“As we peer into society’s future, we—you and I, and our government—must avoid the impulse to live only for today, plundering for our own ease and convenience the precious resources of tomorrow. We cannot mortgage the material assets of our grandchildren without risking the loss also of their political and spiritual heritage. We want democracy to survive for all generations to come, not to become the insolvent phantom of tomorrow.”

-- Dwight D. Eisenhower

Based on the far reaching impacts of this project, I strongly urge you to reject these unprecedented applications for the Westway and Imperium terminals in Grays Harbor.

“A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community. It is wrong when it tends otherwise.”

-- Aldo Leopold

Thank you for your consideration of my comments. Please do NOT add my name to your mailing list. I will learn about future developments on this issue from other sources.

Sincerely,
Christopher Lish
Olema, CA

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is

Jon

first name

Lesing

last name

My address is

627

street

S Bernad # 8

Spokane

city

WA

state

99204

zip

I'm concerned that

email

the transport of oil will

phone

damage our ecosystems and our

environment. This puts my community

in danger along with it's

surroundings.

Please study the impact.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Peter Kitzler
first name last name

My address is 1932 Bethel St-NE
street


Olympia WA 98506
city state zip

para.pet.contra@gmail.com
email

I'm concerned that impacts all along 801-638-3350
phone

The path, from extraction, to transport
on land & sea. Both on ecology &
exposed human populations

Please study the impact refer to The 2012 PEIS

for Oil Shale ~~in~~ tar Sands
in Utah - Appendix G. for
Socioeconomic & Environmental
Justice Study methods &  41
Results - Bad news = fossil fuels

See attached

Brian Little, BS BA
316 West 5th Street
Aberdeen WA 98520

May 27, 2014

Ms. Sally Toteff, Regional Director Southwest Regional Office
State of Washington Department of Ecology
Southwest Regional Office

Mr. Brian Shay, City Administrator
City of Hoquiam

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

Dear Ms. Toteff and Mr. Shay,

I am writing to express my support for the US Development Group, Imperium, and Westway proposals aimed at capitalizing on a market opportunity by constructing and operating bulk liquid transfer facilities on property leased from the Port of Grays Harbor (P of GH). I have a high degree of respect for the thoroughness of the environmental review and permitting processes and as such I am limiting my comments to a couple of key discussion areas. Additionally I trust that the port performed their due diligence when they were initially approached with the opportunity and so I won't comment on the credibility of the project applicants or their capacity to do what they agree to do.

I am submitting the following comments to voice concerns regarding the tentative discussion areas outlined in the Determinations of Significance. I understand that additional areas for study will be identified and discussed as a result of this scoping process and it is my hope that either more specificity is added to existing discussion areas and/or new discussion sections added.

Comment 1)

Please consider thoroughly exploring and discussing the circumstances surrounding the legal relationship between the Port of Grays Harbor as property owner and the proposed tenants in terms of joint and several liability for potential adverse consequences caused by allowing the siting of the bulk liquid transfer facilities on publicly controlled lands. What role does the Port have in the mitigation of potential adverse impacts?

Comment 2)

Please consider requiring that a version of the rail transportation impact analysis be divided into individual clearly understandable segments that specifically identify communities together with their unique deficiencies. It is understood that the railroads are not the project proponents and that there exists no substantive authority to force them to do anything, but they are integral to the viability of the CBR proposals. Grays Harbor County has a number of at grade crossings that have the bare minimum in terms of signage let alone signaling and guards.

Thank you for your consideration of my comments.
I look forward to reviewing the Draft Environmental Assessment Statement when it is released.

Sincerely,



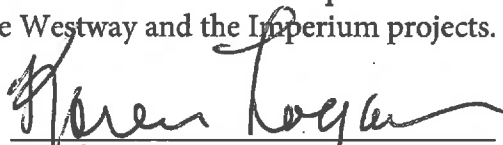
Brian Little, BS BA

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is KAREN LOGAN
first name last name
My address is 707 E. LAUREL ST.
street
UNION, WA 98592
city state zip

_____ email _____ phone _____

I'm concerned that _____

environmental
concerns

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Vanessa Laweth
first name last name

My address is 20811 NE Freedom Rd
street

Battle Ground WA 98604
city state zip

vlovent@yahoo.com 360-666-4613
email phone

I'm concerned that _____

Please study the impact of _____

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/29/14

Name: Fritz Luderer Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360 736 0661

E-Mail: DJ.SLIGHT@AOL.COM

Address: 3303 Edgewood Lane

City: Centralia State: WA Zip: 98531

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Expansions of the Terminal at the BioDiesel unit is a good place but why ship the so called oil via ship to ports unknown?

Build a Refinery there with most modern Technology. The same can be done in the Centralia area by the steam plant. Tops etc Refineries have low noise etc. Gases can be recycled. etc.

The only objection is to the present Rail line safety. The tracks to Hoquiam via Elma need a major upgrading.

Environmentalist need to at the problems they are creating by the restrictions in every step to advancing jobs and self reliance through reasonable Technology available now.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is James Lux
first name last name

My address is 2305 Columbia St SW
street

Olympia WA 98501
city state zip

360-704-0912
email phone

I'm concerned that all elements of the EIS be
appropriately studied and publicly assessed.

Please study the impact of _____

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,

Patty Lyman
signature

My name is

PATTY LYMAN

My address is

448 ^{first name} seed Path, NW ^{last name}
Bainbridge Island ^{street} 98110 ^{zip}
patty.lyman@gmail.com ^{email} ^{phone}

I'm concerned that

we do not know how much
oil is being transported.
With oil on trains & Barges
we may have massive oil
SPILLS

Please study the impact of

oil transport on
our environment & economy

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,


signature

My name is Lana Mack
first name last name
My address is 975 Aberdeen Ave
street
Renton WA 98056
city state zip
lananamack@gmail.com
email phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Abigail Maddigan
signature

My name is Abigail Maddigan
first name last name

My address is 1612 E. 49th
street

Spokane
city state zip

email phone

I'm concerned that this will cause

greatly impact our environment
& water provided by our
streams, lakes, and aquifer.

Please study the impact on our health &

environment

5/24/2014

Drafts (12) - rosemarie.majeski@gmail.com - Gmail

RECEIVED
MAY 24 2014

Subject:

Frank & Rosemarie Majeski

crude oil trains

Watersheds are an interest area which I educated 31 years of children in my classroom. Water flows to the lowest elevation. Any area from the railroad tracks to the There is no protection once oil hits the ground. It will seep down into the aquifers, and it will poison and damage huge areas.

There is absolutely no guarantee that a spill will not occur in the years ahead for as long as the trains move through. I have followed the news coverage in the US and advertise how The Gulf Coast is back to normal, and doing great. The lies proliferate, but the bottom line is that no one who is aware of the pollution there is eating th

During Teddy Roosevelt's presidency, John Muir and Teddy initiated the National Park system to preserve the natural areas for the people of the US, and others in the children and grandchildren, and the generations to come. It is our duty, and it is the only ethical choice for us to keep this part of the world beautiful.

No amount of jobs is worth having the trains carry oil through Washington. The amount of jobs and tourism lost is multiple times greater than the jobs provided if it we are not here to put us back together even 1/10, if a spill happens. Many generations will pass to have it even appear to be back to normal.

We need to be working for a cleaner world, not keeping the same practices.

I attended a meeting in Ocean Shores months ago to be informed. The Port of Grays Harbor had Stan Pinnick representing them, and also represented were the two of the three companies on Grays Harbor that are planning to store the oil. Citiz Everyone I know personally is against oil travelling through the area.

I see the Port for it, and the oil companies. The people are not for it. This is my input: that no matter how many safety features are set up, an earthquake, human err fracked shale oil can always occur, and ruin our lovely coast. I urge you to stop this from happening. We are the people. We deserve to be heard. We will be left hen

Sincerely,

Rosemarie Majeski
P.O. Box 60
Cosmopolis WA 98537



rosemarie.majeski@gmail.com

5/24/2014

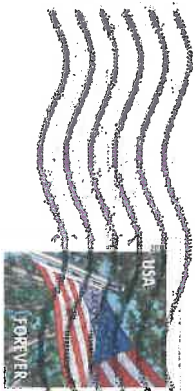
Sans Serif

Send

Mr. & Mrs. Frank Majeski
P.O. Box 60
Cosmopolis, WA 98537

SEATTLE WA 980

29 MAY 2014 PM 2.1



Engineering & W esting E/S
c/o ICF International
710 2nd Ave. Suite 550
Seattle, WA 98104



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Jerahmeel R. Males
first name last name

My address is 715 Foote St N.W.
street

Olympia, WA 98502-4810
city state zip

jerahmeel37@yahoo.com
email phone

I'm concerned that (360) 402-3853

the health problems and the long term environmental hazards will occur. When is the only unknown.

Please study the impact the large number of lost jobs that will occur in sustainable industries!

Thank you Jerahmeel R. Males
signature

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: April 24, 2014

Name: Ann Martin Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: _____

E-Mail: _____

Address: _____

City: _____ State: _____ Zip: _____

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Our coast here in Washington is a precious resource.

This is a marine sanctuary and bird feeding area. Bowerman Basin is a fragile ecosystem.

There have been too many environmentally devastating impacts, caused by crude oil spills, and fires.

We must minimize our impact on the planet. We should be looking to solar and other renewable ~~re~~ energy sources.

Our area depends on our Natural resources. We need to keep our State clean.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

see attachment

On February 1, 2013, Dale Jensen, Spill Prevention, Preparedness & Response Program Manager of the Washington Department of Ecology wrote the following in an email to Sally Toteff in response to the public response at the January 30th public meeting at the Rotary Log Pavilion in Aberdeen regarding the three crude by rail projects proposed for Hoquiam:

“Crude or refined products have not been moved out of the Grays Harbor in the large quantities as is being proposed...ever. On the C-River...crude oil has not been moved, but a lot of refined product has. Crude oil...no matter the makeup, behaves differently than refined product and therefore the mind set and readiness needs to be different to ensure we have good systems (right equipment and training) in place to prevent spills, but also safely and rapidly respond to ensure the impacts to our environment and economy are minimized. Also, petroleum products have been moved forever over our rail lines, but never through our state in any large quantity of rail cars, or unit trains in the numbers that occurring now and are proposed; then crossing our entire state and following/crossing our rivers, streams, sensitive water sheds and aquifers. On the marine side – ship movements will change and transit traffic will increase and we are already doing some risk work in the Salish Sea to study those changes or proposed changes.

We and the industry can do everything possible to prevent a spill from occurring, but from a socioeconomic standpoint, the shellfish folks or agricultural families, or tribes and local communities have a legitimate concern; it only takes one spill to wipe out generation(s) of a livelihood of work they have enjoyed and are skilled to do. It’s a fair question to ask for assurances that protect their livelihood and that if there is a spill...that there be assurances that those impacted would be expeditiously restored or fairly paid- and that those economies remain strong and the environment fully recovers.

From the Spills Programs standpoint it really isn’t about whether petroleum or coal products are moved through our state or not, but if it is about safety – safety of our responders, safety of our public, safety of our environment – everyone living here and visiting wants to enjoy the healthy environment we appreciate, and safety of to our economy- a strong local and state economy is a good thing.”

This statement underlines the total lack of experience on the Harbor with the receiving, storage, and shipping of crude oil. Regardless of the type of crude oil shipped, Bakken crude or Alberta tar-sands, the recovery from a spill is at best only partial, and in the case of tar-sands crude, negligible.

From the Geographic Response Plan only approximately 30% of a light crude oil spill would be recoverable under calm wind conditions with no waves or current. This condition is not frequently encountered in Grays Harbor. The twice-daily tidal flow conditions result in currents of 1 – 1.5 knots during a flood tide and from

2 to 3.5 knots during an ebb tide. These conditions alone will make booming and skimming operations infeasible.

A spill of tar-sands oil will have a heavy component which will sink to the bottom of the Harbor, rendering all recovery impossible by normal methods. Perhaps dredging, as is being attempted in the Kalamazoo River with little success, would be possible, but only at great expense and with the destruction of what little marine life which might survive the spill.

The Imperium SEPA checklist, p23 item 6a, states: *“Natural gas may also be used intermittently to generate steam to heat the contents of the tanks and to preheat rail cars to facilitate off-loading of viscous product. The steam will be provided via the neighboring Imperium Grays Harbor biodiesel production facility.”*

The use of railcar and storage tank heating would only be necessary if Alberta tar-sands oil were to be shipped. This would be devastating to the cultural environment of Grays Harbor County. As you know, the tar-sands oil has a large volatile fraction of the car contents provided to enable it to be shipped. The most volatile component will disperse in the atmosphere and the water column, while the remainder of the car contents will sink in the event of a spill.

The tar-sand synthetic crude oil's volatile components will escape from the railcars, the storage tank vents, and any contained spills. The odors from the tar-sands crude will be a great deterrent to the Harbor's tourist industries, including the beaches, the Grays Harbor National Wildlife Refuge and the Shorebird Festival, and to the many schools that are within the area, including local elementary schools, both Aberdeen and Hoquiam high schools, etc. In summer conditions, the fugitive volatile components will escape at an even higher rate than that resulting from the tank heating. It seems unlikely that the vapor combustion units will be running 24 hours a day; therefore the odors will be permeating the neighborhoods close to the terminals, and all along the rail shipping route.

Since the Spills Prevention and Spills Department both have only limited experience with crude oil recovery under calm conditions of limited current flow, and only textbook experience with tar-sands oil recovery, denying the permits on these grounds would be the prudent course.

Will the Department of Ecology have the courage to deny permits based on inability to clean spills and/or the inability to control vapor emissions? Once the facilities are converted to handling tar-sands crude, there will be massive increases in noxious odors, and an accompanying decrease in livability and property values.

Arnold Martin, 631 Chenault Ave, Hoquiam, WA 98550

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Carolyn MAXON
first name last name

My address is 1142 SCOTT AVE
street
BREM wa 98310
city state zip

email phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Sean McGrath
first name last name

My address is 2260 Division St NW
street

Olympia Va 98502
city state zip

SeanMcg33@gmail.com (360)-485-794
email phone

I'm concerned that We are destroying the
environment.

Please study the impact of CO2 concentration and
the effect on sea life, the 25% acidity of CO2 is increasing
as well.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Barbara McLaughlin
signature

My name is BARBARA McLAUGHLIN
first name last name

My address is 810 E Old Ranch Rd
street

ALLYN WA 98524
city state zip

email phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is Julia McLaughlin

first name

last name

My address is 116740 Dadds Ln SW

street

Rochester

city

state

WA

zip

98579

jamel11@netzero.net

email

phone

I'm concerned that too many trains will

be passing thru our cities

along waterways, near

sensitive habitats just to

make a few people richer.

Please study the impact of what would happen

if trains derail, block crossings,

spread crude in the environment,

or, God forbid, explode. Who is

responsible? ? ?

®



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is DAN MCLAY
first name last name

My address is 112 W CLIFF DR #306
street

SPOKANE WA 99204
city state zip

seniorrevolution 994-0384
email @yahoo.com phone

I'm concerned that

No fossil fuel
extrvaction

No Oil trains

Please study the impact of above

Thank you, Dan McHay
signature

RECEIVED
APR 29 2014

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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, Jan McMillan
signature

My name is Jan McMillan
first name last name

My address is 2313 N. El Paso St.
Colorado Springs CO 80907
city state zip
memomjan@aol.com
email phone

I'm concerned that the future of the Grays Harbor National Wildlife Refuge and the birds that migrate and stop to feed there Spring and Fall will be negatively impacted.

Please study the impact on the refuge and the thousands of migratory birds who feed and rest there Spring and Fall.

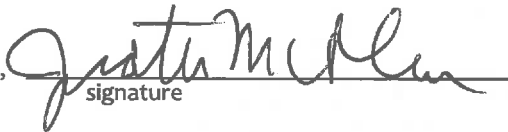
I lived in Westport 2001-2010. I was a member of Audubon + president of Grays Harbor Audubon for 4 years.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Judith McPhee
first name last name
My address is 2525 NE 107th
street
Seattle, WA 98125
city state zip
judymphee@comcast.net
email phone

I'm concerned that _____

this is too dangerous for
this beautiful area and
migratory stop over.

Please study the impact of _____

RECEIVED

APR 22 2014

April 21, 2015

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

I am concerned about the impact of the proposed Imperium/Westway expansion projects upon the atmospheric, terrestrial and marine environments of the Grays Harbor area. The mining and transport of the crude oil encouraged by the project that arrives here will have already released large amounts of carbon to the atmosphere. This, in turn, will result in a warming of the entire earth's environments. It will also result in increased acidification of the marine environment. The subsequent burning of the oil will have similar effects on the environment.

These effects, or impacts, will occur in our local, regional area. The increased acidification of the sea water has already affected the shellfish industry here by making it difficult for oyster larvae to develop their shells in their development.

The increased carbon to the atmosphere from the above proposed projects should be calculable and the estimations published.

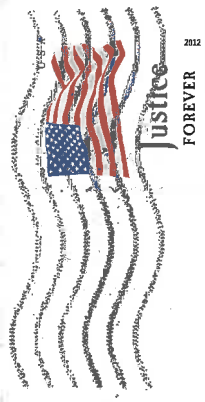
Sincerely,



Louis Messmer, biologist
907 K St. Apt. #609
Hoquiam, WA 98550
360-532-7851
lmessmer@reachone.com

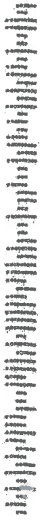
L. Messmer
907 K St., Apt. 609
Aberdeen, WA 98520

TACOMA WA 985
OLYMPIA WA
22 APR 2014 PM 2 L



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

98104175425



RECEIVED
APR 22 2014

April 22, 2015

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

Subject: Imperium/Westway proposed crude oil transportation proposals.

As a life-long resident of the Grays Harbor area, with children, grandchildren and great-grandchildren living in this area, I know the Harbor intimately from a boyhood spent swimming in it before effective domestic and industrial waste treatment controls.

I know it professionally as a result of a career spent on the Harbor as follows:

- teaching college level biology, botany and marine biology;
- as a wetlands consultant for over 20 years, with over 75 projects;
- as a Sea Grant investigator;
- as a co-investigator in wetlands productivity studies;
- in 6 summers in Pollution Control at a local pulp mill;
- in 6 summers in shellfish studies at then WDFisheries.

I am concerned about the potential threat to the area's ecosystem. The ecosystem is centered in the Harbor itself and can be roughly delimited by the tributary streams and their watersheds and by the outer coastal waters.

The existing economic developments represent mankind's adjustments to the natural environment's ecosystem. Mankind's activities have required regulations to allow us to continue interacting successfully with the rest of the system.

The proposals come into an area where regulations and planning for oil (See Grays Harbor GRP, 2013) are probably inadequate even for existing oil operations. Major spills could have catastrophic consequences.

A case in point would be the threat of large oil spills somewhere along the rail line as it passes through the Chehalis Basin watershed for 60+ miles or from a vessel within the waters of the Harbor or on the adjacent coast. The food that supports the entire system is dependent on the un-oiled operation of the photosynthesizing plants within it. Given the present lack of control measures and the "track" record of existing crude oil transport operations, it is reasonable to assume that there is a definite probability of a threat to the Harbor ecosystem as long as the oil transport continued and that any resulting damages could continue beyond for an indefinite time.

Sincerely,



Louis Messmer, Biologist
907 K St., Apt. 609
Hoquiam, WA 98550
360-532-7851
lmessmer@reachone.com

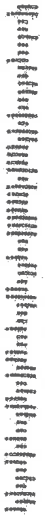
L. Messmer
907 K St., Apt. 609
Aberdeen, WA 98520

TACOMA WA 985
OLYMPIA WA
22 APR 2014 PM 2 L



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

98104175425



RECEIVED
APR 22 2014

April 22, 2015

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

Subject: Imperium/Westway proposed crude oil transportation proposals.

I am concerned about the impacts of the proposed plans upon the coastal environment near Grays Harbor.

Specifically, the surf-zone area that is probably one of the most productive biological systems on earth. It fosters diatom growth that is adapted to the surf conditions and uses nutrients that concentrate there. It supports a well-managed razor clam fishery that generates tourism and local sport and food fishery for hundreds of thousands of people annually. That is only the most obvious benefit among other fisheries, as well.

The clean beach environment provides aesthetic appeal for the tourist industry, too.

A major oil spill anywhere in the Chehalis Basin could find its way to the coastline given the currents and tides that run in that direction.

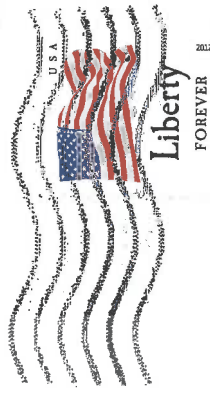
Sincerely,



Louis Messmer, Biologist
907 K St., Apt. 609
Hoquiam, WA 98550
360-532-7851
lmessmer@reachone.com

L. Messmer
907 K St., Apt. 609
Aberdeen, WA 98520

TACOMA WA 983
OLYMPIA WA
22 APR 2014 PM 2 L



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

98104175425



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Amanda
signature

My name is Amanda Meyer
first name last name

My address is 4405 Joli CT SE
street

OLYMPIA WA 98501
city state zip

amandan76@yahoo.com
email phone

I'm concerned that the health of our community

will greatly worsen. I have a son
to think about w/ respiratory issues.

I'm concerned about the ocean, the
traffic, the noise and so much more.

Please study the impact the extra shipping - ships -
now the

noise will effect the ocean,

and the extra impact on air
quality.

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date:

4/29/14

Name:

Bernard Meyer

Title (if applicable):

Organization/Business (if applicable):

Telephone:

360-570-0975

E-Mail:

berniemeyer2001@yahoo.com

Address:

402 Pattison St NE

City:

Olympia

State:

WA

Zip:

98506

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Attached

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Centralia Scoping Hearing
April 29, 2014

Scope: Issue considerations: five

1. Rail safety: Greys Harbor is expected to have a 383 % annual increase in train traffic due to oil shipping, if projections work out. How much of these will come thru Lewis County? This will test and stress the bridges, tracks, signals, and capacity of the rail system. How capable is the system to handle these? In February and March I traveled the Amtrak Empire Builder from Seattle to Cleveland. On return in northern Ohio the train needed to be "walked" over a cracked rail at 1 mile per hour. Due to priority of cargo trains the trip from Cleveland to Chicago was four hours late. This was true of every other segment of the trip: three to five hours late. I talked with people who had traveled from the Midwest to Seattle and who said their trains were 10 to 14 hours late.
2. Economy: Historically, the jobs in Lewis County have been dominated by natural resource availability. Timber and coal. My understanding is that oil from fracking will be a boom and bust experience in the near coming years, playing out in decreasing availability in as soon as five years. Lewis County has had high unemployment since the 2008 recession began. The dynamic of environment and economy is the main topic of Richard Heinberg's SNAKE OIL, FRACKING'S FALSE PROMISE: how fracking's false promise of plenty imperils our future, Post Carbon Institute. 2013. We must begin creating a new economy that respects the limited resources of the environment. At his time California State is considered in the state of total draught. Water for farming is crucial, not to speak of human need for water. This up against the new effort to frack oil shale in California which requires over a million gallons of water per well.
3. Climate heating devastating life on earth. For me this is the most serious concern for the EIS statement. We are way past the time for addressing industrial society's impact on the climate. The earth's temperature has risen 1.4 degrees F in last 100 years, and has the potential to increase 4-8 degrees Centigrade by 2100, challenging the ability of life on earth to exist. See from WHAT WE KNOW: THE REALITY, RISKS AND RESPONSE TO CLIMATE CHANGE, The AAAS Climate Science Panel and the James HANSEN STUDY: Climate Sensitivity Is High, Burning All Fossil Fuels Would Make Most Of Planet 'Uninhabitable.' From CLIMATEPROGRESS, by Joe Romm, September 17, 2013

Bernie Meyer
402 Pattison St NE
Olympia, WA
98506
360-570-0975

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is

Bernard Meyer

first name

last name

My address is

402 Pattison St NE

street

Olympia

city

WA

state

98506

zip

berniermeyer2001@yahoo.com

email

phone

I'm concerned that

the oil will be used to
release CO₂ into atmosphere; that
accidents will happen affecting
people and living environments; that
the extraction is destroying water, etc.

Please study the impact

an extraction for chemical
effects, radiation, water & air.
On workers health, on the commu-
nities; on delicate water creatures
and community survival.

41

Greys Harbor Scoping Hearing
April 24, 2014

Scope: Issue considerations: five

1. Climate heating devastating life on earth. 1.4 degrees F in last 100 years, potential 4-8 degrees by 2100, from WHAT WE KNOW: THE REALITY, RISKS AND RESPONSE TO CLIMATE CHANGE, The AAAS Climate Science Panel.
2. Fossil Fuel: dramatically contributes to climate heating, leave fossil fuel in the ground. HANSEN STUDY: Climate Sensitivity Is High, Burning All Fossil Fuels Would Make Most Of Planet 'Uninhabitable.' From CLIMATEPROGRESS, by Joe Romm, September 17, 2013
3. Bakken Oil: highly toxic oil from North Dakota, extracted by fracking. Predictions in US compare with Saudi Arabia. It's B.S. SNAKE OIL, FRACKING'S FALSE PROMISE: how fracking's false promise of plenty imperils our future, by Richard Heinberg. Post Carbon Institute, 2013
4. Grays Harbor: accidents of oil spill: compare to Exxon Valdez 25 years ago. BP's Deepwater Horizon 4 years ago. For a few jobs, risk many jobs and way of life.
5. Nuclear Radiation: Bakken wastes in plastic bags: 27 tons. How much in oil that comes to Grays Harbor? Low level radiation not low risk once internalized. CLIMATEPROGRESS, by Rebecca Leber, April 16th

Bernie Meyer
402 Pattison St NE
Olympia, WA
98506

360-570-0975

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Godron Meyer
signature

My name is Godron Meyer
first name last name
My address is 5807 Titleist Way SE
street
Gacey WA 98513
city state zip

I'm concerned that affects the birds
email phone
at the Wildlife Preserve

Please study the impact of _____

RECEIVED

MAY 10 2014

J.E. MEYER

9 JOHNS RIVER LANE
ABERDEEN, WA 98520

I THINK THAT THE OIL BUSINESS
WOULD BE GREAT FOR THE ECONOMY
OF GRAYS HARBOR

Jon Meyer

J.E. MEYER
9 JOHNS RIVER LANE
ABERDEEN, WA 98520

SEATTLE WA 98111
ID MAY 2014 PM 8 T



WESTWAY - IMPERIUM EXPANSION
710 SECONDS AVE
SUITE 550
SEATTLE WA

9810431754

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, _____
signature

My name is JOAN M. Kow
first name last name
My address is 3605 RED CEDAR CT SE
street
LACRY WA 98503
city state zip

I'm concerned that ^{email} this will hurt the ^{phone} environment - possible
slow leaks in to the
soil & water.
Too little benefits local
communities

Please study the impact of _____

These are my comments regarding Environmental Impact Statements (EIS) for the two expansion projects proposed by Imperium Renewables and Westway at the Port of Grays Harbor, and also the oil storage and shipping facility being proposed by U.S. Development Group (to be built near the Grays Harbor National Wildlife Refuge at Bowerman Basin and Hoquiam High School) and their potential impacts to the community.

1. We are not alone! Personally, I don't know how the Washington State Department of Ecology and the City of Hoquiam can do any kind of environmental impact statement without taking into consideration the impacts these projects will undoubtedly have on other towns, cities and states from the point of origin of the crude oil to the terminals in Hoquiam. These projects don't just effect the citizens of our fair city. They effect everything along the routes they travel - business, people, animals, the environment. Are the Port of Grays Harbor and the City of Hoquiam actually willing to proceed with these projects without studying the potential impacts on others? These projects may increase revenues to the Port and Hoquiam, but will they in turn decrease revenues for others. It's like they are thumbing their collective noses at everyone else and saying that just because they want this to happen, it should happen, whether others are harmed in the process or not.

Have studies been done of the infrastructure currently in place along the routes to determine if they are adequate? Are communities all along the routes equipped to handle catastrophic events such as spills, explosions, etc.? Has anyone asked them if they mind having several miles of tank cars full of explosive materials passing through their neighborhoods, thereby increasing the danger of collisions with vehicles? - or people? - or animals? Would they mind if their property values decrease? What about the effects on trade and commerce? How would the increased traffic on the rail system and on our waterways affect other businesses/companies using those same means of transportation?

This may sound a little far-fetched to some, but what about the possibility of an increased risk of terrorism? A hundred tank cars filled with flammable/explosive materials could do some serious damage in the right location.

2. First they have to get it here! The two expansion projects alone would bring more than three trains through our communities each day. The wisdom of transporting that much oil from North Dakota in puncture-prone tank cars considered by experts to be mostly unsafe by rail industry standards, along poorly-maintained tracks and across bridges that were not built to withstand those types of loads, totally escapes me. These trains will be up to a mile and a half long, which most likely means they will cut off some areas of our cities, towns and neighborhoods from necessary emergency response for prolonged periods as they rumble along for over 1500 miles toward their final destination on land - Hoquiam. In some areas, railroad tracks that would be used to transport this oil to the Port are within mere feet of people's homes and businesses. In other areas, the trains travel within blocks of schools and hospitals.

While the Imperium and Westway projects are supposed to receive the bulk of their oil from North Dakota, when (not if) the international market demand is ripe, the crude by rail terminals in Hoquiam will become transshipment points for Canadian crude from Alberta's tar sands (the second largest oil deposit on the planet). It's my understanding that this type of crude is even harder to handle.

The state of Washington should consider placing a moratorium on expansions of existing oil train facilities and to oppose new oil-by-rail transfer terminals until the safety of all oil train cars and the tracks they travel on are properly upgraded and regulated. What would happen if there were a derailment... or an explosion... or a spill? Our local first responders are wonderful at what they do, but

there are simply too few of them and they do not have the tools nor are they trained to handle a crisis of that magnitude. Who would provide training? Who would take care of the cleanup/damages/recovery?

3. Benefit to Hoquiam Marginal: We are all aware that jobs are needed, locally and across the nation. However, once the construction phase of these projects is concluded, the number of permanent jobs created locally would be minimal over all... especially compared to the jobs that would be lost if a disaster were to occur and our natural environment were threatened or destroyed.

3. Impacts are many. A few examples of the impacts are: risks to the marine life and to the environment from oil spills/derailments/increased use of our waterways; risks to migratory bird habitats; potential risks to the health of our communities from increased diesel air emissions; decreased property values in areas where the trains travel and near where the storage tanks are to be located; potential risks for loss of life and property in the event of a catastrophic explosion; increased traffic impacts on some neighborhoods; risks to children living along and going to school along the path of the trains and near the storage facilities; increased noise and air pollution; potential impact to tourism industry.

Our local communities are faced with the threat of earthquakes/tsunamis and the increased costs associated with insuring our properties, causing a decrease in property values. I can't help but think that oil terminals in our midst would further erode the investment that property owners have made in their homes, a sad ending to a lifetime of work.

When weighing the risks versus the rewards, the risks involved in these projects are too great and there appear to be few, if any, rewards. Most of us don't live here for the weather... we live here for the natural beauty, the natural resources, and the quality of life. Let's not allow oil companies to terminate that quality by placing their oil terminals in Grays Harbor.

Bev Miller
Hoquiam

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/24/14

Name: Martha Miller Title (if applicable):

Organization/Business (if applicable): Citizens for a clean Harbor

Telephone: 360 538 8849

E-Mail:

Address: 133 W. Chewault

City: Hoquiam State: Wa, Zip: 98550

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

We absolutely do not want this expansion project in Grays Harbor. No oil in the water. The area is too sensitive, too rich with crab, oysters, and salmon to even entertain the notion of ruining Grays Harbor. Also it is right in the middle of the bird reserve. You think you can be a greedy grabber for money, but sometimes you just have to walk away from it especially if the risk is too great for the environment. These trains would definitely interfere with the natural ecology of the region. I stand with folks who believe what you do to the land, you do to yourselves.

Please attach additional pages if your comment doesn't fit in the space provided.


Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is hanny miracle
first name last name

My address is 4016 Phinney Creek
street

Seattle WA 98103
city state zip

hmiracle@comcast.net 206-8504677
email phone

I'm concerned that habitat is already very limited
for migratory birds. This is a precious
area that should be protected. Having
an oil port here jeopardizes water
quality in the event of spill or accidents

Please study the impact of _____

Same as above. Risks & safety
procedures must be very carefully
evaluated

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/24/14

Name: Darrin Moir Title (if applicable): Site Manager

Organization/Business (if applicable): Pacific Edge Industries

Telephone: (360) 875-0170

E-Mail: darrin@pacific-edgeindustries.com

Address: 205 Endress Rd.

City: Hoguan State: WA Zip: 98550

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

As a Hoguan resident, City Councilperson
and a concerned citizen I'm writing in
favor of the first two proposals and
will most likely support the third after
reviewing their application. While balancing
the needs of every concerned citizen is going
to be a challenge. I believe that it can be
accomplished. Please focus on safety and
environmental stewardship while at the
same time creating jobs and helping
boost the economy.
Thank you.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

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State Department of Ecology:

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Thank you,

Karen Moore
signature

My name is Karen Moore
first name last name

My address is 3706 92nd Ave NW
street

Grays Harbor WA 98335
city state zip

email phone

I'm concerned that _____

Please study the impact of _____

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-29-14

Name: ROBIN MOORE Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-537-6800

E-Mail: rlm392@aol.com

Address: PO BOX 813

City: HOOQUIAM State: WA Zip: 98550

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I am concerned that no matter how rigorous and exacting regulations are crafted, there is likely to be too few inspectors to keep on top of things. Regulating agencies are continually being defunded.

How can this condition be mitigated? Will the oil companies be able to be forced to fund adequate oversight for their operations? Might they also be able to buy the inspections they desire?

Please study the history of recent ecological disasters (such as the chemical spill in West Virginia) and the part that lax inspection played. Then imagine it in regards to these projects.

Please attach additional pages if your comment doesn't fit in the space provided.

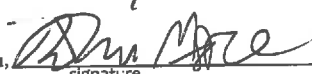
Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

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Thank you,


signature

My name is ROBIN MOORE
first name last name
My address is PO BOX 813
street
HOQUIAM WA 98550
city state zip
rlm892@aol.com 537-6800
email phone

I'm concerned that EVEN IF THERE IS NO
large spill, There will be
many small spills and leaks.

Please study the impact of these leaks
and drips as they cross
streams and rivers on fish,
and other wetland life
forms.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is ROBIN first name MOORE last name
My address is PO BOX 813 street
HOQUIAM city WA state 98550 zip
rlm392@aol.com email 360-537-6800 phone

I'm concerned that what ever safeguards
and regulations are
created, they will be
ignored for the companies'
profits

Please study the impact of requirements
that regulations are
followed and inspectors
are allowed to do their
jobs.

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-24-14

Name: ROBIN MOORE Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-537-6800

E-Mail: rlm392@aol.com

Address: PO BOX 813

City: HOQUIAM State: WA Zip: 98550

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

The human environment is part of the environment. Government is part of the human environment. U.S. Government is based on by the people, of the people, and for the people. The ~~department~~ department of ecology is a product of the power of the people. The licensing & permitting process used here by the City of Hoquiam is the opposite of power of the people.

How can denying people their power to decide ever be mitigated?

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Robin Moore
signature

My name is Robin MOORE
first name last name

My address is PO BOX 813
street

HOQUIAM WA 98550
city state zip

rlm392@aol.com 537-6800
email phone

I'm concerned that The people I am observing
enjoying The shorebirds' festival
will be denied this important
part of their life if these
Tank Farms are built.

Please study the impact of The loss of this
aspect of the human/
nature connection.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Heather Moravec
signature

My name is Heather Moravec
first name last name
My address is 11799 Manzanita Ln
street
Rainbridge Is WA 98110
city state zip
crow-watcher@msn.com
email phone 206-780-2230

I'm concerned that _____

The oil train would decryst
bird populations and migration

Please study the impact of _____

a potential spill
during shorebird migration
; the effect of the trains
on wildlife population/
activity

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is Tania Morris
first name last name
My address is 6609 NE Middle St
street
Sugramish WA 98392
city state zip
Tania@divinephotos.net 734-7003
email phone

I'm concerned that wildlife habitats
will be effected by this
project.

Please study the Impact _____



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

Jimmy Murrell, Ph.D.

My name is GARY MURRELL
first name last name

My address is 717 LINCOLN ST.
street

HOQUIAM WA 98550
city state zip

360-533-8039
email phone

I'm concerned that OIL BY RAIL WILL DESTROY

OUR TOWN, AREA, COUNTRY

Please study the impact of _____

OIL TRAIN EXPLOSIONS

RAIL TRACK AND BRIDGES

HARBOR ACCIDENTS

LAND ACCIDENTS

WETLAND SPILLS

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Dennis Mysser
first name last name

My address is 17750 SE 173 RD. A1.
street
RENTON WA 98058
city state zip

email phone

I'm concerned that _____

Please study the impact of oil trains

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

Hi My NAME'S Tim NORSGREN, + I'M A UNION LABORER.

AS A MEMBER OF THE LABOR MOVEMENT I'M CONCERNED ABOUT SUSTAINABLE JOBS + THE RIGHTS OF WORKERS TO THINGS LIKE COLLECTIVE BARGAINING, AND A LIVABLE FUTURE FOR OUR FAMILIES.


WHILE IT MAY NOT BE IN THE SCOPE OF THIS IMPACT STUDY TO CONSIDER THAT SOME PARTIES PUSHING FOR OIL EXPORTS SUCH AS THE KOCH BROTHERS AND THE AMERICAN LEGISLATIVE EXCHANGE COUNCIL (ALE (WHO BY THE WAY AUTHORED THE "RIGHT TO WORK" FOR LESS BILLS BEING PUSHED STATE BY STATE) ARE BEHIND SOME OF THE MOST ENVIRONMENTALLY DESTRUCTIVE BILLS TO COME OUT OF OUR GOVERNMENT —

INCLUDING ATTEMPTS TO DEFUND + DISMANTLE THE EPA + OTHER OVERSIGHT AGENCIES SIMILAR TO OUR DEPARTMENT OF ECOLOGY,

I DO BELIEVE IT IS REASONABLE FOR YOU TO CONSIDER THAT IN THE WAKE OF THE EXODUS OF AMERICAN JOBS TO ASIANSWEATSHOPS - THERE HAS BEEN A PARALLEL TRANSFER OF INDUSTRIAL ENERGY USE FROM WELL-^(ISH)REGULATED FACTORIES HERE TO THOSE IN ASIA WHICH, UNREGULATE PRODUCE A GREAT DEAL MORE CARBON (SEE FLIPSIDE PIC) ¶

THUS INCREASING THE GREENHOUSE EFFECT AND PUSHING A SPRINT TOWARD PERHAPS IRREVERSIBLE CLIMATE CHANGE CYCLES WHICH WILL AFFECT THE ENVIRONMENT IN EXTREME AND UNFATHOMABLE WAYS IF LEFT UNCHECKED.

I URGE YOU TO CONSIDER THE FULL IMPACT OF THE PROPOSED EXPORTS. — NOT JUST ON THE RAILS (ALL _____ MILES) WHERE THEY'RE A SUMMER WILDFIRE WAITING TO HAPPEN, BUT ALSO WHEN MOST OF IT MAKES IT TO ASIA AND IS BURNED THERE.

THANKS.  TIM NORSGREN

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:



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,

Susi Bryan
signature

My name is

Susi

obryan

first name

last name

My address is

1627 bigelow ave ne

street

olympia

wa

98506

city

state

zip

suzobryan@yahoo.com

email

phone

I'm concerned that

Oil trains represent an outdated and unsustainable method of energy extraction which will only exacerbate

Please study the impact

the destruction of what limited natural resources (which sustain all life) we have remaining.

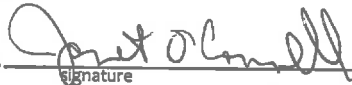
Don't allow them!!!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Janet O'Connell
first name last name
My address is 3418 Wood side of NB
street
Clay WA 98506
city state zip
msjo@comcast.net 955-9882
email phone

I'm concerned that _____

Please study the impact _____



Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 5-19-14

Name: Lynn R. Ogren

Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-533-2884

E-Mail: _____

Address: 415 Center Street

City: Hoquiam

State: WA

Zip: 98550

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Concerns:

① rail lines that are not up to handling the weight of oil trains - who will pay for updating these rail lines?

② train cars that are not meant to safely contain oil - who will have the power to require the railroad to update these?

③ oil spills on land or water - who will be responsible for the clean-up? To what extent will they be required to clean up a spill?

④ noise from the trains - coupling, changing tracks, whistles - the noise intensifies for those living on the hills above the cities.

⑤ the volatility and instability of the oil being transported - do we have adequate personnel from fire and rescue to respond to an explosion?

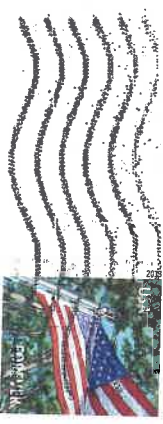
⑥ trains blocking major intersections cutting off access for fire, police, ambulance, etc.

Please attach additional pages if your comment doesn't fit in the space provided.

Lynn Ogren
415 Center St.
Hoquiam, WA 98550-1408

SEATTLE WA 98104

17 MAY 2014 PM 5 L



Westway and Imperium Renewables
Expansion Projects EISs
% ICF International
710 Second St. Ste. 550
Seattle, WA 98104

98104175425



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, 
signature

My name is Matthew Olson
first name last name
My address is 3715 34th Ave SW
street
Seattle WA 98126
city state zip
 matt.
email phone

I'm concerned that Oil spills
wildlife is protected
Pollution
rails

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Linda Orzel
signature

My name is LINDA ORZEL
first name last name

My address is 1128 STATE RTE 105
street

ABERDEEN WA 98520
city state zip

LDOTORG@OLEARYCREEK.COM 360-648-2476
email phone

I'm concerned that bringing crude oil into

Grays Harbor is an unmitigated
disaster

Please study the impact of ① what are
Westway & Imperium's liabilities

toward communities impacted by spill or explosion

② what are
protections of communities from perpetrator

declaring bankruptcy after spills or explosions

③ what are their liabilities toward job
loss due to spills or explosions?

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is DOUGLAS ORR
first name last name

My address is 122 0 St.
street

Hoquiam WA 98550
city state zip

mindsulptor1@gmail.com
email phone

I'm concerned that Please don't put the
oil site here in Hoquiam-
We would not like to risk
our future for your profits,

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Chrys OSTRANDER
first name last name

My address is 33495 Mill Canyon Rd N
street

Davenport WA 99122
city state zip

farmrchrys@gmail.com
email phone

I'm concerned that too many oil
trains - too much
hazard of accident -
need to eliminate the
use of fossil fuel.

Please study the impact Need to study
the WHOLE impact -
safety and environmental
impact.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Cherie Page
signature

derailments within the last 4 weeks on the

My name is Cherie Page
first name last name
My address is 973 U.S. Hwy 101
street
Cosmopolis, WA 98539
city state zip

email phone

I'm concerned that

We're exporting
to other countries -
through Grays Harbor -
oil resources, that

~~Please study the impact~~

will not be
used wisely with the
global environmental
concerns and there's
already been 2
derailments within the last 4 weeks on the

grain cars

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Dana Park
first name last name
My address is 30328 15th St S - #13
street
Federal WA WA 98003
city state zip
greenchilz@yahoo
email phone
I'm concerned that 206 295 9150

If will green the area

Please study the impact _____

Thank you, Dana Park
Signature



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is

Amanda Parrish
first name last name

My address is

1523 W Wilson Ave
street

Spokane
city

WA
state

99201
zip

aparrish@landscouncil.org
email

phone

I'm concerned that

increased oil trains

means higher risk of accidents.

And these rails go right thru
downtown and by hospitals

plus fossil fuel consumption is
irresponsible

Please study the impact

these dangerous trains!

NO CRUDE OIL TRAINS FROM Laurel Parshall

Dear City of Hoquiam and Washington
State Department of Ecology:

My address is 16607-12th St Ken
Gig Harbor WA 98329
Kehli@nashan@vlnoo.com 253 884-2890

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.

I'm concerned that the additional impacts of construction, maintenance and traffic of all kinds will negatively impact this Pacific Coast Flyway stopover habitat as well as the year round resident birds and wildlife.

Please study the impact on degradation of the shoreline and marine ecosystems that help support the web of life for fish, birds and mammals (including humans) that depend on this area to survive as other habitats are lost

Thank you, Laurel Parshall
signature

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,


signature

My name is James Patterson
first name last name

My address is P.O. BOX 4451
street
Rolling Bay WA 98061
city state zip
(206) 842-9020
email phone

I'm concerned that OIL TRANSPORT FUNCTIONS,
PLANNED AND UNDERWAY, IN COASTAL
WASHINGTON ARE ^{NOT} PROPERLY PRE-
PARED FOR IN OUR STATE.

Please study the impact of SPILLS, HEAVY RAIL
AND SHIP TRANSPORT CAN ONLY
BE JUSTIFIED W/ A SUITABLE
SAFETY INFRASTRUCTURE AND
CLARIFICATION OF RESPONSIBILITY
FOR SPILLS AND OTHER TRANS-
PORT ACCIDENTS.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Martha Peeliins
signature

My name is Martha Peeliins
first name last name

My address is 2345 SE Crystal Lake Dr.
street
Corvallis OR 97333
city state zip

email phone

I'm concerned that _____

- OIL SPILLS

- EXPORT of FUELS no net
economic gain

- Critical wild life habitat - major
stop over of migrant
birds

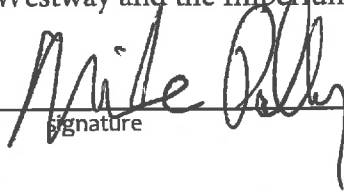
Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is

Mike Pelly
first name last name

My address is

1106 Partridge Dr. NW
street

Olympia
city

WA
state

98502
zip

Mike Pelly@zoho.com
email phone

I'm concerned that

These oil trains will not only destroy our environment, wreck our small towns and cities, be very dangerous and explosive but also wreck our economy

Please study the impact of

Common Sense and Listen
to what the 99% have
been saying!

RECEIVED

May 4, 2014

MAY - 7 2014

DEPARTMENT OF ECOLOGY
OFFICE OF DIRECTOR

Director Maria Bellon,

I oppose, crude oil by
rail in Grays Harbor.

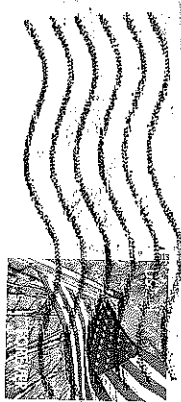
The very thought of it,
sickens me.

Respectfully,

Donna L Peterson capt. #116
420 Sherman St. SW.
Olympia, wa. 98502

S
Mrs. Donna L. Peterson
420 Sherman St. SW #116
Olympia, WA 98502-5471

1400000 WA 053
OLYMPIA WA
05 MAY 2014 PM 4 1

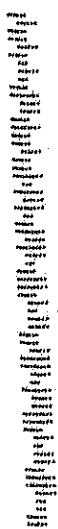


EXEC

WA State Department
of Ecology
MAY 06 2014

RECEIVED

Maria Ballen
Director of Dept. of Ecology
300 Steamers Drive,
Olympia, WA 98503-1274



Please see attached for petition & signatures opposed to crude by rail through Centralia & Lewis County.

05/23/2014

NO CRUDE OIL PIPELINE BY RAIL THROUGH CENTRALIA & LEWIS COUNTY!

We OPPOSE new efforts by out of state interests to transport up to 5,250 crude oil tanker railcars per week through the heart of both Downtown and Residential Centralia and Lewis County to enormous new crude oil terminals along Grays Harbor!

- Crude oil trains would substantially increase the amount of time traffic through Centralia is completely stopped due to train movement or lack of movement (up to or exceeding 12 hours per day). Crude oil tanker trains are louder than other trains. Horn blasts will occur at all grade crossings day and night.
- Response time for Police, Fire and Emergency Medical Response services will increase exponentially due to tracks being blocked by these 1.5 mile long crude oil tankers.
- We already know these tanker trains will leak oil, emit fumes and unhealthy particulates. We also know prolonged exposure to crude oil fumes, droplets or skin contact causes birth defects; contains known carcinogens in significant amounts such as benzene (which causes leukemia); and may cause other short and long term health effects such as chemical pneumonia, headaches, irritation to the nose, throat and lungs.
- Crude oil spills by train are 2.7 times more likely to occur than those by pipeline. Rail accidents occur 34 times more frequently than pipeline accidents for every ton of crude shipped comparable distances. The crude oil trains proposed will be up to 1.5 miles/125 cars long, and as a result harder to control, increasing the risk of something going wrong. Our area's aging rail and bridge infrastructure, much of it built on often saturated flood plains, has not been sufficiently assessed for suitability to this additional rail traffic, with each tanker car weighing up to 143 tons.
- 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.

Sincerely,

Phillip Brooke	Centralia
Bryan Flournoy	Auburn
Stacy Emerson	Tacoma
Tracey Keller	Centralia
Cheryl Kopec	Tacoma
Gretchen Staebler	Centralia
Susan Lawler	Tacoma
Lydia (Dee) Margeson	Tacoma
Susan Brock	Seattle
Deborah Middleton	Seattle
Laura Saxon	morrison
Ivonne Casco	Tacoma
Jan Nontell	Centralia
ZACHARY CAMPBELL	Dallas
Sally Buckner	Cary
Jason Schmidt	Kansas City
Justin Page	Centralia
Kristine Dickson	Studio City
Concerned Citizen	New City
Laura Jones	Port Charlotte
Caroline Swope	Tacoma
danielle gendron	Farmington
Alain Garceau	Bradenton
Sarah Dailey	Chehalis
Lucy Page	Centralia
Kristy Woodford	Centralia
Margaret Rader	Rochester
jody kyes	Chehalis
Kristine Sesler	Centralia
Susanne Lackie	Centralia
Kathleen Stilz Fisher	Tenino
Lissa Osborne	Centralia
Donna Lines	Silver Creek
Emily Barr	Centralia
Heidi Schroeder	Centralia
Maryellen Jones	Centralia
Marti Paige	Hatton
heath jacobs	Seattle

Todd Snyder	San Francisco
Susan Troyanek	Centralia
Vivian Johnston	Oakville
Boneta Campbell	montesano
Heather Slusher	Centralia
marilyn kimmerling	tacoma
David Baket	Centralia
Susan McRae	Olympia
Christine VanderWal	Oakland
bonnie beltz	puyallup
Eric Carlson	Chehalis
Jason Smith	Seattle
rebecca ellison	Centralia
James McNeil	Spanaway
Sarah Morken	Tacoma
Grange Christine	Nice
Margi Nowak	Tacoma
Robert Garvey	Lilburn
marcelo romano	Belo Horizonte
vicki johnson	Centralia
SCOTT DICKINSON	Leesburg
cheryl sanderson	centralia
michelle beck	Portland
Teresa Linwood	Centralia
Katie Husband	Fareham
Lela McNutt	Centralia
Joe Young	Lafayette Hill
Peggy Acosta	Womelsdorf
barbara jannicelli	spring hill
Chantal Buslot	Hasselt
Rosalind Owen	Walsall
Patricia Bumiller	Valrico
Dennis Bellone	Brooklyn
Doris Doss	bandon
evelyn phillips	brentwood
Phyllis Huang	Lafayette
susan vaughn	memphis
Thomas Aldrich	Austin
ria wefels	kerkrade
Casey Marcou	Gloucester
Leandra Little	Weehawken
Emilia Lausz	Pocono Summit
Lauri Balter	East Islip
Tony Menechella	Frankfort
Rikje Maria Ruiter	Utrecht

Nola Martin	Nebo
Büşra Efendioğlu	İstanbul
donna yannazzone	haverstraw
Mary C. Hohmann	Lowell
Darryl Clayton	Calumet City
Daniela Rossi	
Beth Newman	Fethiye
Timothy Greer	
Patti Allen	Lostine
Joshua Goodwin	los angeles
James Raleigh	Norwood
David Kent	Richmond
Jillian Denmark	Port St Lucie
Debra Knowles	Kew Gardens
Lynn Miller	Ocala
chris dickinson	independence
Erika Wurth	Macomb
Sydney Tucker	
Wil Ward	Bloomington
dawn birch	rochester
Nicole Weber	Pasadena
judith Friedman	Manlius
Yasiu Kruszynski	Chicago
esperanza martinez olia	madrid
Colleen Kline	Milltown
Tammy Hiller	Lewisburg
J G	Elba
Laura Watson	Lynchburg
David Bethell	Hopewell Junction
JUSTINE TILLEY	Los Angeles
Raymond Romano	Warwick
Debbie Williamson	Mountain Home
Ginger Geronimo	Birmingham
Steve Mitchell	Lewisburg
Brenda Bossman	Placida
Andrea King	Omaha
Mary-Ellen Milesnick	Gladstone
Elizabeth Grieco	Saylorsburg
Deanna Stillings	MA
Elizabeth Morbee	Union
judith schmitz	
miles kenn	kingston
Ronald Prado	Miami
Lilo Prinz	Au/ZH
Debbie Rinaldi	Bedford

Cynthia Arneson	Lombard
Daniel Baek	Levittown
Denise Romano	Austin
Kim Duncan	Roanoke
	East Norriton Township, Norristown, Montgomery
John Richard Young	Co.
Brenda Tucker	oakland city
Alia Durfee	Fond du Lac
ariel kirkland	Charlotte
Christopher Collins	Staten Island
Stephanie Vrabel	Glendora
Ethan Classetti	Marlton
Elizabeth Goggins	Frederiksted
rosemary bay	hyde park
Mary Walker	Aumsville
ALEXANDRA MOSQUERA	
Tucker Reed	Los Angeles
Joan Amero	Portland
Dena Garcia	Saint Cloud
Linda Collier	Hyattsville,
nesser faboule	miami
Steve Iverson	Corona Del Mar
Elizabeth Long	Philadelphia
sue sch.	Florida
Eduardo de Olazabal	Santa Fe (Cap)
dolores bello	melbourne
debra parker	jacksonville
alexis sudin	oceanside
Kay Koelker	Buffalo
Ellen G	Sussex
Jerry Ravnitzky	Mahopac
Olivia Schlosser	Mansfield Center
Amy Huynh	CALIFORNIA
Kathleen Murphy	Seattle
donna lauria	enfield
Kurt and MaryAnne	
Herbel	Quinton
Joy Vance	Salinas
Gemma Barsby	Greenwood
Flávia Orlando	Rio de Janeiro
Gail Breslin	Clearwater
Mia Madison	Memphis
Andrea Prieto	boca raton
Debbie St. Marie	Everett
Mary Rapp	

EV Perez	San Antonio
france Poulin	Outremont
Vernida Jackson	Kent
Cheri Langlois	Mendocino
anita maldonado	brooklyn
Jimmy Sperling	Sacramento
Elizabeth Quijano	Stockton
Gena Ryan	Annapolis
Amanda Messick	Church Hill
Barbara Mendenhall	Sacramento
Roseanne Pacheco	Valatie
kay bird	Santa Fe
Elizabeth Freer	Scottsdale
leland hodges	High Point
Isa Mendoza	Alameda
Natalie Smith	Redmond
James Mulcare	Clarkston
anna claire bayles	galveston
vikki melnick	albuquerque
dc katten	Arizona
Michelle Charron-Witt	Howell
James Leger	Las Vegas
Susan D. Tarzwell	Las Vegas
Luis Cardenas	El Paso
Mary Petrosky	San Mateo
Robert LaVenture	Albuquerque
Karen Sandall	Houston
Thomas Pintagro	Jamestown
j angell	rescue
Elisabeth Ritter	Schwabach
Sam Heaton	Mocksville
alan zukor	cambridge
Michael Zagone	Albuquerque
Roberta Desalle	New York
k hagerty	madison
wilma nelson	springhill
Bonnie Smith	buckhannon
Kristina Sanders	Union
James Thompson	Salt Lake City
jon spar, MD	albq.,
Kathy Carey	Chevy Chase
rebecca schuler	kona
Lucy McKernan	seven hills
Ann Tedeschi-Davidson	North Babylon
ROCIO GALAN	

Gerald Kline	New York
tina horowitz	philadelphia
Melissa Goldsberry	Medford
Dona LaSchiava	Tucson
alize vazquez	New Jersey
Stefanie Baldwin	Albany
Toni McCalley	Hamilton
sarah cortez	honolulu
Susan Christine	MOntara
Kate Krinsky	Salisbury Mills
Cecilia Banner	Longmont
Heike Feldmann	Griesheim
Ruth Gutman	New York
Robert Donohue	New York
Thomas Eaves	Newark
MICHAEL OCONNOR	ALBUQUERQUE
sandra lopes	spotswood
Gabriel Stanley	Matteson
July Roberts	Geneva
Virginia Christopherson	Orem
Marylyn Eichenholtz	Cortlandt Manor
Wanda Velez	Fort Lauderdale
Bernadette onyenaka	baltimore
Marsha Estefan	San Antonio
Andrea Wilson	Detroit
Alexis Mohr	Hopewell Junction
Barbara Rourke	San Diego
Susanne Hesse & Doug Dyer	Alachua
bill perine	corpus christi
Susan Galante	Fuquay-Varina
Billy Gamblin	
Patricia Konkle	Bedford
Aaron Wilkins	Poughkeepsie
yolanda figueroa	tampa
Jacinta Clement	Los Angeles
Peter Kralovic	Bratislava
Roger McLean	Centralia
Alicia Batt	Minneapolis
STEPHEN ANDERSON	MANCHESTER
robert nobrega	boca raton
mark juckett sr.	browns mills
Armand Biron	Mansfield Center
canan görmüsoglu	
Mary McGrail	Rockville

Jennifer Hall	Greeneville
Catherine Emry	reno
Philip Lee	South Portland
Elisa Townshend	Denver
Janice Nelson	Arcadia
Dona Stewart	Bluffton
Yanula Pengenika	Milton
Susan Allen	Raleigh
jesse dittmer	traverse city
Dennis Stevens	Columbus
Jeanne O.	West Trenton
Lisa Marie	Ventura
Renate Thiemig	
Travis Woods	Houston
Sally Cameron	Denver
Kristian Evensen	
Andrew Snyder	South Bend
Nancy Lee Farrell	Tacoma
Anita Kanitz	

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-24-14

Name: Garrett Phillips Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: _____

E-Mail: _____

Address: _____

City: _____ State: _____ Zip: _____

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

It is clear from the testimony at this meeting in Hoquiam, that scoping meetings are needed in every region of Washington state through which crude oil trains generated by this proposal will pass.

Meetings are needed in the Vancouver WA area the Spokane WA area, ~~and~~ and Westport WA.

Meetings need to advertised more thoroughly.

When meetings occur at large campuses like Hoquiam H.S., you need to provide signage so everyone knows which building the meeting is in.

You need to have staff available to assist with the elevator.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

May 2, 2014

Hello,

My name is Anna Marie Pizzariello and I live in Centralia, WA, eleven blocks from the railroad tracks. My business is located two blocks from the train tracks in the historic downtown.

This letter is concerning the Westway and Imperium Renewables Expansion Projects. Their proposal intends to increase train transportation of dangerous materials through the town of Centralia and through the State of Washington.

Railroad coal trains have increased in number recently. Already I cannot sleep at night due to loud noise from the horns mandated to blow at the intersections. I have to close all windows in the house, not just in my bedroom, to dampen this clamor. There is no air-conditioning in my home. I very well may swelter (suffer) in the coming summer heat.

As many as four trains an hour pass during work hours and, when outdoors, I smell the coal dust.

Weird as it sounds, I seem to have to bathe more often and feel sticky even if I do bathe. I am reminded of the ship I worked on which had old, coated/clogged pipes. The water came out brown. Clothes were brown and one never felt clean after washing due to the rust residue from years of inner-pipe buildup.

If train traffic is to increase through Centralia because of the expanded terminals/holding containers in the north-west region of our state, this problem will worsen. Peaceful work and sleep will be obliterated due to increased noise. Everyone's health is a stake with lung damage from potential bronchitis, asthma, and allergic sensitivities. Skin absorption of toxic chemicals will present compounding complications. Oil and oil-carrying trains bring the same issues.

My concerns are these:

1. Noise pollution
2. Air pollution
3. Health pollution
4. Disintegration of quality of life and livelihood
5. Potential decrease in value of the house I own
6. Potential for accidental spills
7. Questionable availability of personnel and materials to cleanup spills
8. Possible explosion of oil cars in case of derailment
9. Liability for damage compensation to property and LIVES in case of explosion
10. Condition of tracks and railroad cars, and maintenance needed due to increasing use - Who pays for this?
11. Environmental concerns - We have pristinely clean waters. It is a precious resource for our state. We have low air pollution. Our land

- is useful and not decimated by environmental catastrophes. Are we trading this for a small amount of years of economic improvement?
12. What benefits come to the people who have to live/suffer with this huge increase in train traffic? Taxes for improvements do not filter down to the smaller communities.

These concerns are equal for the entire train route throughout all of the states, although Washington State definitely has vital waterways that may be impacted.

I understand that construction of these holding tanks and port facilities will offer a huge boon to the economy of Hoquiam, Aberdeen, and Grey's Harbor. And that would be good, I agree.

My questions for the proposed expansion are these:

1. How many families will secure sustainable, living wage jobs from the facility construction?
2. How long will these jobs last – just during construction or for generations?
3. How many local contractors will be employed?
4. Will experts/construction crews come from out of the area to usurp local jobs?
5. How many people will be employed to handle the day-to-day business of operating this terminal after construction is complete?
6. Will these people be local or imported experts?

Is the potential financial benefit to the northwest area of our state worth the looming potential for significant damage to lives, land, and waters of our beautiful corner of the world? Does China need more material to pollute the earth?

Already I am suffering and the increased train traffic has not yet begun. Hopefully you, our leaders and decision makers, will choose the right to health and happiness over the controversial gains of a very few. Hopefully you will not allow expansion that may bring temporary prosperity to your town but will jeopardize the lives of many, many others.

Thank you for the opportunity to give my input.

Anna Marie Pizzariello *amp*
POB 804
1108 Centralia College Blvd
Centralia, WA 98531
360-330-8084
pizzajam2010@hotmail.com



10c
FOREVER
USA
MAY 2014 PM 31

To: The City of Toquiam
 The WA State Department of Ecology
 90 Westway and Imperium Renewables
 Expansion Projects EISs
 c/o ICF International
 710 Second Street, Suite 550
 Seattle, WA, 98104

98104175425



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Dave Plemons
first name last name

My address is 1224 W Riverside #1101
street

Spokane WA 99201
city state zip

davepacer@msn.com
email

I'm concerned that 509-413-1524
phone

Oil tanker traffic over our
aquifer, through our town,
must move perfectly, flawlessly,
to safeguard our community.
Perfectly? Isn't going to happen.

Please study the impact

Thank you, _____
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is James Powers
first name last name
My address is 320 E King street
street
Aberdeen Wn
city state zip
532-5246
phone
email

I'm concerned that _____

pollution
Dangers that may
exist

Please study the impact of _____

May 25, 2014

Submitted via web portal:

<https://public.commentworks.com/cwx/westwayimperiumcommentform/>

Department of Ecology and City of Hoquiam
Imperium and Westway EISs
c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

RE: Comments on Scope of EISs for Proposed Westway and Imperium Terminals in Grays Harbor

Department of Ecology and City of Hoquiam:

Thank you for this opportunity to comment on the scope of the Environmental Impact Statements (EISs) for the proposed Westway and Imperium Terminals and to secure standing in these EIS processes. The following comments identify potential adverse impacts that would occur if the proposed Westway and Imperium Terminals are approved.

While the Westway and Imperium Terminals are proposed to be located in Grays Harbor, the area of potential adverse impacts is much greater. I am a resident of San Juan County, a tax payer, property owner, business owner, and a former member of the San Juan County Council. I am concerned that my quality of life and that of my fellow islanders in San Juan County would be adversely impacted by the proposed Westway and Imperium Terminals. Our quality of life depends upon San Juan County's beautiful environment which is also the basis of our economy. Our economic drivers include our iconic and federally listed as endangered Southern Resident Killer Whales (SRKWs).

The SRKWs are spending an increased amount of time along the outer coast, including Grays Harbor¹ where it is presumed that they are feeding on salmon from the Humptulips, Satsop, and Wynoochee rivers. Please require the EISs to address the potential adverse impacts of oil spills in and near Grays Harbor from the proposed Westway and Imperium Terminals, including all

- Adverse impacts to the SRKWs
- Adverse impacts to the salmon from the Humptulips, Satsop, and Wynoochee rivers that are essential to the SRKW's diet

Please require the EISs to address vessel traffic, including a vessel transportation impact analysis for vessel traffic in or surrounding the waters of San Juan County if the proposed Westway and Imperium Terminals will generate any increases in vessel traffic in any of the following waterways: Strait of Juan de Fuca, Rosario Strait, Georgia Strait,

¹ <http://www.youtube.com/watch?v=8ApK0SYothA>

Boundary Pass, Haro Strait. This should include any bunkering related vessel traffic. If the permitting of the proposed Westway and Imperium Terminals will generate any additional vessel traffic in the waters in or surrounding San Juan County, please require the EISs to address the potential adverse impacts from the increased risk of oil spills in these waters, including all

- Adverse impacts to the health of San Juan County's residents and visitors, including any propulsion fuel particulate impacts on air quality
- Adverse impacts to San Juan County's environment
- Adverse impacts to the SRKWs
- Adverse impacts to commercial and recreational fishing and fishing related treaty rights
- Adverse impacts to commercial and recreational shellfish harvest and shellfish harvest related treaty rights
- Adverse impacts to San Juan County's tourism economy
- Adverse impacts to San Juan County's shoreline and water-view property values and any potential redistribution of tax burden to all San Juan County property owners if shoreline property valuations are reduced
- Adverse impacts to San Juan County's real estate sales and housing construction related revenues

As a tax payer in Washington State, I am concerned that my tax burden and that of my fellow islanders in San Juan County and all the citizens of Washington State would be adversely impacted by the proposed Westway and Imperium Terminals. Please require the EISs to address the costs to Washington State to address all the required transportation infrastructure improvements associated with the proposed Westway and Imperium Terminals. San Juan County contributes more tax dollars to Washington State than it receives in State expenditures, and ranks last of all 39 Washington State Counties in terms of per capita tax revenue generated vs. per capita state expenditures (as of Fiscal Year 2012 – the most current analysis from the Office of Fiscal Management).²

Thank you for this opportunity to comment on the scope of the EISs for the proposed Westway and Imperium Terminals and to secure my standing in these EIS processes.

Sincerely,



Lovel Pratt
2551 Cattle Point Road
Friday Harbor, WA 98250

² http://www.ofm.wa.gov/fiscal/expenditures_and_revenues/state_expenditures_revenues_by_cty.pdf

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Beth A Prevo
signature

My name is Beth Prevo
first name last name
My address is 8017 Custer Rd SW #A1
street
Lakewood WA 98499
city state zip
email phone

I'm concerned that We continue to
destroy the earth
w/o thinking.

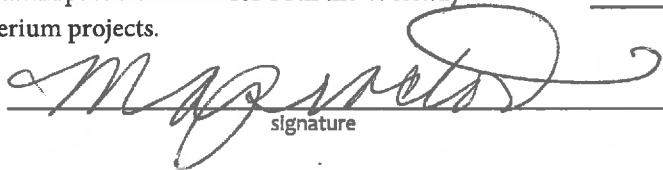
Please study the impact of unique
wildlife habitat
that's being
destroyed. It's
NOT replaceable!

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at
Grays Harbor and the transporting crude oil on trains and
ships throughout the Northwest. These proposals would
negatively impact my community, Grays Harbor, the Pu-
get Sound, and the greater Pacific Northwest by elevating
rail and marine vessel congestion; increasing the potential
of oil spills in fresh and marine waters; harming existing
businesses and delaying emergency responders; and put-
ting our communities, public health, and environment at
risk. These terminals, and the transport of crude oil to and
from these terminals, would damage aquatic ecosystem,
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,


signature

My name is MARY ANN PROCTOR
first name last name

My address is 8300 GRAND AVENUE
street
BEATS WA 98110
city state zip

MARYANNPROCTOR@GMAIL.COM
email phone

I'm concerned that MARINE LIFE WILL
BE AFFECTED,

Please study the impact of EMERGENCY
RESPONSE -

RECEIVED
MAY 20 2014

May 20, 2014

Westway and Imperial Renewables Expansion Projects
710 Second Avenue Suite 550
Seattle, WA 98104

Dear City of Hoquiam and Washington State Department of Ecology:

I strongly oppose the construction of crude oil terminals in Grays Harbor. Gray's Harbor mudflats are one of five major migratory shorebird staging sites in North America. For several species of shorebirds a very large proportion of the world's population pauses in their northbound flight from wintering grounds south of here en route to arctic breeding grounds to rest and feed on the extraordinarily rich marine environment of Grays Harbor and Bowerman Basin. These species include Western Sandpiper, Red Knot, Short-billed Dowicher, Least Sandpiper and Semipalmated Plover. Moving oil on ships or barges over the treacherous bar on entering or exiting Gray's Harbor has a real possibility of a significant oil spill. If such a tragedy occurred at a critical time with impact on the spring stopover of these birds it could decimate the world's population of several of these species.

Grays Harbor is such a crucial and unique environment in the life-cycle of these species that risking this type of accident is unthinkable. I beg you to include the impact on these shorebirds, as well as the rest of this key west-coast flyway habitat in the scope of the Environmental Impact Statement for both the Westway and Imperium projects.

Respectfully,



Edward Pullen
3106 28th Place SE
Puyallup, WA 98374
edwardpullen@gmail.com
253-905-5662

May 20, 2014

Westway and Imperial Renewables Expansion Projects
710 Second Avenue Suite 550
Seattle, WA 98104

Dear City of Hoquiam and Washington State Department of Ecology:

I strongly oppose the construction of crude oil terminals in Grays Harbor. Gray's Harbor mudflats are one of five major migratory shorebird staging sites in North America. For several species of shorebirds a very large proportion of the world's population pauses in their northbound flight from wintering grounds south of here en route to arctic breeding grounds to rest and feed on the extraordinarily rich marine environment of Grays Harbor and Bowerman Basin. These species include Western Sandpiper, Red Knot, Short-billed Dowicher, Least Sandpiper and Semipalmated Plover. Moving oil on ships or barges over the treacherous bar on entering or exiting Gray's Harbor has a real possibility of a significant oil spill. If such a tragedy occurred at a critical time with impact on the spring stopover of these birds it could decimate the world's population of several of these species.

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Respectfully,



Kay Pullen
3106 28th Place SE
Puyallup, WA 98374
Kaypullen@gmail.com
253-770-0700

May 20, 2014

Westway and Imperial Renewables Expansion Projects
710 Second Avenue Suite 550
Seattle, WA 98104

Dear City of Hoquiam and Washington State Department of Ecology:

I strongly oppose the construction of crude oil terminals in Grays Harbor. Gray's Harbor mudflats are one of five major migratory shorebird staging sites in North America. For several species of shorebirds a very large proportion of the world's population pauses in their northbound flight from wintering grounds south of here en route to arctic breeding grounds to rest and feed on the extraordinarily rich marine environment of Grays Harbor and Bowerman Basin. These species include Western Sandpiper, Red Knot, Short-billed Dowicher, Least Sandpiper and Semipalmated Plover. Moving oil on ships or barges over the treacherous bar on entering or exiting Gray's Harbor has a real possibility of a significant oil spill. If such a tragedy occurred at a critical time with impact on the spring stopover of these birds it could decimate the world's population of several of these species.

Grays Harbor is such a crucial and unique environment in the life-cycle of these species that risking this type of accident is unthinkable. I beg you to include the impact on these shorebirds, as well as the rest of this key west-coast flyway habitat in the scope of the Environmental Impact Statement for both the Westway and Imperium projects.

Respectfully,

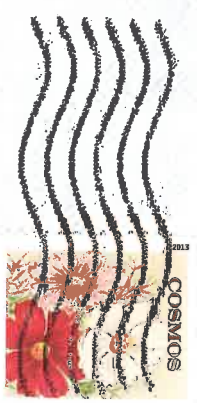


Brett Pullen
3106 28th Place SE
Puyallup, WA 98374
brettcpullen@gmail.com
253-973-6456

Pollens
3106 38th Pl SE
Frydliof WA 98374

Meeting & Imperial Renewals & Personal Projects
710 Second Ave Suite 558
Seattle WA 98104

TACOMA WA, 983
OLYMPIA WA
20 MAY 2014 PM 3:1



98104175425



RECEIVED
MAY 21 2014

Dear City of Hoquiam and Washington State Department of Ecology:

I strongly oppose the construction of crude oil terminals in Grays Harbor. Gray's Harbor mudflats are one of 5 major migratory shorebird staging sites in North America. For several species of shorebirds a very large proportion of the world's population pauses in their northbound flight from wintering grounds south of here en route to arctic breeding grounds to rest and feed on the extraordinarily rich marine environment of Grays Harbor and Bowerman Basin. These species include Western Sandpiper, Red Knot, Short-billed Dowicher, Least Sandpiper and Semipalmated Plover. Moving oil on ships or barges over the treacherous bar on entering or exiting Gray's Harbor has a real possibility of a significant oil spill. If such a tragedy occurred at a critical time with impact on the spring stopover of these birds it could decimate the world's population of several of these species.

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Edward Pullen

3106 28th Place SE

Puyallup, WA 98374

edwardpullen@gmail.com

253-905-5662

Thank you,

A handwritten signature in black ink, appearing to read 'Edward Pullen', with a long horizontal flourish extending to the right.

Edward Pullen MD

squid
family medicine

3908 10th Street SE
Puyallup WA 98374-2188



Warranty + Transfer of Lease with by Express and receipt
710 2nd Ave Suite 650
Seattle, WA 98104

SECTION 1753

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Tori RAINBOW
first name last name
My address is 6519 9th St. S.W #6
street
LAKEWOOD WA. 98499
city state zip
rainchwp@live.com
email phone

I'm concerned that TRAIN WRECK DISASTER
ENVIRONMENTAL DISASTER ETC.

Please study the impact ENVIRONMENT & HUMAN
FUTURE. EXPLORE NEW CLEAN
ENERGY INVESTMENT OPTIONS.

RECEIVED
APR 28 2014

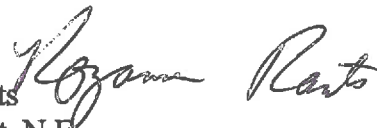
April 17, 2014

Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St. Ste. 550
Seattle, WA 98104

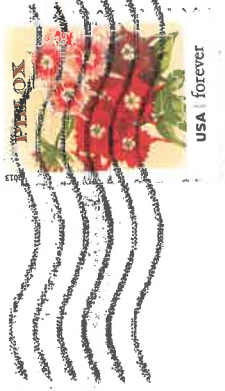
I have lived in the western part of Washington State all my life. We have some of the wildest, natural, beautiful, unpolluted land in the U.S. However, this area is at risk because the rail beds and bridges from Centralia to the coast at Hoquiam were not designed and have not been maintained in a manner that will guarantee accident-free transportation of crude oil from North Dakota.

There is clear evidence that the extraction, transportation, and burning of crude oil endangers all of us. There is no reason for this project to be extended, and further damage our lands.

Sincerely,
Rozanne Rants
1621 Tullis St. N.E.
Olympia, Wa. 98506



Rozanne Kent
1621 Tallis A NE
Olympia, WA 98501



OLYMPIA WA 985
OLYMPIA WA
28 APR 2014 PM 4 L

Westray and Imperium Renewable Expansion
90 ICF International Projects EIS

710 2nd Ave Ste 550

Seattle, WA 98109

98104175425



Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 5-2-14

Name: ROZANNE RANTS Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-705-8520

E-Mail: rozanne.rants@yelp.com

Address: 1621 Fuller St NW

City: Olympia State: 98506 WA Zip: 98506

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I am concerned for the health and welfare of the people who live along or in vicinity of rail lines that are carrying crude oil. There is no way that these people can be protected from the polluting effects of a train fire or crash or leak or spill.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

4/10/2014


RECEIVED
APR 12 2014

Westway and Imperium
Renewable expansion Projects
710 Second Ave., Suite 550
Seattle, WA 98104

To whom it may concern

My name is Roy Rasanen. Except for a couple of duties that lead me to other lands, I have been a resident of Grays Harbor County for 65 years. The logging cars pulled by steam locomotives kept our tracks busy at one time. They traveled the same tracks and used the same bridges that our current trains use. I do understand that maintenance has been performed along the years. The grain car that tipped over in Montesano on a siding, was parked and waiting to go to the port, is an example of the age of these tracks. This leads to the question about a structure of other parts of the tracks like the bridges holding up to the weight of a 100 car train, loaded with oil tankers? The maintenance to the bridges I am sure has been a schedule item. I have no idea on the stability but it does raise a red flag and a question on the age and replacement. The Hoquiam auto bridge had settled and needed an overhaul. The train trestle can be seen towards the mouth of that same Hoquiam River, pile driven on the same mud flats. What is the structure life of a rail bridge?

As I was coming back from my son's home in Vancouver, I watched a train of black tanker cars going to their port. I would guess the train was a mile long. At the restaurant I stopped for coffee, the little lady that poured my cup full said "they were up to eleven trains with oil cars a week". This leads to another question. As the trains travel through various towns and cities getting to our port, how long is the hold up for traffic? Would a fire truck or ambulance have that time to wait in a situation of dire need? When parked and blocking these right ways, how would our services, we pay dearly for, become a lifeline we depend on? I would like to see a plan on a new rail line that would be structurally sound, and allowing egress and ingress for the citizens that are now held hostage by a train that sits, or are a mile long traveling slowly through these busy areas. These are concerns of everyone on the line that has had a problem. The problem of the train going through Aberdeen and Hoquiam intensifies the meaning of wait and becomes alarming for the recipient. The tracks divides these cities. Example like the malls, or half of a city population being separated from the fire station and hospitals raises concerns. These problems are items that need to be debated and dealt with before a decision is made. Is the infrastructure of our lines able to meet the demands put on them?


Roy Rasanen
762 Arland Place
Montesano, WA 98563



Roy W. Rasanen
762 Arland Pl.
Montesano, WA 98563



Westway and Imperium
Renewable expansion Projects

710 Second Ave. Suite 55A
Seattle, WA

9810431754

9810431754

POSTAGE WILL BE PAID BY ADDRESSEE



POSTAGE WILL BE PAID BY ADDRESSEE

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

No
oil trains

My name is Pat Rasmussen

first name

last name

My address is PO Box 13273

street

Olympia WA 98508

city

state

zip

pat@ecrow.net 509-669-1549

email

phone

I'm concerned that oil trains are dangerous, oil causes global warming, trains derail & explode, oil spills, Tribal Treaty Rights, derailments, endangered orca whales,

threatened & endangered salmon, clean water, Tribes are impacted (Treaty rights), toxic oil, citizen rights

Please study the impact

Pat Rasmussen

signature

Thank you!

41

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, 
signature

My name is Inge Rauder
first name last name
My address is PO Box 338
street
Fall City WA 98024
city state zip
email phone

I'm concerned that wildlife will die

Please study the impact of wildlife / environment

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,


signature

My name is

Jose

first name

Reyes

last name

My address is

2327 W Plymouth St #5

street

Seattle

city

WA

state

98109

zip

email

phone

I'm concerned that

Please study the impact of

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

James V. Rhoden
signature

My name is JAMES RHODEN
first name last name
My address is 3901 BEACON AV
street
VANCOUVER WA 98064
city state zip
JRHODEN@COMCAST.NET
email phone

I'm concerned that _____

Please study the impact of THE RAILWAY STORAGE

LENDING SHIPS, AND THE QUALITY

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature



My name is Michael RICHER
first name last name

My address is PO Box 10250
street
Bainbridge Island WA 98110
city state zip
mikerb@comcast.com
email phone

I'm concerned that an oil depot puts the
entire Grays Harbor ecosystem
at risk of an oil spill.

Also, only double hull of
vessels should be a requirement

Please study the impact Yes

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:


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,

Katherine Rickman
signature

My name is Katherine Rickman
first name last name
My address is 416 Washington St SE STE 206
street
Olympia Washington 98501
city state zip
katerickmans@gmail.com
email

I'm concerned that the oil by rail terminals
phone
are not being considered in
a ~~COAL~~ Cumulative impact
statement with the coal
trains that are also increasing.

Please study the impact that the extraction
of oil will have in the tar
sands and in the Bakken state
in the communities and in
the boom/bust economy.  41

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Pamela Ring
signature

My name is

PAMELA RING
first name last name

My address is

2439 Crestline Drive NW
street

Olympia WA 98502
city state zip

2pamring@gmail.com
email

I'm concerned that

413-388-2948
phone

Spills & fires - I think
about the 47 people
burned to death in Quebec.

Please study the impact

on shore birds,
aquatic life, and public
safety.

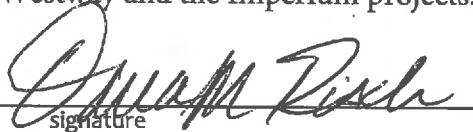
- OUR CHILDREN'S
FUTURE!!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is DANA RISCH
first name last name

My address is 4825 BELLWOOD DR NE
street

OLYMPIA WA 98506
city state zip

CANYONWREN7@AOL.COM
email phone

I'm concerned that WE SAVED THIS PLACE FOR THE BIRDS IN THE SEVENTIES - ARE YOU GOING TO FORCE US TO FIGHT FOR THEM ALL OVER AGAIN?

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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

George Rivard
signature

My name is George Rivard
first name last name

My address is PO Box 262
street
Seaview WA 98644
city state zip

I'm concerned that oil spills will contaminate
water
email phone

Please study the impact of safety and feasibility
Pollution - Air, water, land

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, _____
signature

My name is Everett Robbins
first name last name

My address is POB 231373
street

Anch, AK 99523
city state zip

everettrobbins@gmail.com
email phone

I'm concerned that _____

This might not be the
best spot to locate
these tanks here

Please study the impact study other

areas for locating
these tanks

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Elin Rodger
signature

My name is Elin Rodger
first name last name
My address is 20527 Poplar Way Unit A
street
Lynnwood WA 98036
city state zip
email phone

I'm concerned that _____

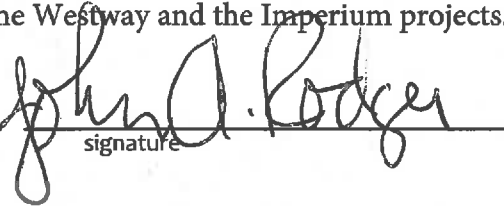
Please study the impact of _____

NO CRUDE OIL TRAINS

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State Department of Ecology:

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Thank you,


signature

My name is JOHN RODGER
first name last name

My address is 20527 POPLAR WAY # B
street

LYNNWOOD WA 98036
city state zip

email phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Leslie Romer
signature

My name is Leslie Romer
first name last name

My address is 1206 Plymouth Ct. SW
street

Olympia WA 98502
city state zip

lesliehr@aol.com 360-357-7678
email phone

I'm concerned that there are inadequate

regulation of oil trains

to ~~be~~ prevent oil spills

while passing through

our communities.

Please study the impact of potential

spills on our communities

and natural resources.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Carin Feil
signature

My name is Carinda Rosling
first name last name
My address is 3800 Quade Rd
street
Clinton WA 98236
city state zip
Carinda@whidbey.com
email phone

I'm concerned that _____

We Are headed to an environmental
Disaster

Please study the impact _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Aida Rishi
signature

My name is Nicolas Pushkeov
first name last name
My address is 729 So 51st St
Tacoma WA 98408
city street state zip

_____ email _____ phone _____

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Todd Sahl
signature

My name is Todd Sahl
first name last name

My address is 1516 E Republican St
street

Seattle WA 98112
city state zip

todsahl@yahoo.com 206.890.4787
email phone

I'm concerned that impact on local ecology,
especially bird habitat

Please study the impact of proposed development.

RECEIVED
MAY 13 2014

To:

Imperium & Westway EIS
c/o ICF International
710 second Ave Suite 550
Seattle, Wa. 98104

CC:

Brian Shay
Hoquiam City Administrator
609 8th St
Hoquiam, Wa. 98550

Sally Toteff
Southwest Washington Regional Director
Department of Ecology
PO Box 47774
Olympia, Wa. 98504-7775

02 May 2014

Sirs,

My comment to the Grays Harbor rail proposals are attached as is a copy of my failed attempt to provide comments via your web site.



Jack Saloma

32 Heikkinen Road
Montesano, Wa 98563

Saloma1@msn.com

360-593-9920

An additional comment to my comments below is that your website did not accept my comments and I fear many other people's comments are not being heard in the same manner. I have attached the online form and the error page I got when I tried to submit my comments.

We live between the rail route and the Wynoochee river, basically locked between the railroad and the river. Since 2005 there have been three derailments in the Montesano area. There is no record of any incident reports or investigation made available to the public for any of these incidents. Apparently they are not considered serious.

In one incident a rail car had its rear set of wheels derailed and the train traveled for several miles before it was noticed. This dragging rail car tore out the crossing ties between Alder Grove road and Montesano, including the one at Heikkinen road which left us no emergency escape path out of our property. If the rails are blocked we have no way to leave our property. With the increased rail traffic, it would also be a serious environmental harm to us to not have access to and from our property for many hours of the day while these trains block any entrance or exit. At a minimum the railroad should provide an alternate easement road path to and from our property.

In another incident grain cars overturned adjacent to our property and the Wynoochee river. Had they overturned to the north instead of overturning south they would have turned onto our property and into the Wynoochee river. While the train was stopped we again had no emergency access path off of our property. At the time the only information on the cause of the derailment I heard was that the railroad suspected that the heavy rains loosened the rail bed and wind was a possibly factor. Again no incident report can be found of this occurrence.

A news report about a week ago indicates that 70% of USA rail cars are not really safe enough to haul crude oil, and the federal government says there is not much they can do, it's a matter of "cost benefit analysis".

There is nothing in the oil shipping proposals that provides us emergency access in case of a derailment or explosion next to our property, as a minimum we should have an emergency access road.

The explosions in Canada and Virginia can happen here, there is nothing in railroad plans that prevents it.

2
✓

It is nonsense to hear the railroad say the derailment this past week in Aberdeen would not happen with oil cars as they would have better safety measures in place when they admit they do not even know what caused the derailment.

The railroad is not responsive to public safety needs. This was evident to me several years ago when I pointed out that that at the heikkinen road crossing a vehicle such as an RV or long trailer could high center and become stuck on the crossing. Their response (even though they have a 50 foot easement was that their responsibility ends two feet from the rail. Grays Harbor County ended up correcting the problem.

Additionally the railroad apparently self inspects the bridge across the Wynoochee river that appears to be an abandoned pile of rust that has probably not been painted in 40 years.

Washington State Environmental Policy Act Environmental Impact Statements



Westway and Imperium Renewables Expansion Projects

May 2, 2014

This Web-based comment form is hosted via the CommentWorks® Software application by ICF Incorporated - a contractor working on behalf of the City of Hoquiam and the Washington State Department of Ecology.

Return to [Ecology's Website](#)

Return to [Hoquiam's Website](#)

Comment Form

Review a copy of Westway's [Determination of Significance](#) and Imperium's [Determination of Significance](#) on Ecology's website.

Comments Due: May 27, 2014, 5:00 pm Pacific time

Background:

Imperium Renewables and Westway Terminal Company are each proposing to expand existing bulk liquid storage terminals located at the Port of Grays Harbor Terminal 1. The City of Hoquiam and the Washington State Department of Ecology entered into a memorandum of understanding (MOU) to work cooperatively as Co-Lead Agencies for the completion of Washington State Environmental Policy Act (SEPA) Environmental Impact Statements (EISs), which are required for these projects.

The Co-Lead Agencies are requesting your input on the "scope" or content of the EISs. The scope identifies potential environmental areas of concern and alternatives that should be evaluated. Public comments help the Co-Lead Agencies determine what should be addressed in the EISs. Comments may address: project alternatives, potentially affected environmental and community resources, and the extent and methodology of the impacts analysis.

We thank you for your comments!

Instructions:

Please be aware that any information (including personal identifying information) received through this web form may be made available to the public online and/or in hard copy. Do not submit any information that you do not want released to the public. Electronic file attachments should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

To provide your comments, please fill in the contact information below (only first and last name are required), and enter text into the "Comments" text box. Comments provided in the text box are limited to 4,000 characters. You can also use the Browse button to upload up to three (3) file attachments (each file limited to 15 Mb).

If you would prefer not to use this form, you may submit comments via U.S. mail to: Imperium and Westway EISs, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104.

Scoping Comment Form

***First Name:**

jack

***Last Name:**

saloma

Organization Name::

citizen

Address:

32 heikkinen rd

City:

State:

Postal Code:

montesano

Washington

98563

Country:

UNITED STATES

Phone:

3605939920

Fax:

saloma1@msn.com

Email:

saloma1@msn.com

Comments

We live between the rail route and the Wynoochee river, basically locked between the railroad and the river. Since 2005 there have been three derailments in the Montesano area. There is no record of any incident reports or investigation made available to the public for any of these incidents. Apparently they are not considered serious.

In one incident a rail car had its rear set of wheels derailed and the train traveled for several miles before it was noticed. This dragging rail car tore out the crossing ties between Alder Grove road and Montesano, including the one at Heikkinen road which left us no

Available Space: 1077

Attachment(s):

Choose File No file chosen

Add

Use the **Browse** button(s) to find a file attachment for upload.

Use the **Add** button to specify up to 3 file attachments.

Allowed Attachment Extensions:

.pdf,.doc,.docx,.wpd,.txt,.rtf,.xls,.xlsx,.ppt,.pptx,.html,.htm,.gif,.tif,.jpg,.bmp,.xml,.sgml

Continue

Reset

Remove Attachment(s)

* = required

Continue = Proceed to Comment Review

Reset = Clear the form and any attachments

Note: There is a 15 Mb limit on the file size of each attachment

Server Error in '/CWX' Application.

Runtime Error

Description: An application error occurred on the server. The current custom error settings for this application prevent the details of the application error from being viewed remotely (for security reasons). It could, however, be viewed by browsers running on the local server machine.

Details: To enable the details of this specific error message to be viewable on remote machines, please create a <customErrors> tag within a "web.config" configuration file located in the root directory of the current web application. This <customErrors> tag should then have its "mode" attribute set to "Off".

```
<!-- Web.Config Configuration File -->

<configuration>
  <system.web>
    <customErrors mode="off"/>
  </system.web>
</configuration>
```

Notes: The current error page you are seeing can be replaced by a custom error page by modifying the "defaultRedirect" attribute of the application's <customErrors> configuration tag to point to a custom error page URL.

```
<!-- web.Config Configuration File -->

<configuration>
  <system.web>
    <customErrors mode="RemoteOnly" defaultRedirect="mycustompage.htm"/>
  </system.web>
</configuration>
```

P.O. Box 4
MONTESANO, WA
98563

TRACKING
MAIL SERIES
13 MAY '14
PM 9:11

Imperium & Westway EIS
c/o ICF International
710 second Ave Suite 550
Seattle, Wa. 98104



1000



98104

U.S. POSTAGE
PAID
MONTESANO, WA
98563
MAY 13 '14
AMOUNT

\$0.70

00085453-05

98104175425



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

James
signature

My name is

JAMES SANDERVILLE
first name last name

My address is

1629 E 39th AVE
street

SPOKANE WA 99203
city state zip

mountainchief@hotmail.com
email phone

I'm concerned that

THE IRON HORSE IS
WEAPONS OF MASS DESTRUCTION

Please study the impact

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Barbara Scavezze
first name last name

My address is 3008 Amburst Ct SE
street

Olympia WA 98501
city state zip

barbscavezze.com
email phone

I'm concerned that oil trains coming
through WA state will derail
and explode.

Please study the impact of the effect of oil
trains on traffic, how emergency
workers will handle derailments &
explosions, the effect on the environment

Thank you Barbara Scavezze
signature

if there is a spill, effect on Puget
Sound

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature



My name is DAN SCAVOZZE
first name last name
My address is 3008 Amhurst Ct SE
street
Olympia WA 98501
city state zip
360-878-9901
email phone

I'm concerned that MULTINATIONAL
COMPANIES ARE
ENDANGERING OUR
PLANET AND OUR
HEALTH

Please study the impact ON HEALTH,
SAFETY,
TRAFFIC, AND
ENVIRONMENT

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

RECEIVED
APR 30 2014

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,

Will A Sch

signature

My name is William Scheidt
first name last name

My address is 6321 Swayne DR NE
street

Olympia WA 98516
city state zip

B_SCHIEDT @ comcast.net 360 628 9339
email phone

I'm concerned that Transporting oil is unsafe
and that supplying more oil
to will increase global
warming

Please study the impact of oil transportation
safety and reducing fossil
Fuel usage.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Margaret Scherer
signature

My name is

Margaret Scherer

first name

last name

My address is

Vancouver, Washington

street

city

state

zip

WA

WA

email

phone

I'm concerned that

my generation will have a depleted, damaged environment. The migratory birds need all of this area's resources. It is used heavily now by birds and by people

Please study the impact

and find a solution that does not damage and endanger a sensitive, important area.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Carla R Schlecht
signature

My name is CARLA SCHLECHT
first name last name

My address is 1414 2nd ST SE
street
PUNALLUP WA 98372
city state zip

email phone

I'm concerned that I WANT TO SEE BIRDS
PROTECTED

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Shawn Schmecker
signature

My name is Shawn Schmecker
first name last name
My address is 1130 NW 26th ave. Apt 2
street
Portland OR 97216
city state zip
shawnbirder@yahoo.com
email

I'm concerned that 503-226-2525
phone

Any size oil spill will harm
shorebird habitat. Grays
Harbor is a vital area -
Nothing like it in Oregon

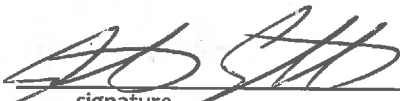
Please study the impact of impact of birding
tourism on economy of
Grays Harbor.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Justin Scott
first name last name

My address is _____
street
Duvall WA 98019
city state zip

I'm concerned that ^{email} the oil trains will greatly ^{phone}
impact the wildlife in the area.

Please study the impact of _____

To: Sally Toteff, The Department of Ecology
Brian Shay, City of Hoquiam Concerning EIS-- Oil Projects--Westway, Imperium

From: Carol Seaman--Public comment 4/23/14

Born a citizen here on the Harbor--I and many others have serious concerns about the crude oil expansion plan--2.4 billion gallons a year-- at the Port of Grays Harbor. Are these crude oil projects in the best interests of the economy, environment and safety of the citizens of Grays Harbor?

This already ominous plan, has proven to be highly dangerous. The disaster that occurred on Sat. Mar. 21st, in Galveston Bay, Texas, again proves the real error of transporting this volume of oil by barge to tanker in Grays Harbor--crossing the 2nd most dangerous bar on the WEST Coast. A barge collides with a ship...there is an explosion...the barge sinks and before you know it--168,000 gallons of "thick, gooey, sticky" oil has leaked into the water. Creating far reaching economic disaster as well--fish and shell fish industry closed down.

Accidents can and do happen when there is too much vessel traffic in a harbor--such as would be the case with the planned crude oil projects. Coincidentally enough this was one of the reasons the Shoreline Hearings Board returned the first SEPA documents.

The Chehalis River and the coast of Grays Harbor demonstrate a powerful tapestry of weather conditions (high winds, high tides, heavy rainfall, Tsunami zone).-- a "one of a kind" Estuary. Because I've read the latest response plan by the Dept. of Ecology--I can categorically claim there is no response plan adequate to contain this "crude oil" coming down the track.

**How much will a response plan, or clean up cost the citizens of Grays Harbor?
How will this be mitigated?
Because of the insurmountable weather conditions, I suggest building an underwater tunnel to transport the oil to tankers.**

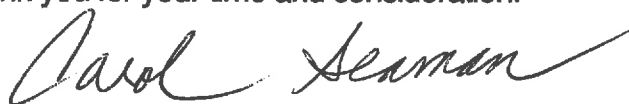
Rail accidents this last year have shown there is no plan to ensure the DOT 111 rail cars carrying crude oil, laced with chemicals, will not explode in Elma, or other communities, on their way to the Port. This threat expands with numbers of trains--an additional 110 each month (each 1-1/2 m. long).

**What is the response plan for rail disasters?
Who is financially liable for loss of lives and businesses?**

Please consider a moratorium on "crude by rail" through Elma, all communities, until these questions are addressed and mitigated.

With all due respect, you cannot mitigate human error and disaster when you don't know what it entails. ALL IS AT RISK by following through with these oil projects; it has proven unsafe in all regards with costs far outweighing a possible promised 25 - 50 permanent jobs. How can we justify that?

Thank you for your time and consideration.



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, _____
signature

My name is Carol Seaman
first name last name

My address is 2001 Mallard Lane
street

_____ city state zip

I'm concerned that _____
email phone

The increased vessel traffic in our harbor result in a disaster similar to Galveston Bay 3/21/14

Please study the impact _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,

signature

My name is BEN first name SERZUZZIER last name

My address is 304 N 41st street

SEATTLE city WA state 98103 zip

BEN.SERZUZZIER@GMAIL.COM email 6028049941 phone

I'm concerned that OIL TRAINS WILL BLOW UP AN

OUT TOWNS, DELAY AMTRAK AND
MAKE CLIMATE CHANGE WORSE.

Please study the impact of HOW OIL TRAINS WILL

IMPACT RAIL COMMUNITIES &
EXCEED GREENHOUSE GAS EMISSIONS -
NOT JUST IN WA, BUT EVERYWHERE!

New Safer Oil Cars May Not Be Safe Enough, Says Rail Industry

BY LISA RIORDAN SEVILLE

The rail industry believes that thousands of new tank cars that were designed to help prevent fiery oil train crashes may not be up to the job, according to statements by industry authorities at a meeting convened by the nation's top transportation safety agency this week.

Testifying before the National Transportation Safety Board on Tuesday, Robert Fronczak, assistant vice president of environment and hazardous materials for the Association of American Railroads (AAR), said the most updated standard adopted by the industry in 2011 is "no longer adequate."

Train car safety has become a hot button issue following a spate of oil train accidents, including a crash in July 2013 that killed 47 in Quebec. The accidents brought renewed calls for regulation of tank cars, including the most commonly used car, the DOT-111, which regulators have known for 20 years has serious safety issues.

As an NBC News investigation last fall revealed, thousands of oil-filled DOT-111s are now traveling through American towns, with a domestic oil production boom stoking a surge in the shipment of crude by rail from 9,500 cars in 2009 to 400,000 in 2013.

In 2011 a committee of rail and energy industry experts voluntarily created a safer design known as the CPC-1232. Since the crashes, the industry has also begun to retrofit some older cars to make them less prone to puncture and explosion, and earlier this year a number of energy companies announced they would update their fleets to include more of the new and retro-fitted cars.

But in January some of the new CPC-1232 cars broke open during derailments in New Brunswick and Mississippi, according to a McClatchy report, indicating the updated features may not be enough.



An oil train derailed in New Augusta, Miss. on Jan. 31, 2014.

“The NTSB is not convinced that these modifications offer significant safety improvements,” NTSB Vice Chairman Christopher A. Hart testified before a Senate committee in March.

Recently the AAR called for an even more robust design that includes a thicker shell and shields on the ends to prevent puncture and thermal protection.

At this week's safety meeting, the Railway Supply Institute, a tank-car industry group, endorsed the AAR's call for an improved design and said the CPC cars would need to be retrofitted. An RSI analysis estimated that instituting the AAR's proposed design could bring the probability of a release in an accident down to less than 5 percent, as opposed to more than 26 percent with the old DOT-111 cars.

The rail industry's push has driven a wedge between railroads and the oil and ethanol industries, which own the cars and would therefore shoulder much of the cost. A representative for the ethanol industry told the NTSB at this week's meeting that there may be no design that guarantees a car won't fail in a major derailment.

First published April 24th 2014, 10:09 am

LISA RIORDAN SEVILLE

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-23-14

Name: Judy Sherdahl Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: _____

E-Mail: Confidential

Address: _____

City: HOQUIAM State: WA Zip: 98550

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I would like to see more EIS scoping
Meetings scheduled for all areas impacted by
the proposed oil by rail... These should include
Ocean Shores, Wacport, Aberdeen, Montesano ETC.
Also the length of the scoping process needs
to be extended beyond May 27, 2014. I am
also requesting that citizens should be given
more than the limited two minutes to speak
about their concerns. Limited meetings and
limited two minute talking windows are excluding
too many of our citizens who will be impacted
by these proposed projects. These meetings should
also be advertised more extensively to more
accurately reflect our communities.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

RECEIVED

MAY 23 2014

Westway and Imperial Renewables Expansion Projects
710 Second Avenue Suite 550
Seattle, WA 98104

May 22, 2014

Dear City of Hoquiam and Washington State Department of Ecology:

I strongly oppose the construction of crude oil terminals in Grays Harbor. Gray's Harbor mudflats are one of 5 major migratory shorebird staging sites in North America. For several species of shorebirds a very large proportion of the world's population pauses in their northbound flight from wintering grounds south of here en route to arctic breeding grounds to rest and feed on the extraordinarily rich marine environment of Grays Harbor and Bowerman Basin. These species include Western Sandpiper, Red Knot, Short-billed Dowicher, Least Sandpiper and Semipalmated Plover. Moving oil on ships or barges over the treacherous bar on entering or exiting Gray's Harbor has a real possibility of a significant oil spill. If such a tragedy occurred at a critical time with impact on the spring stopover of these birds it could decimate the world's population of several of these species.

Grays Harbor is such a crucial and unique environment in the life-cycle of these species that risking this type of accident is unthinkable. I beg you to include the impact on these shorebirds, as well as the rest of this key west-coast flyway habitat in the scope of the Environmental Impact Statement for both the Westway and Imperium projects.



Melissa Sherwood

7215 90th St. NW

Gig Harbor, Wa. 98332

253-851-7130



Meissa Sherwood
7215 90th Street Ct. NW
Gig Harbor, WA 98332

23 MAY 2014 PM 2 L

TACOMA WA 983
OLYMPIA WA



History & Imperial Renewables
Expansion Projects

710 Second Ave Suite 550

Seattle, WA 98104

T. AM 52

595 WA



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Barbara L Shillinger
signature

My name is Barb Shillinger
first name last name

My address is 408 W. First St.
street
Aberdeen WA 98520
city state

Barb Shillinger 912 @ comcast.net 360-532-4508
email phone

I'm concerned that Having crude oil brought into Grays Harbor County by rail will prove very dangerous to wildlife, the shellfish industry, and the people who reside here.

Please study the impact of long trains going through small rural towns, disrupting traffic and preventing emergency vehicles from being able to get to areas in the town. The long-range effects of oil spills on fragile marine environments.

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-24-2014

Name: LalMout Shillinger Title (if applicable): _____

Organization/Business (if applicable): retired teacher

Telephone: 360 532 4508, home, 360 580 4357 cell

E-Mail: _____

Address: 408 West First Street

City: Aberdeen, WA 98520 State: _____ Zip: _____

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state ecologists have used the same arguments to support a coal Terminal and an oil Terminal. their defense is that the state has clean-up contractors available 24-7 to clean-up any spills that may occur quickly.

The important point is that this clean-up effort is of no value. The coal and oil that enters our waterways has already killed plant and animal life. We can't resuscitate plants or resurrect animals! sucking up the oil that killed them is just cleaning-up the evidence of the disaster.

Cleaning up the oil or coal does not restore the valuable resources, it just improves the appearance of the area destroyed by the spill.

NO OIL, please.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 05/05/14

Name: Linn Shipley Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360-249-0867

E-Mail: shipleybutler@centurytel.net

Address: _____

City: Montesano State: WA Zip: 98563

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Please put me on your mailing list to receive all printed material, such as the Draft and Final Environmental Impact Statements and Record of Decision.

Thank you.

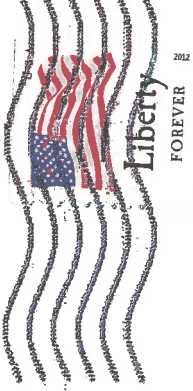
Linn Shipley

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

Linn Shipley
38 Grace Ln.
Montesano, WA 98563

TACOMA WA, 983
OLYMPIA WA
05 MAY 2014 PM 2.1



Westway + Imperium Renewables
Expansion Projects EISs
Go ICF International
710 Second St., Ste. 550
Seattle, WA 98104

98104175425



Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4-23-14

Name: Eric Shuckell Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: _____

E-Mail: _____

Address: _____

City: Keyport State: WA Zip: 98550

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I would like to see more EIS scoping in all areas. Respond to who will pay for it. For Scoping Process be cared for longer the the 27 of May 2014

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is ARN SLETTEBAR
first name last name
My address is 5308 7th Ave NE
Seattle WA 98105
city state zip

I'm concerned that ABOUT IMPACTS TO
THE ENTIRE ECOSYSTEM
ALONG THE COAST, ESTUARIES,
OCEAN, PUGET SOUND, WILDLIFE,
POTENTIAL FOR OIL SPILLS FROM
SHIPS, TANKERS, RAIL ACCIDENTS,
Please study the impact ETC.

Thank you, Arn Slettebar
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is

Kathleen
first name

Slettebak
last name

My address is

5308

7th

NB

street

Seattle

city

WA

state

98105

zip

Kslett45308

email

@comcast.net

phone

I'm concerned that

an oil spill would adversely
effect the wild life & the
humans who live here.

I come here to see the
shorebirds. Oil trains &

Please study the impact

development. Please study
the effects on water if
there is a spill either by
rail or boat.

RECEIVED
MAY 27 2014



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



Al Smith
Owner

Office 360-532-9279

Mobile 360-580-7724

Fax 360-537-2798

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.

1 of 4

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



25 Johnson Road • Aberdeen, WA 98520

PLACE STICKER AT TOP OF ENVELOPE TO THE RIGHT OF THE RETURN ADDRESS. FOLD AT DOTTED LINE
CERTIFIED MAIL™



7013 0600 0000 6640 1602

WESTWAY & INDERICA EIS
C/O ICF INTERNA TIONAL
710 2ND AVENUE, Suite 550
SEATTLE, WA 98104

98104175425



1000 98104

Postage Paid
MONTESANO, WA
MAY 27 14
98503
AMOUNT
\$6.70
00385-453-05



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Carol Smith
signature

My name is Carol Smith
first name last name

My address is 7811 55th Ave Ct NW
street

Grays Harbor WA 98335
city state zip

carolmsmith1@comcast.net
email phone

I'm concerned that this is a important

migratory area for shore birds and
area used by other birds that will
be destroyed by this impact.

Please study the impact on the birds.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Signature

My name is

ELIZABETH SMITH
first name last name

My address is

1800 S. Union Ave SE
street

Ocean View WA 99569
city state zip

smith.e@comcast.net
email phone

I'm concerned that

re: dan pers B

This plan for our out-lets in
any possible benefit

Please study the impact

on our only industries,

e.g. tourism, fishing,
shellfish

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Rashanna Smith
first name last name

My address is 1107 E Park Ave
street

Montesano WA 98563
city state zip

rashannasmith@hotmail.com 2492263
email phone

I'm concerned that I live by
railroad & am concern
about this impact
personally, state wide
throughout the world

Please study the impact This
beautiful County
Protect it

Thank you, _____
signature

NO CRUDE OIL TRAINS

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State Department of Ecology:

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,


signature

My name is Shirley Smith
first name last name
My address is 37 Ricketts Rd
street
Hamilton MT 59840
city state zip
shir49er@live.com 406-370-2128
email phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Sylvia Smith
signature

My name is Sylvia Smith
first name last name
My address is 423 Karr Ave
street
Hoquiam WA 98550
city state zip

_____ email _____ phone _____
I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, _____
signature

My name is Blaine Snow
first name last name
My address is 6216 Woodard Bay Rd NE
street
Olympia WA 98505
city state zip
snowinolympia@gmail.com
email phone

I'm concerned that _____
oil trains will eventually
damage our fragile environment and
degrade the tourist attractions that
help bring income to our economy

Please study the impact of oil spills on water and
air quality and on the trains
disruption of life, travel, and
other aspects of the economy

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is Lennie Sammi
first name last name

My address is 1025 E. Lincoln St.
street

Kent WA 98030
city state zip

~~WSPREBA~~ whidernookie@comcast.net
email phone

I'm concerned that 360-239-5149

IMPACT OF SPILL ON ENVIRONMENT
AND JOBS

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


Signature

My name is JOHN SOMMER
first name last name

My address is _____
street
TACOMA WA 98403
city state zip

email phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Kathy Sommer
signature

My name is Kathy Sommer
first name last name

My address is 909 North I St #302
street
Tacoma WA 98403
city state zip

kathycsommer@gmail.com
email phone

I'm concerned that 513.404.5368

Too much traffic & tie-ups!

Please study the impact of spills, human reactions to possible toxic chemicals

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Dawn Spickler
signature

My name is

Dawn

first name

Spickler

last name

My address is

2328 W. Pacific Ave

street

Spokane

city

WA

state

99201

zip

swamiy@comcast.net

email

phone

I'm concerned that

accidents could happen

and we don't have enough

emergency facilities to respond.

Also concerned about pollution.

Too much rail traffic. Farm
produce should come first.

Please study the impact

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: _____

Name: _____

Mary Spokane

Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: _____

E-Mail: _____

Address: _____

303 1st St. S #44

City: _____

Yelm

State: _____

WA

Zip: _____

98597

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Imagine all cars getting 90 miles per gal. Your cost of gasoline would be greatly reduced - correct? Well, 22 years ago Champion Spark Plugs and the oil companies bought the patent for a 'spark gasket' from an inventor, a few months later the executives of the oil company invited the inventor at 5 am. to their office in Los Angeles. There he was shown a prototype engine for a mid size American car. - "The 'gasket' works wonderfully they said. The car gets 90 miles per gal and all the fuel is entirely ignited so there is no exhaust or pollutants into the air!" "We wanted you to know! he was told that your invention works out it will never be produced." "We are very sorry."

So you see the fossil fuel industry are TYRANTS - they care only for their profits, not their neighbors

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Phyllis Standefer
signature

My name is Phyllis Standefer
first name last name
My address is 522 Chervenka
street
Summer WA 98390
city state zip
email phone

I'm concerned that

No oil trains
Safety issues -

Please study the impact of

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Jefe A. [Signature]
signature

My name is Jennifer Standish
first name last name

My address is 14244 Komedal Rd NE
street
Bainbridge Island WA 98110
city state zip

magma2376@gmail.com 206 293 9320
email phone

I'm concerned that the crude oil

terminal will negatively
impact wildlife in the
area - particularly deny
shorebird migration

Please study the impact of the terminal

on shorebird habitat &
the potential dangers
to humans as well.

RECEIVED
MAY 05 2014

Jim Steitz
564 Esslinger Drive
Gatlinburg, TN 37738

May 2, 2014

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

To Whom it May Concern,

As a former resident of the Pacific Northwest, who retains great affection for my original home, I urge you to **reject the proposal of Westway Terminal Company and Imperium Terminal Services to ship crude oil through Grays Harbor.**

The volume of oil to be handled by such terminals would constitute an **unmitigated ecological disaster, in violent opposition to the state's objective of reducing carbon dioxide emissions.** The Washington State government has expressed an overall goal of moving toward a lower-carbon economy, and to avoid the worst impacts of global warming. If these goals are to have any meaningful policy expression within the agencies, tasked with carrying out a governor's policy, then the Department of Ecology cannot issue this permit. This oil export terminal would be linked by rail, and in turn link ravenous, inefficient economies overseas, to some of the largest carbon bombs in North America, namely the Canadian tar sands and the Bakken oil shales of the Dakotas. **Human survival demands that this grave liability to our atmosphere remain securely underground.**

The Westway and Imperium terminals, and other proposals for fossil fuel infrastructure along the Pacific Northwest coast, would be especially and painfully ironic for a state that has otherwise made admirable and meritorious progress in shifting to clean energy and ecological sustainability more broadly. I can scarcely fathom the horrific reversal of ecological paradigm that The Westway and Imperium terminals would constitute for **Washington State, whose role in the global energy infrastructure would invert from a leader in the low-carbon transition, to a conduit of death for the highest-carbon fuels on Earth.** The State of Washington has already committed itself to regional greenhouse gas reduction initiatives, and even though the initiatives are not yet self-enforcing, the Westway and Imperium terminals' colossal volume of oil shale and tar sands **would dwarf any carbon reductions attained in those frameworks. It therefore is a contrary and irreconcilable public policy to Washington's goals.**

Even before the climate impacts are considered, the immediate impacts to communities and landscapes between the oil sources and the departure point to the Pacific are numbing. The cities of **Spokane and Grays Harbor would suffer an unacceptable diminution of their quality of life** due to noise, air pollution, and the omnipresent eyesores of tankers and oil-loaded freight trains. Many other communities along the railroads further east would find additional hours of their day transformed into an acoustic and seismic barrage of rail traffic beyond anything they bargained for in joining that community. These oil-freighted trains have compiled a poor safety record in recent months. Their load of heavy crude is known to be even more explosive than lighter-grade oils, and human life is placed at unacceptable risk by running these loads on a recurring basis immediately adjacent to rail-line towns. Moreover, the risk of **oil tanker spills in the precious waters of Grays Harbor and the Pacific Coast cannot be overstated.** The coastline is a defining feature of both economic and aesthetic sustenance for Washington State, and no risk to its integrity should be contemplated.

For all of these reasons, I urge you to immediately **reject the** Westway and Imperium terminals **as**
contrary to the public interest of both Washington State and your fellow human beings around the
world who depend upon a habitable climate. Thank you for your attention to this urgent issue.

Sincerely,



Jim Steitz



MOVING?

Please go to credomobile.com/members to update your address information.

KNOXVILLE TN 379

05 MAY 2014 PM 5 L



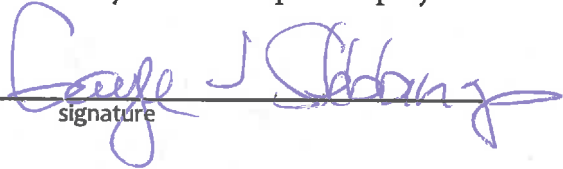
98104\$1754 0042

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is George Stebbins
first name last name

My address is Bellingham WA 98225
city street state zip
email phone

I'm concerned that _____

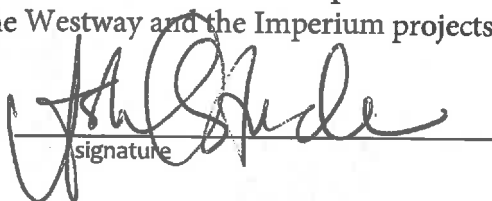
Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you,


signature

My name is Ashlynn Stude
first name last name

My address is 700 Foote St SW
street

Olympia WA 98502
city state zip

ashhash1@hotmail.com
email phone

I'm concerned that I wont be able to enjoy the wildlife/species (specifically birds) that call this place home!

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is

Chris Strode

first name

last name

My address is

700 Foote St SW

street

city

Oly

state

Wa

98502

zip

email

phone

I'm concerned that

there will be no birds
with the oil tanks & train

Please study the impact of

Birding @ the
sewage ponds.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Savannah
signature

My name is Savannah Strode
first name last name

My address is 6611 Zanete Rd. NE
Olympia WA 98506
city street state zip

dottyloan@yahoo.com none
email phone

I'm concerned that The oil will strongly
interfere with birds and
other wildlife.

Please study the impact of _____

Hello,
No doubt you've seen this but
just to make sure you know it reports on
concerns of mine.

April 27
2014

RECEIVED

APR 29 2014

THURSDAY, APRIL 10, 2014 A5

TWIN HARBORS

CONGRESS

BY CURTIS TATE
McClatchy Washington
Bureau

WASHINGTON, D.C. — Emergency response officials told a Senate subcommittee Wednesday that big cities and small towns alike are unprepared for a disaster on the scale of an oil train derailment and fire last year in Quebec that destroyed part of a town and killed 47 people.

The hearing was only the second on Capitol Hill in recent weeks that sought the perspective of local officials. The federal government has regulatory authority over rail shipments, but the burden of emergency response ultimately falls on local agencies.

The specter of a large-scale crude oil fire and spill has hung over communities across the country since July's crash in Lac-Mégantic, Quebec, where firefighters were simply outmatched by the scale and ferocity of the blaze.

"We can handle everyday emergencies," said Timothy Pellerin, the fire chief of Rangeley, Maine, whose department assisted in the Quebec derailment. "We're not prepared for a major disaster like this."

Urban fire departments may have more resources and personnel, but the scale of the threat is a challenge for them too.

Barb Graff, director of the Seattle Office of

"There's an imbalance when we increase the hazard but we don't increase the ability of the local community to deal with that hazard."

Barb Graff
Seattle Office of Emergency Management

Emergency Management, said three loaded crude oil trains a week pass through the city but that the frequency could increase to three per day when refineries are able to receive them.

"There's an imbalance when we increase the hazard but we don't increase the ability of the local community to deal with that hazard," she testified.

The hearing in the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development and Related Agencies, was led by Sens. Patty Murray, D-Wash., and Susan Collins, R-Maine. Crude oil shipments not only cross both states in trains, but they also cross the border into Canada on North America's virtually seamless rail network.

Pellerin's department was one of seven in Maine to assist in Lac-Mégantic. He testified that crossing the border into Canada, he could see the plumes of smoke 30 miles away.

They were confronted by multiple problems on arrival. He testified that his radios were not compatible with Canadian frequencies nor were fire

hose couplings in sync. And the Maine firefighters needed an interpreter because their Quebec colleagues only spoke French.

Pellerin said 8,000 gallons of firefighting foam had to be trucked in from a refinery in Toronto, which took several hours.

Neither the railroad nor the oil companies involved in the derailment had a disaster plan, he said. He also said he learned only two weeks ago that the crude oil in the tank cars had been improperly identified.

Pellerin said three railroad representatives arrived in Lac-Mégantic on the day of the derailment, took some pictures and left. The company filed for bankruptcy and was sold in December.

"They need to be held responsible for it," he testified.

Graff said regional emergency managers met with representatives of BNSF Railway recently to discuss the impact of crude oil shipments in Washington state. BNSF, based in Fort Worth, Texas, is the nation's largest hauler of crude oil in trains and operates routes

through Washington state's major population centers.

According to a map of BNSF crude oil terminals, the railroad serves four in Washington, with two more in development. Murray said the shipments are expected to triple to 55 million barrels this year, and that's "only the tip of the iceberg."

Seattle Mayor Ed Murray signed a resolution last month that presses railroads to disclose the volume, frequency and contents of shipments. They currently are not required to do so. The resolution also calls for an "aggressive" phase-out of older model tank cars known as DOT-111s, which were known to be vulnerable to punctures and ruptures in derailments well before they were pressed into service hauling crude oil and ethanol.

When asked when his department would finish new regulations for tank cars, Transportation Secretary Anthony Foxx told the panel, "We are not going to wait until 2015," but wouldn't commit to a specific date. The pace of the rulemaking has frustrated lawmakers on Capitol Hill, as well as state and local officials.

Murray said lawmakers would continue to press the department to move swiftly.

"We certainly are not dropping this topic," she said. "This is an issue that has to be addressed."

Slide
POB 2331
Westport
WA
98595

TACOMA WA 983
OLYMPIA WA
29 APR 2014 PM 2 L



Westport - Jim Perum Remembers Copanour Project
710 Second Ave, Suite 550
Seattle WA 98104

98104175423

Postage and Fees Paid
Permit No. 1234
Post Office Box 1234
Seattle, WA 98104
Postmaster: Please do not affix postage to this mail piece.
Return to: Westport, WA 98595

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Carol Sundec
signature

My name is

Carol
first name

Sundec
last name

My address is

POB 2331
street

Westport
city

WA
state

98595
zip

Sundec@comcast.net
email

phone

I'm concerned that

the railroad and oil

companies have a disaster plan and
we held fiscally responsible for environment
degradation.

Please study the impact

of oil fire and spills.

Also, the potential for accelerated
climate change. Also, long term
non-terminal + terminal employment.
Also community quality of
life including aesthetics

RECEIVED
MAY 09 2014

May 6, 2014

To Whom It May Concern:

Being away from home for some time I have not been able to attend the hearings and am submitting comments instead. I have tried the website form but have not been able to submit anything that way due to technical difficulties

I want to mention the very real possibility of water contamination.

We already have ample evidence of the susceptibility of oil trains to catastrophic accidents. I don't know how many rivers the Bakken crude or Alberta tar sands oil trains will threaten in their journeys of hundreds of miles but I do know that the Columbia will be under threat and that alone is enough to worry me. Our dams have broken the back of the Columbia already. Will she next be befouled by oil? Will that be the end of the salmon run, the sturgeon, and all the other fish that depend on the Columbia? The Chehalis, a river closer to home, will be just as threatened and how many more rivers and wetlands?

The trains that arrive intact in Hoquiam must then unload their risky cargo and the boats that will take it to a refinery must take it on. Can anyone believe that those operations will always be performed without accident? One misstep pollutes the waters of the Gray Harbors area and disrupts or destroys the marine life in that area. We are seeing all around us that the seas and their abundant life can no longer be taken for granted as sources of human food and that is because we have already taken too much out and also dumped too much pollution in to those waters whose bounty once seemed almost infinite. Shouldn't we start being very cautious in the way we treat such an important resource and err always on the side of preservation.

The tanker traffic from Hoquiam to Anacortes or wherever the oil will be refined presents yet another risk. More and more vessels going into Puget Sound carrying the very dirty crude oil and more and more vessels carrying the refined oil out of Puget Sound to whatever their destination might be, ships in good repair or bad, in good weather and bad, crewed by able or not-so-able seamen. Risk, risk, and more risk to the life of the sound; to all the creatures from orcas to oysters that give not only beauty but commercial value to the waters. Are they to be sacrificed? Is oil the only commercially viable product?

Last, but certainly not least, when the oil is burned, what then? Even if it is burned thousands of miles away we are not immune to its effects nor are our waters. When you write your EIS please consider all the effects of those oil terminals. It's time to take very seriously the fate of all the life-forms on our planet including ourselves. We see the evidence of climate change all around us and report after report tell us no one, no continent, no species will be spared some effect. Right now, in this one matter, you are the ones who must speak and act for all. Please act with utmost caution; our future depends on it.

Sincerely,



Susan Sunshine
Olympia, WA

S. Suvshin
PO Box 433761
San Pedro, CA 92143



SAN DIEGO CA 92100
05 MAY 2014 PM 21

USA | forever

Impenium & Westway EISs
To ICF International
710 2nd Ave. #550
Seattle, WA 98104 SDS 604

58100175405



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Twa-le Swan
signature

My name is Twa-le Swan
first name last name
My address is 1913 E Providence
street
Spokane WA 99207
city state zip
twa-lea@spokanetribe.com
email phone

I'm concerned that communities along
the rail lines are being
endangered: Tribal Treatys
will be violated.

Please study the impact potential spills in
air: water, explosions,
current pollution impacts
to the rivers, climate
change.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, *Breg Tapley*
signature

My name is BREG TAPLEY
first name last name
My address is 10228 N. LINDEKE
street
SPOKANE WA 99208
city state zip
BREGTAPLEY@LIVE.COM
email phone

I'm concerned that _____

Please study the impact _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Kathy Tapley

signature

My name is Kathy Tapley
first name last name

My address is 10228 N LINDEKE RD
street

SPOKANE WA 99208
city state zip

kathytapley@live.com
email phone

I'm concerned that _____

SPOKANE INFRASTRUCTURE
COULD NOT WITHSTAND AN
OIL SPILL!

Please study the impact _____

MAY - 7 2014

Dear Editor,

DEPARTMENT OF ECOLOGY
OF WASHINGTON

The recent letters to the Daily World and Vidette by Mike Casberg and Steve Hope express legitimate concerns about the Crude-by-Rail projects. Theirs were valid points raised in both letters. To those I wish to add my own following comments.

Governor Jay Inslee in the May 4, 2013 Daily World reveals a "cool head" approach to oil port development: Port of Grays Harbor commissioners need to adhere to the Governor's "patience" comment. The scope of the environmental review is not inclusive enough to pass muster...i.e.all communities and highway crossings along the crude-by-rail route will be vulnerable to the many, many trains predicted to bring oil to Aberdeen-Hoquiam. Now is not the time to look at Grays Harbor only. People first not the corporations.

The economic and personal losses are predictable. A independent firm, not in bed with the entities presently involved, should be contracted by the Port of Grays Harbor to prepare a beginning to end survey that proves that economic trade-offs are not the only data studied. Local business and personal losses must be included in order for the public to understand that the true situation being proposed.

Port Commissioners publish you reviews:the citizens impacted by your political attitudes—the citizens want to know where you stand on issues. For instance----

1. How is it planned to "mitigate" business and personal losses due to railroad crossing blockages:daily, weekly, monthly, and annually?
 2. Does the United States Postal Service have any idea that mail deliveries will be impacted?
 3. Schools:Grays harbor College and school bus routes will be impacted.
- These are but a few impacts not being discussed.

The Port Commissioners, et al, continually try to put a good face on the subject, Crude-by-Rail, while actually I see little cause for optimism. Denial and wishful thinking prevent us from adequately preparing for safety,

The public must demand that Environmental Impact Assessments include assessing the true impact on peoples lives and fortunes. I do not have faith that the welfare of the ecosystem and the lives of people all along the full route of the oil trains i being nurtured.

I challenge the elected officials at all levels of Government to review and comment on the Crude-by-Rail project as it affects all communities from the oil fields in Canada and the Dakotas to Aberdeen.

Sincerely,



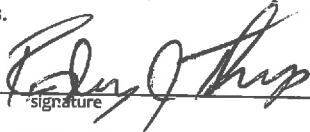
John Tennefoss

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is ROD THARP
first name last name

My address is 1231 MILLER AVE NE
street
OLYMPIA, WA 98506
city state zip

smcrae@earthlink.net
email

I'm concerned that 360-951-3600
phone

THE TANKS ARE IN A
DANGEROUS POSITION
SUBJECT TO TSUNAMIS
AND EARTHQUAKES

Please study the impact OF AN EARTHQUAKE

OR TSUNAMI ON THE
TANKS AND RESULTING
ENVIRONMENTAL
DAMAGE

RECEIVED
MAY 24 2014

Westway and Imperium Renewable Expansion Projects,
710 Second Ave, Suite 550,
Seattle , WA 98104.

May 24, 2014

Comments

Scope of the Environmental Impact Statement:

The scope of the environmental impact statement for the three crude by rail projects for Grays Harbor, WA should include 1. the safety and condition of the rail infrastructure along the whole rail line including in transit crude by rail through urban areas and not just its impact at the port site. Also it should include the possible impact as it travels through the local waters and along the coast. 2. The ability of local jurisdictions to address spills, fires and clean up (impact of a fire or explosion within city limits or along state highways, and by schools). 3. Also within the scope of the study should consider the long term impact of oil transit and port and shipping operations in Grays Harbor regarding small oil spillage in the soil and in the water. 4. The condition of the rail infrastructure and safety record. The most current assessment of the safety regarding this new type of Bulken crude oil, the type of rail cars used using the best available science. The impact of the proposed high volumes of rail and shipping traffic of oil on the long term on safety and environmental of Grays Harbor, its cities and waters.

Chris Thomas

544 West Broadway

Montesano, WA 98563

(360) 249-6879



Christopher Thomas
544 W Broadway Ave
Montesano, WA 98563

SEATTLE WA 980

24 MAY 2019 PM 6 L



Westway and Imperium Renewables
Expansion Projects.
710 Second Ave,
Suite 550
Seattle, WA 98104

98104175425



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

James Thomas
signature

My name is James Thomas
first name last name

My address is 10703 8th Ave
street
Seattle WA 98177
city state zip

email phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Katie Thomas
signature

My name is Katie Thomas
first name last name
My address is 10703 8th Ave NW
street
Seattle WA
city state zip
email phone

I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:



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.

My name is Sharon Thomson
first name last name

My address is 94 Hogan Road
street
Hoquiam Wa 98550
city state zip
redtruckfarm@stanet.com
email phone

I'm concerned that oil spill would
impact our cranberry
farm

Please study the impact study impact
of spill on
our farm

Thank you, Sharon Thomson
signature



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is JAN THORNE
first name last name
My address is 4106 S. CoA Ave
street
Spokane wa 99201
city state zip

I'm concerned that oil car-
email phone
rying crude oil is in-
creasingly dangerous
as volume increases
& cars age

Please study the impact of ships in
Grays Harbor, heavier
marine traffic, +
oil spills!

Thank you, Jan Thorne
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,

Jordan Tittle
signature

My name is Jordan Tittle
first name last name

My address is 3042 230th LN SE #5101
street

Sammamish WA 98075
city state zip

jordan.tittle@gmail.com 425-324-1659
email phone

I'm concerned that this is going to destroy our natural environment (or what is left of it).

I was born & raised here. please dont destroy my home any more than it has been!

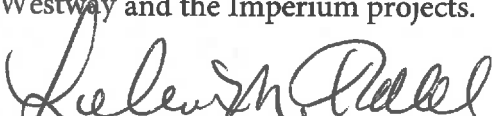
Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is LeAnn Todd
first name last name
My address is PO Box 155
street
Rainier WA 98576
city state zip

email phone

I'm concerned that Wildlife will
be harmed

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is LINDA Tomkins
first name last name

My address is _____
street

DUVALL WA
city state zip

Spiritus_humilis@yahoo.ca
email phone

I'm concerned that the oil port will severely

impact the health & welfare of
the wildlife Refuge, the high school kids
& the locals in general.

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

We 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.

My name is MARC + SUZANNE TOMLINSEN
first name last name

My address is 5220 Central Park Drive
st

ABERDEEN city WA state 98520 zip

email phone

I'm concerned that lead in environment

possible lead oil spills, increased

to this, number of trains need

to be upgraded so much work it

would, ocean, etc be contaminated

with even more work on environment

Please study the impact Besides study of oil spilled

study different types of oil etc

Impacts also to the

regulation of rail cars &

or tracked SAFETY

seems complete on a to many
lead.

Thank you, Marc + Suzanne Tomlinson
signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is KATHLEEN TOWN
first name last name
My address is 3230 30th Ave W
street
Seattle WA 98199
city state zip
email phone

I'm concerned that _____

NO OIL STORAGE
on the shoreline

Please study the impact _____

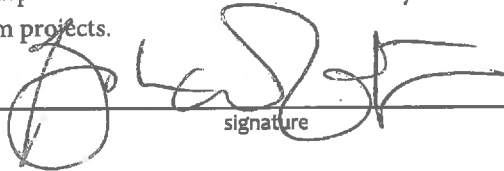
Thank you, Kathleen Jordan
signature

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,


signature

My name is Barbara Trafton
first name last name
My address is 10315 NE Pine way
street
Bainbridge Is WA 98110
city state zip
206 842-5747
email phone

I'm concerned that the construction of oil terminals
vastly increase oil transportation to
Washington State increasing threats
to human & environmental health

Please study the impact of oil spills - cost &
environmental impact by train,
and coast

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

My name is Stena Troyer
first name last name
My address is 2029 S 7th St
street
Tacoma WA 98405
city state zip
troyerstena@ gmail.com 406-679-06
email phone

I'm concerned that expanding our
dependence on oil will continue to harm
The Salish Sea is too precious
for too many to risk a spill.
the environment.

Please study the impact that a spill would have
on people, e cosystems, &
the world. It's not an easy
clean up - Be prepared.

Thank you


signature

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Bob Vadas, Jr.
signature

My name is Dr. Robert L. Vadas, Jr.

first name

last name

My address is 1125 12th Ave. SE, #F204

street

Olympia

city

WA

state

98501-7315

zip

bobesan@q.com (360) 705-2231

email

phone

I'm concerned that environmental,

human-safety, &
economic health
will be greatly da-
maged here.

Please study the impact on all of these

important issues
that make the Pa-
cific Northwest spe-
cial/unique (e.g.,
chinook salmon & orca whales).

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

M. Vanderveer
signature

My name is Marie Vanderveer
first name last name
My address is 1624 NW Cumberland Ave
street
Bend Or 97701
city state zip

I'm concerned that there will be negative
email phone
impact on the bird populations
in this area

Please study the impact of oil trains -
this should be obvious

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Floie M Vane
signature

My name is

Floie

Vane

first name

last name

My address is

7124-47th

Ave SW, 13398

street

Seattle

WA

98136

city

state

zip

floie.vane@comcast.net

email

phone

I'm concerned that

the crude oil terminals
will expose local citizens
to pollution and potential
dangerous explosions.

Please study the impact of

crude oil trains &
terminals & storage areas

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is VICKI VEASPI
first name last name
My address is 316 16th St. SW #102
street
Lynnwood. WA 98087
city state zip

I'm concerned that oil spill and destruction
email phone
of midlife.

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Katherine Vasquez
signature

My name is Katherine Vasquez
first name last name

My address is 736 Monell Dr NE

Albuquerque NM 87123
city street state zip

KVasquez@unm.edu
email phone

I'm concerned that _____

Please study the impact Health risks to

the animals, natural
environment, habitat.

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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, _____
Percy Visher
signature

My name is _____
Percy Visher
first name last name

My address is _____
15127 Henderson
street
Bainbridge I WA 98110
city state zip

_____ email _____ phone _____

I'm concerned that _____
spills will effect the
environment + wildlife.

Please study the impact of _____

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/29/14

Name: MAX VOGT Title (if applicable): _____

Organization/Business (if applicable): self real estate

Telephone: 360-269-8700

E-Mail: MAXVOGT@localaccess.com

Address: PO BOX 511

City: Centralia State: WA Zip: 98531

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

I have 2 areas of concern for Centralia WA regarding this project.

1. TRAFFIC - right now in centralia extensive rail traffic causes inconvenience, danger and frustration in our town. We receive no ~~benefit~~ benefit from increased rail traffic. Emergency vehicles will not be able to get through as well as the general public going to and from homes and businesses.

2. DECREASED REAL ESTATE VALUES, If you live or have a business on the east side of the RR tracks in centralia or North of the east-west tracks on N Tower, your real estate values will go down significantly. People will not want to live there because the east and north parts of town will be cut off for a significant parts of the day and night. How will our town be compensated for this?

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

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State Department of Ecology:

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My name is VALERIE WALEY
first name last name

My address is 902 E BOONE
street

SPOKANE WA 99202
city state zip

email phone

I'm concerned that the # of cars in

one train pass and with

the recent derailments in

other communities ~~with~~ is

a huge threat of an

Please study the impact accident waiting

to happen

Thank you, Valerie Waley
signature

Oil Terminal Testimony: April 29, 2014
Centralia

I live in Vancouver and am very concerned about the proposed oil terminal planned for OUR city. Now, I see that there are also three additional terminals being planned, two of which are the subject of today's hearing.

It is absolutely imperative that the cumulative effects of all terminals being planned for the State of Washington be studied together, not separately.. One cannot simply bury one's head in the sand like an ostrich and pretend that nothing else is happening in other areas. What effect will these oil terminals have on Vancouver and on communities all along the rail line? These projects cannot and must not be taken in isolation. For example, how many mile and a half long trains filled with Bakken crude would be traversing through Vancouver if all of the proposed projects become a reality? And, how many at-grade crossings will be affected throughout the State?

Since these projects would impact areas to the south and east of the proposed sites, I urge you to also hold hearings in other areas, including Vancouver.

Issues that need to be addressed are: safety of Washington residents and potential impacts on their health, impacts on estuaries all along the Columbia River, tribal treaty rights, adequacy of emergency response, marine vessel navigation impacts, volatility and analysis of crude being transported, safety of rail tank cars, adequacy railroad infrastructure and capacity, impacts on Amtrak and other freight, financial responsibility for oil spills, and potential impacts to Grays Harbor itself.

Marion Ward
10400 NE 82nd Ave. #19
Vancouver, WA 98662

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,


signature

My name is ROBERT WESCHLER
first name last name

My address is 330 Grow Ave. NW, # C6
street
Bainbridge Island, WA 98110
city state zip
(206)-853-3800
email phone

I'm concerned that the risks (oil spills, explosions, climate change, effects on transportation by causing road bottlenecks, air pollution, etc., etc.) are not given any weight in cost-benefit analyses.

Please study the impact of oil trains on all of the above.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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.

signature

My name is Adam Westervelt

first name

last name

My address is 4405 Julict. SE

street

Olympia WA 98501

city

state

zip

adamwestervelt@yaphoo.com 360-970-9446

email

phone

I'm concerned that this will cause severe

disturbances to sea life, communities
around the rail, and in general
very detrimental to our land.

Please study the impact that this would

cause our peoples, our lands,
our waters, our world.

Thank you,



no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at Grays Harbor and the transporting crude oil on trains and ships throughout the Northwest. These proposals would negatively impact my community, Grays Harbor, the Puget Sound, and the greater Pacific Northwest by elevating rail and marine vessel 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 ecosystem, 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,


signature

My name is LB White
first name last name

My address is 8641 Ferncliff NE
street
Bainbridge IS WA 98110
city state zip

LBruceWhite@gmail.com
email phone

I'm concerned ~~that~~ about spillage, + general
environmental impact!

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you,

signature



My name is Jan Whittinghill-Howland
first name last name

My address is 3013 Bruce Lee Ln
street

Kennewick WA 99338
city state zip

Spanhow@transmatrix.net
email phone

I'm concerned that it will leak oil into the bay and mudflats

Please study the impact of shore birds and fish

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 04-29-14

Name: Den Mark Wichar Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360 694 3703

E-Mail: deeduh@webtv.net

Address: 711 W 25 St

City: Vancouver State: WA Zip: 98660

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

Every incident of oil leaks + explosions, + every example of extreme weather, make clear that oil storage + transfer facilities, no matter how small, will make those incidents + examples ever more numerous + extreme.
Wide range environmental study is indicated, for every step, from cracked extraction to world-wide use, every inch of the way.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

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Thank you,

signature

My name is Carolyn Wilcox
first name last name

My address is 306 W 3rd St
street

Port Angeles WA 98362
city state zip

I'm concerned that we need to slow down,
email phone

use public transit, boycott the
Walmarts of the world, ride a
bike, and leave the world a
better place for our children

Please study the impact Having studied climate

change in the 1990's, I believe
there have been enough studies
and the time for action is
upon us - oil is not
the answer!

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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My name is Michelle Wiley
first name last name

My address is 2580 SR 109
street

Ocean City WA 98502
city state zip

MWILEY@SQUAXIN.US
email

360) 701-1596
phone

I'm concerned that

Pollution of the
surrounding enviro.
Distraction of habitat
Oil spills

Please study the impact

on habitat.
Pollution of our sea
shore

Thank you, Michelle Wiley
signature



NO CRUDE OIL TRAINS

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State Department of Ecology:

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Thank you,

Sarah Wiley
signature

My name is SARAH WILEY
first name last name
My address is 1215 MAX RD
street
Olympia, WA 98502
city state zip
email phone

I'm concerned that

I'm concerned about
oil spills


Please study the impact

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you,


signature

My name is Megan Wilkerson
first name last name
My address is P.O. Box 1135
street
McCleary WA 98537
city state zip
auntrenee@yahoo.com
email phone
I'm concerned that _____

Please study the impact of _____

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Phil Wright
signature

My name is Phil Wright
first name last name
My address is 2902 Cascade Ct
street
Anacortes WA 98221
city state zip

I'm concerned that The hazards of spills with this volatile barrel crude
email phone
are too high to be brought
to this prime wildlife habitat.

Please study the impact of _____

RECEIVED
APR 19 2014

Diane Wolfe
309 Beacon Hill Drive
Hoquiam, WA 98550

April 18, 2014

Environmental Impact Statement Comment
Westway and Imperium Renewables Expansion Projects
70 Second Avenue Suite 550
Seattle, WA 98104

Dear Sir or Madam:

Following are my suggestions for consideration in defining and refining the EIS for the proposed Westway and Imperium Renewables Expansion Projects in Grays Harbor County Washington. Given the seriousness of potential impacts the planning, construction and operation of these facilities will have on the people and environment of the area it is incumbent upon all citizens to push for as wide a scope as possible. That is my goal.

The proposal places high school and elementary students and their teachers, a National Wildlife Refuge, and water treatment plant in dangerous proximity to a facility that will store and transport explosively flammable material. The potential for tragedy is substantial and proven. Forty-seven people died in the Quebec derailment.

According to a report by the Wall Street Journal, Capline tested crude oil from 86 different locations around the world for "vapor pressure," which translates into the oil's ability to evaporate and emit combustible gases. According to the data, oil from North Dakota and the Eagle Ford Shale in Texas had vapor-pressure readings of over 8 pounds per square inch (PSI), and Bakken readings reached as high as 9.7 PSI. U.S. refiner Tesoro Corp., a major transporter of Bakken crude to the West Coast, said it regularly has received oil from North Dakota with even more volatile pressure readings — up to 12 PSI. By comparison, Louisiana Light Sweet from the Gulf of Mexico, had vapor pressure of 3.33 PSI, according to the Capline data.

Federal regulators at the Pipeline and Hazardous Materials Safety Administration (PHMSA) speculate that the oil's explosive nature may be due to either particular properties of the oil, or added chemicals from the hydraulic fracturing process used to extract it.

Please also consider the costs to the State and taxpayers of such a facility. The fire departments and emergency management staff will need to be upgraded, both in training and equipment. Specialized foam to fight petroleum fires will need to be accounted for as well as proper safety equipment for first responders when incidents occur. Additionally, communication equipment will need to be upgraded so that the problems in Quebec subsequent to that derailment will not be repeated here.

Safety during construction and ongoing are matters of great concern. Spills, fires, pollution of air and water are all highly likely with these facilities. Each has the potential to adversely impact migratory birds and marine mammals, steelhead and salmon fisheries, oyster and clam harvesting, crabbing, and cranberry bogs. Light pollution and noise pollution are also issues to be considered both during construction and during ongoing operations of the facilities.

Neither the railroads nor the petroleum industry have acceptable safety records developing or complying with prudent operation of their physical plants and equipment. Accidents have increased exponentially and their technology has not kept pace with increased hazard either before accidents or after. With both industries the question is not if but when an accident will occur.

Infrastructure mitigation will be substantial. Roads, overpasses, signage, signals and bridges will have to be upgraded as well as utilities moved and upgraded to accommodate the facility. Increased rail traffic will impact emergency services and day to day commuting and travel (particularly area around Walmart). Air and water pollution will also be increased which will adversely affect the quality of life for citizens along the routes to and nearby the facilities.

At the very least the State should consider a prepaid mitigation fund of fifty million dollars from the companies prior to any work on the proposed site. This would be in addition to prepaying the infrastructure upgrade costs and water treatment plant replacement cost.

The National Wildlife Refuge is an irreplaceable component of the Pacific Flyway which twice a year hosts thousands of birds, some very rare, on their migrations from South and Central America to the Arctic Circle. It would be endangered by the proposed terminal operations. At minimum operations at the Terminals should be stopped during the migration periods in order to keep disruption to a minimum.

Grays Harbor and the Pacific Ocean immediately adjacent also host whale migrations twice a year that will be disrupted by the increased ship traffic to the proposed terminals. Operations should be halted during these migrations of endangered marine mega fauna. The Harbor also hosts other species including seals and sea lions that will be adversely affected.

Please read and carefully consider the transcripts of Senate Transportation and Appropriations Subcommittee and Congressional hearings regarding the safety issues with railroad transporting of crude oil and National Transportation Safety Board findings on derailments and operations of other crude oil terminals. All are in the public record and available on line.

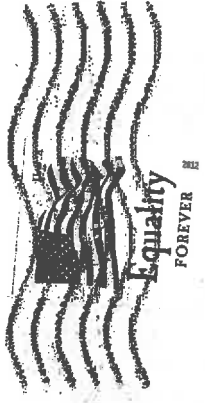
I would urge you make a finding of fatally significant adverse impacts that are not subject to mitigation and therefore development of oil terminals cannot proceed in Grays Harbor County. The costs and the risks to the people and environment of Grays Harbor are simply too great.

Sincerely,


Diane Wolfe

Nano Waste
309 Beacon Hill Dr.
Hoquiam, WA 98550

SEATTLE WA 98101
19 APR 2014 PM 2:1



Environmental Impact Statement Comment
Westway and Imperium Renewables Expansion Projects
70 Second Avenue Suite 550
Seattle, WA 98104



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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Thank you,

Diane Wolfe
signature

My name is

DIANE WOLFE
first name last name

My address is

309 BEACON HILL DR
street

HOQUIAM
city

WA
state

98550
zip

wolfexdx@gmail.com
email phone

I'm concerned that

the trains are too close
to schools, housing for the
elderly, & the Wildlife Refuge

Please study the impact

of air, water, noise
and light pollution

I have been a naturalist and steward of Washington waters for over 65 years. We as a group of concerned citizens have been especially vigilant about salmon nurturing estuaries. Grays Harbor has a very productive estuary system and it would be barbaric to destroy it. Please see the attachment for detailed comments. Craig Wollam

The 2014 National Climate Assessment asserts that there is no element of the Northwest that isn't now and won't be even more catastrophically affected by climate change: the economy, infrastructure, natural systems, public health, and agricultural sectors all face serious risk. The question then is why should we contribute to this degradation by facilitating the export of fossil fuels which when burned contributes to climate change? The scoping analysis must look at this global issue and the only action is to deny the permits because there is no mitigation from the consequences of burning the fossil fuels trans-shipped through these facilities. There is no doubt that burning these fuels will contribute to a reduced water supply, increased ocean acidification, rising sea levels with subsequent coastal erosion and dislocation costs, increased risk of wildfires, insect and disease outbreaks. All of these are happening now to a lesser degree, but will be exacerbated by facilitating the export of more fossil fuels.

In the event that the above scenario is rejected than the following issues need to be addressed.

Issues specific to the construction of these sites must include mitigation for; pollution (air, water and sound), accumulative traffic, storm water runoff, vehicle safety, oil spill prevention, community safety, construction designs, and toxic chemical releases. But these two projects cannot be looked at in isolation from the 5 or 6 other shipping terminals being proposed or already operating in the Pacific Northwest as their effects are cumulative for the environment and the health of the economy in the Pacific Northwest.

Marine Organisms

Many marine animals are dependent on audible messages, for example: echolocation. Will these be interfered with by the increasing number and size of the vessels transiting the estuary and the coastal waters? Will they be stressed beyond their ability to survive? How can this effect be mitigated? Also the vibrations of the vessels and their ability to interfere because of their steel hulls with

electroreception in many marine animals must be investigated and steps taken to reduce it..

Furthermore, vessel traffic transiting the estuary will increase the turbidity of the water which is known to affect marine organisms' ability to find food and shelter. We already have stocks of Salmon that are endangered and they depend on the survival of marine organisms that seek sanctuary in the estuaries. These organisms are decreasing even now which means that a survey will need to be done to determine if even further decreases will be of such magnitude that salmon and other species are imperiled.

Furthermore, the estuary is a rich nursery and refuge for marine organisms including shell fish. Will the increase in vessel traffic negatively affect this treasure because of oil spills and just transiting the estuary?

Emissions:

Consideration must be given to the off loading from up to eight tank cars as this process is a source of spills and leaks and air pollution. An investigation into the size of the containment should consider the need to contain the contents of all 8 tank cars in the event of an accident or derailment. The last 40 years have provided a record of the DOT-111 tank cars that shows the vulnerability of these cars to easily puncture or rupture with explosions and death the result, as well as the contents being spilled. Also will the fourfold or more increase in the use of train tank cars result in more accidents. And because the Bakken crude is 3 to 4 times more volatile than Louisiana crude, what extra safety considerations must be built into designs, including upgrading the electrical systems for this higher level of volatility to prevent explosions from accidental sparking. Because of the VOC levels and explosiveness of the components The State of Missouri required a special permit for the transporting and handling of Bakken crude.

The NFPA 70 Electrical hazardous classification designations of the classified areas Class1 Division 1, Class 1 Division 2 and non-classified areas for a plant handling Louisiana sweet crude may be much

different than that for a plant handling Bakken crude with the much higher levels of volatile material. A thorough review of the plant explosive hazard areas for electrical construction design and installation is imperative.

Because of this extra volatility, will the vapor capture systems be of sufficient size to capture and store the emissions? No system is perfect so what is the level of green house gasses that is acceptable to be released into the atmosphere from the transfer process and just from the tank cars themselves? Seals, couplings and joints all leak to some degree. Will this incidental leakage increase? Furthermore, and more serious, is the need to consider that concentrations of highly volatile hydrocarbons in the storage tanks and in the railroad tank cars which will facilitate fires and or explosions as we have recently seen in North Dakota, Quebec and Virginia. What additional security measures will be needed because there will be 100's of tank cars staged around the terminals and how will they be protected from a terrorist attack. One man with a sniper rifle can penetrate the tanks and the cars with an armor piercing incendiary round from a distance of over 2,000 yards.

Earthquakes and Tsunamis

The area for the terminals is subjected to earthquakes and tsunamis. The earthquake scientists tell us that we are overdue for a large earthquake. Are the storage tanks and the containment structures flexible enough to withstand a magnitude 9.0 earthquake and are they strong enough to withstand the force of a 50 to 100 foot wall of water striking them which is possible on the West Coast? There are historical records of 100 foot tsunamis. We saw the devastation in Fukushima, Japan from a tsunami varying between 10 meters and 40 meters in height which easily over topped the 30 foot sea walls. Oil storage tanks were destroyed releasing their contents into the waters. The question must be asked if any oil storage tanks should be situated within the reach of a tsunami because of safety concerns. In some places in Japan the tsunami reached 6 miles inland. If they must be sited near the shore than mitigation

to reduce the oil spillage from all the tanks in their entirety into the waters must be considered. Trying to recover the spilled hydrocarbons after a release is the least attractive alternative. The emphasis should be on robust design so that spillage does not occur. Another concern is the characteristics of the sediment on which the tanks will be built. Are these soils subjected to liquefaction in a major earthquake and if so what can be done to prevent the tanks from rupturing as a result of this?

Oil Spill Preparedness and Response

With the increase in traffic are the response teams sufficiently staffed to handle these incidents and are the teams locally sourced so they can be quickly assembled and are the materials readily available and easily accessible?

Are the vessel traffic control systems adequate for the tripling of vessel traffic in the estuary so that collisions and groundings can be avoided. The same concern is relevant for the railroad traffic. Are there pinch points that lead to long delays in moving the trains? And are the train-auto intersections from Chehalis to Grays Harbor gated to reduce accidents and what can be done to mitigate the long wait times for emergency vehicles, if there are no overpasses. A 10 to 15 minute delay is fatal for a heart attack victim.

Storm Drainage

With the increase in impermeable surfaces because of construction of retention structures, car offloading ramp and other infrastructure, will there be increases in the capacity of the storm runoff and treatment systems to accommodate the increased volume and mitigation to provide for replenishment of the ground water?

05/21/2014

Brent S. Womack
855 Trosper Rd SW
#108-237
Tumwater, Wa. 98512

RECEIVED

MAY 23 2014

DEPARTMENT OF ECOLOGY
OFFICE OF DIRECTOR

Maria Bellon
Department of Ecology Director
300 Desmond Drive
Lacey, Wa. 98503-1274

Dear Ms. Bellon,

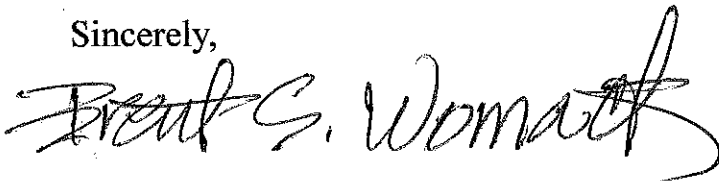
As a resident of Washington I am vehemently opposed to the permitting of oil trains passing through Washington State and the exportation of same from ports in our state. Oil trains in the number and volume of oil carried, pose a dire threat to people and the environment.

If the Department of Ecology were to approve the proposals by Westway Terminal Co. and Imperium Renewables (Renewables?), the Department would be trading short term monetary gain for long term ecological destruction/degradation and long term monetary erosion of our economy which depends heavily on tourism, fisheries, marine and aquatic water quality.

As stewards of the environment, The Department of Ecology should deny these oil train shipments/exportations via Washington State. Your department owes this enviromental protection to the present population and to future generations: our children – grandchildren – ad infinitum. I am sure we all wish we could travel into the past and stop the enviromental sins perpetrated by our anceators.

I urge your department to deny these oil train associated permits.

Sincerely,

A handwritten signature in black ink that reads "Brent S. Womack". The signature is written in a cursive, flowing style with a large, prominent initial "B".

Brent S. Womack

Brent S. Umack
855 TRASPEN RD. SW
#108-237
Tumwater, WA. 98512

Exec- HB

TACOMA
WA 986
21 MAY 14
PM 2 L

RECEIVED

MAY 22 2014

WA State Department
of Ecology (SWRO)

MARIA Bellon
Director Dept. of Ecology
300 Desmond Dr.
Lacey, wa. 98503-1274

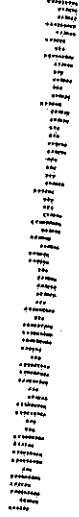


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FOREVER

98503129927



NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,


signature

My name is

SUZANNE WOOD HASHIM
first name last name

My address is

9330 El Camino Ln SE
street
Yelm WA 98597
city state zip

email

phone

I'm concerned that

Wildlife & environment

Please study the impact of

Westway and Imperium Renewables



EXPANSION PROJECTS

Scoping Comment

Please Print

Date: 4/29/14

Name: Wilbur Wood Title (if applicable): _____

Organization/Business (if applicable): _____

Telephone: 360 693 6148

E-Mail: wilburw2@comcast.net

Address: 504 W 37th St

City: Vancouver State: WA Zip: 98660

Written comments regarding the scope of the EIS are invited from interested parties to ensure that the full range of environmental issues related to the proposed action is identified and evaluated. All comments received, including names and addresses of commenters, will become part of the official administrative record and will be made available to the public. Information, written comments, or questions related to the preparation of the EIS should be received on or before **May 27, 2014**.

There is no doubt that burning fossil fuels is causing climate degradation.

By denying low cost transfer of potential we can help move toward lower climate damage.

Any EIS should factor in the effects of transportation resistance.

Please attach additional pages if your comment doesn't fit in the space provided.

Comments may be submitted today or mailed to:
Westway and Imperium Renewables Expansion Projects EISs
c/o ICF International
710 Second St., Ste. 550
Seattle, WA 98104

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

signature

My name is Alexandra Woodsworth

first name

last name

My address is

2635 W. 7th Ave

street

Vancouver

city

BC

state

V6K 1Z2

zip

CANADA

email

phone

I'm concerned that

Please study the impact

of all coal, oil and

LNG projects proposed on

both sides of the Canada-US

border and their combined local

environmental, social, &

economic and climate impacts.

®  41

Thank you for the opportunity to comment on these two projects. My comments and questions are attached.

CLAUDIA WOODWARD-RICE

6711 Larson Lane, Aberdeen, WA 98520
(360) 612-3558
email: ricesofhi@gmail.com

May 26, 2014

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

Scoping Comments RE: proposed Imperium and Westway EIS

Areas of Concern:

1, SAFETY is of primary concern. The rail industry wants the federal government to set standards for safer tank cars and force a phase out of older DOT-111 cars. The rail industry wants tank thicknesses of 9/16th of an inch, but this means extra weight, stressing rail infrastructure and meaning smaller more frequent loads. In March, 2014 NTSB Vice Chairman Christopher Hart told a Senate committee that the newer cars were "still not adequate."

The City of Hoquiam is currently considering layoffs of firefighters and emergency responders. The NTSB, which makes recommendations but has no regulatory authority, has cited tank car deficiencies many times over the years for making accidents worse than they could have been. Since replacement of the basic DOT-111 cars could take 5 to 7 years, and the newer version is also not considered safe, how can an underfunded, sparse crew of emergency responders deal with the inevitable accidents and spills in Grays Harbor county?

2. EMERGENCY RESPONSE Bakken crude can be ignited by a spark more readily than regular crude because it contains higher levels of dissolved propane. What mitigation is proposed to address the dangers of fire, explosions and waterway pollution which would face us each and every day? If a train derailment happens in Grays Harbor County and rail cars are on fire, what would local fire departments be able to do in the first hour? In the first 24 hours?

What is the recommended isolation and evacuation distance from crude oil rail cars if a fire occurs? What is the blast radius and recommended evacuation area for each type of crude or partially refined product projected to be transported through Grays Harbor County? For pre-2011 DOT-111 tanker cars? For post=2011 DOT-111 tanker cars?

What is the anticipated blast radius if:

- a. One rail car explodes?
- b. Five rail cars explode?
- c. Ten rail cars explode?
- d. An entire unit train explodes?

Do Grays Harbor communities have enough class B foam on hand to extinguish an oil train fire the size of:

- a. The recent Lac Megantic crude oil rail car explosion?
- b. The recent North Dakota crude rail car fire where 21 cars caught fire?
- c. The recent Alabama oil train fire, where 25 rail cars derailed?

Who is responsible for purchasing class B equipment for dispersing class B foam, and training first responders to prepare for crude oil train explosions?

If an insufficient amount of class B foam was on hand in Grays Harbor County, what are the options for dealing with oil train fires? How long would it take (if possible) to get the appropriate amount of foam/equipment on site?

What type of security precautions are taken when crude oil trains idle, are parked in rail yards, or on rail sidings?

Are first responders given advance notice before a train carrying crude oil travels through their community? How long in advance?

How will command and control authority be determined between first responders and railway employees in the event of a catastrophic spill or explosion in Grays Harbor County?

Who will prepare an Emergency Response Plan for Grays Harbor County that addresses train derailments and explosions? How and when will it be updated?

Who is responsible for oil train inspections enroute from North Dakota to the Port of Grays Harbor? Who performs the inspections, and to whom do they report?

Have alternative routes away from populated areas and waterways been investigated?

3. UNREASONABLY LIMITED SCOPE Rail lines from the oil shale basin in North Dakota to the Port of Grays Harbor pass through numerous communities. Many are actually bisected by the rail line. All of these communities face the risks of derailment, spill and explosion. How can you limit the scope of the EIS to our small region and ignore the impacts on these other communities? i.e. Spokane is a sizable city facing major impacts- but they have no place in your consideration?

4. NATIVE AMERICAN TREAT RIGHTS How can these projects avoid trespassing on Native rights; interrupting usual fishing sites; negatively impacting PNW totemic species?

What are the consequences of ignoring Federal treaty rights and promises?

5. LOCAL INDUSTRIES How can these projects, and the dredging they require, justify the damage to be done to local shellfish and crab industries? Tourism? Economic survival of local people facing layoffs due to project impacts?

6. ENERGY USE What is the amount/source of additional power needs at the Port due

to these projects?

7. WATER RESOURCES What are the sources/amount of fresh water (both surface and groundwater) required? Permitted pollution from discharges, runoff from petroleum products and solvents and other industrial fluids, heavy metals expected? Plans to mitigate pollution from accidents? What are impacts to salt water from discharges, sewage, ballast etc.?

8. HUMAN HEALTH IMPACTS What are the expected impacts from increased industrial pollution and from crude oil?

Crude oil and natural gas inherently contain hydrogen sulfide, which gives off a “rotten egg” smell. Even a 1 percent trace of sulfur turns oil into what’s known as “sour crude,” which is toxic and corrodes pipelines and transportation vessels. The extra steps required to turn the sour into “sweet” crude are costly.

Limited exposure to hydrogen sulfide causes sore throats, shortness of breath and dizziness, according to researchers. The human nose quickly becomes desensitized to hydrogen sulfide, leading to an inability to detect higher concentrations. That can be fatal.

Air quality- When tar-sands oil is loaded onto rail cars, it’s at a temperature of 150 to 180 degrees, but cools down during the trip. When the rail cars arrive at refineries, they’re hooked up to a steam-producing mechanism that heats the heavy oil enough to be unloaded. The fumes produced during the unloading process will impact the entire downtown areas of Hoquiam and Aberdeen. What are the expected health effects? Real estate value impacts? Property tax collection impacts?

9. ANIMAL & PLANTS What impacts can be expected from contact with floating oil and long-term exposure to oil toxins in spill affected areas to?

Terrestrial mammals; terrestrial and fresh and salt water plants; birds, especially endangered and migrating species; terrestrial invertebrates; amphibians; reptiles; fish; marine mammals; marine invertebrates especially those used by local peoples.

10. HAZARDOUS MATERIALS What are the protocols for hazardous material storage and disposal, accident prevention and remediation at project sites?

11. LOCAL RAIL CONDITION The local short line rail from Centralia to the Port of Grays Harbor is in neglected and deteriorated condition as evidenced by four recent derailments. Rail bridges are deemed “safe” but many are over 100 years old and have been allowed to deteriorate badly. What is the statistical danger from heavy use of this line for transport of hazardous materials? What is the plan to repair/upgrade the line? What is the source of funds to be used? How much of this is taxpayer dollars? Why can’t the railroad maintain their own property?

12. LOCAL TRAFFIC DISRUPTION Rail lines bisecting communities will also block emergency responders and others from reaching their destinations in a timely manner.

Parents will be cut off from their children's schools, customers from merchants, some will be blocked in mall parking lots unable to reach the highway. These tedious situations would be repeated several times a day. Is any mitigation, remedy or recompense being considered for local citizens who will have to put up with endless delays, or find that an ambulance is unable to reach them during a crucial time? How much oil is a life worth?

13. PROPERTY VALUES In a study done in 2011 by Michael Futch, *Examining the Spatial Distribution of Externalities: Freight Rail Traffic and Home Values* in Los Angeles it was concluded that for every 10 million gross tons per mile, you can expect around a 1% drop in your property value. Using this standard formula and applying it to Grays Harbor and the three Oil projects and their expected traffic....we may assume up to a 20-30% percent drop in value.

Who will repay local residents for this damage to their property values? Who will make up the difference to Grays Harbor country for reduced property tax income to fund local services?

14. CUMULATIVE IMPACTS If all/many of the proposed terminals are built for West Coast ports and the shipment of crude oil and coal, what are the cumulative impacts on Grays Harbor County? on Washington State?

15. OTHER CONSIDERATIONS

Is the containment design adequate for a catastrophic accident?

Does the design take into consideration sea-level rise as expected in the next 20 years?

What are the impacts expected from a Cascadia fault earthquake and subsequent tsunami?

What are the back-up systems for electronic controls in case of a prolonged power outage?

Is the proposed monitoring system really adequate to such a large project footprint?

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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,

Carolynne G Wright
signature

My name is CAROLYNNE WRIGHT
first name last name

My address is 2302 CASCADE CT
street

ANACORTES WA 98221
city state zip

email phone

I'm concerned that about the potential for
oil spills or explosions that will
negatively impact the environment
& safety of the citizens.

Please study the impact of _____

no oil spills

Dear City of Hoquiam and Washington State
Department of Ecology:

I strongly oppose the construction of oil terminals at
Grays Harbor and the transporting crude oil on trains and
ships throughout the Northwest. These proposals would
negatively impact my community, Grays Harbor, the Pu-
get Sound, and the greater Pacific Northwest by elevating
rail and marine vessel congestion; increasing the potential
of oil spills in fresh and marine waters; harming existing
businesses and delaying emergency responders; and put-
ting our communities, public health, and environment at
risk. These terminals, and the transport of crude oil to and
from these terminals, would damage aquatic ecosystem,
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,

Elise Weight
signature

My name is Elise Weight
first name last name
My address is 10799 Bill Point Views
street
Rainbridge Island, WA 98110-2107
city state zip
emfweight@aol.com
email

I'm concerned that communities all over the state
will be endangered by increased rail ~~land~~
transport of oil, Puget Sound & the Columbia
River could be irreparably harmed by even
a small spill

Please study the impact of rail transport on existing
habitat corridors, the hazards of crude
from tar sands & from shale oil spills
near your community.
The true cost of the climate of exports

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:


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,

signature

My name is DIANE YORGASON-QUINN
first name last name
My address is 8412 GRANITE DR NW
street
GIG HARBOR WA 98329
city state zip
AVOSETTA@HOTMAIL.COM
email phone

I'm concerned that A TANK FARM NEXT TO THE
GRAY'S HARBOR NATIONAL WILDLIFE REFUGE
WILL BE AN ECOLOGICAL DISASTER TO THE
ALREADY DWINDLING SHOREBIRDS WHO MUST
STOP HERE TO EAT + REST ON THEIR REMARKABLE

Please study the impact MIGRATIONS. A LOT OF
WORK WENT INTO DESIGNATING THIS A
NATIONAL WILDLIFE REFUGE AND AN INTER-
NATIONAL IBA (IMPORTANT BIRD AREA) JUST
SO SUCH THREATS WOULD BE AVOIDED. ®  41

Imperium Renewables:

- 1.) The project identifies a marine vapor combustion unit to incinerate displaced vapors during vessel loading. What provisions have been made to prevent impacts to air quality to Hoquiam, Aberdeen and other downwind communities?
- 2.) What provisions are being taken to address potential health issues from particulate and vapors from the marine combustion unit to Hoquiam, Aberdeen, and other downwind communities? Please address provisions made to prevent impacts to surrounding vegetation and marine environments.
- 3.) The current Imperium facility produces considerable light pollution and glare, seriously affecting the night-time environment of Grays Harbor, with potential effects to migrating birds, bats and other wildlife. What provisions are being made to prevent expansion of the existing light pollution and glare, further affecting the human and natural environment?
- 4.) We have seen one explosion and fire from an Imperium tank. The ability of local fire units to respond appropriately to that one-tank event was severely limited. The proposed expansion includes plans to handle highly-volatile fuels that have caused explosions in other areas. What provisions are being made to provide expanded on-site explosion and/or fire response and containment capabilities to respond to future events?
- 5.) The proposed Imperium expansion seeks an increased storage of 720,000 barrels (30,240,000 gallons) of storage for potentially volatile and heavily polluting fuels and other products. The proposed site is on fill material within the flood plain of the Chehalis River upstream of a highly-productive estuary and a National Wildlife Refuge that is a site of international significance to birds species protected by international and tribal treaties. What provisions are being made to contain these fuels in the event of: a.) rupture of one or multiple tanks, b.) earthquake; c.) tsunami; d.) storm surge; e.) terrorist assault?
- 6.) Imperium cites the expansion as expanding capacity by 720,000 barrels or 30,240,000 gallons of products. Imperium only states storage capacity: it does not estimate annual through-put capacity. This is disingenuous. Please estimate the annual through-put capacity of the expanded plant in total and the resultant increase in train, barge and vessel traffic with resultant impacts to the local human and natural environments.
- 7.) Please address those increases in train, barge and vessel traffic. Explain how they will affect local vehicle traffic, recreational use of the bay and river, how they will affect the quality of water, air, noise pollution, wildlife avoidance/mortality, fish mortality, crab, oyster and clam mortality and the wind and wave effect of such increased vessel traffic.
- 8.) If the Imperium expansion adds 30,240,000 gallons of capacity to already existing facility of unstated size and the Westways project allows for 42,000,000 gallons of storage with an eventual projected expansion to handling almost 456,000,000 gallons of product a year, at the low end that is an estimated through-put of over half a billion gallons of highly-polluting and combustible product through our communities and over the second roughest estuary bar on the West Coast. Please address the on-site safety measures, including full-time personnel and on-site and staged equipment that will be provided to provide safety, prevent accidental releases, respond to accidental releases and conduct cleanup, remediation and restoration in the event of accidental releases.

9.) Most rail cars leak and most release fumes. Under current practices, which we must assume will remain standard practices, lengthy rail trains are regularly parked overnight or longer in residential areas. In view of these facts, please address what will be done to protect the health, safety and air quality of people living along the rail lines in Aberdeen and Hoquiam.

10.) Current oil spill response mechanisms in and around Grays Harbor are inadequate to deal with a catastrophic spill, whether on land, into a waterway, or on open waters of the bay or the ocean. Please address how these mechanisms will be expanded, staffed, funded and maintained (bearing in mind the historical failure of oil companies to maintain required spill response resources, i.e. Exxon Valdes, etc.).

11.) In light of the recent spate (three in 17 days) of derailments in Grays Harbor, followed by the railroad's disingenuous assurances that the railbeds and rails are safe, please address how rail safety will be increased, assured, and maintained to standards that will protect the community and the area's natural resources.

NO CRUDE OIL TRAINS

Dear City of Hoquiam and Washington
State Department of Ecology:

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, Cynthia J. Ziboran
signature

My name is Cynthia Ziboran
first name last name

My address is 1309 Pavel Rd
street

Beaver WA 98305
city state zip

_____ email _____ phone _____

I'm concerned that oil will spill in the Grays Harbor area.

Please study the impact of safety and feasibility.

May 27, 2014

Diane Butorac
Regional Planner Southwest Region
State of Washington Department of Ecology
Southwest Regional Office
300 Desmond Drive, Lacey
PO Box 47775
Olympia, WA 98504-7775
Diane.Butorac@ecy.wa.gov
(360) 407-6594

Dear Ms. Butorac,

RE: Scoping comments for the Crude by Rail Environmental Impact Statement (EIS).

I am very concerned about the Crude by Rail (CBR) project to allow construction of two facilities (and a third one) for the storage and shipment of crude oil that would arrive on Grays Harbor by rail. Please make sure the EIS addresses the following points completely:

- Analyze impacts and determine direct, indirect, and cumulative impacts to species and to their habitats. Assure a transparent process which uses public and peer reviewed data and scientific models.
- There is growing talk of lifting the ban on the export of domestically-produced crude oil. If the ban is lifted Grays Harbor may become the gateway to oil markets throughout East Asia especially if the CBR project is allowed to be constructed. Direct export does not require refining so increased vessel/rail traffic would significantly impact the Harbor and surrounding communities. Address these potential cumulative impacts. If the ban was lifted would this action trigger another Determination of Significance?
- Model additional NOAA GNOME spill scenarios in conjunction with on-water spill response exercises to determine if Ecology spill plan would adequately contain a Bakken Crude spill especially under severe weather conditions. If the oil spill occurred off the coast under what current/wind conditions would Willapa Bay be impacted? When will a GNOME model be created for Willapa Bay?
- Analyze impacts to forage fish in the Grays Harbor estuary from a major Bakken Crude spill incident and exposure to chronic small-scale spills resulting from loading operations. Will baseline data be collected before any construction?
- Analyze impacts to Natural Area Preserves (North Bay, Sand Island, Goose Island, Whitcomb Flats, and the Chehalis River Surge Plain) and the Natural Resources Conservation Area (Elk River) located in Grays Harbor County.

- Bakken Crude often contains high levels of hydrogen sulfide gas, a colorless, flammable, and toxic gas. Chronic exposure to sulfide gas can cause lung, liver and kidney damage, infertility, immune system suppression, disruption of hormone levels, blood disorders, gene mutations, birth defects, and cancer (Utah Department of Environmental Quality, Adverse Health Effects from Exposure to Crude Oil Mixtures June 2010). In the EIS address these potential adverse health effects on the residents of Grays Harbor.
- Discuss the pungent strong odor of Bakken Crude. How will the release of fumes from the railcars be prevented?
- Over 80% of reported oil spills occur within port and harbor areas, however the majority are small in size and result from normal operations such as loading and bunkering. Very little literature describes the effects of chronic discharges from run-off or numerous small discharges of oil, which are common in port and harbor areas. The EIS needs to address this concern about the chronic exposure to small-scale spills of Bakken Crude. Will a gap analysis study be funded? What are the long term consequences of this chronic exposure? Will baseline studies be conducted followed by ongoing monitoring of the estuary? How will this monitoring plan be implemented?
- A Canadian government study in 2002 estimated that approximately 300,000 seabirds are killed each year off the Grand Banks as a result of illegal discharges of oil from ships. The study also collected oil from bird plumage in the Atlantic and the North Sea over a 10-year period. When the oil was analyzed, they found that more than 90 percent was composed of heavy fuel oil mixed with lubricating oil, which is only found in the bilges of large ships. An oil spill does not have to be large in order to devastate a bird population. Please address in the EIS how impacts to seabirds will be examined and mitigated.
- Support funding for a gap analysis study to better understand the effects of Bakken Crude on the marine environment and estuaries in particular. Will there be funding for research to accomplish this task? Please cover this topic in the EIS.
- Ship impacts to marine mammals such as the gray whale (*Eschrichtius robustus*) risk being struck by ships, causing injury and death. For example, if a ship is traveling at a speed of only 15 knots, there is a 79 percent chance of a collision being lethal to a whale. One notable example of the impact of ship collisions is the endangered North Atlantic right whale, of which 400 or less remain. Deaths from collisions has become an extinction threat. Examine how increased shipping traffic will impact marine mammals and what steps will be implemented to prevent ship impacts. How will ship impacts be monitored and prevented?
- Right now the City of Vancouver is enthusiastic about a new waterfront development where a proposed oil terminal (Tesor-Savage oil terminal) would be sited. The waterfront development along the Columbia River will provide public access and many more jobs. This is the choice for this community. For our community the cost of required mitigation for the significantly impactful CBR project would far exceed the potential benefits. CBR represents a significant impact that cannot be adequately mitigated without the proposal

being economically unfeasible. Please provide a cost-benefit analysis for the CBR project in the EIS.

- How will storm water be managed at the sites to prevent Bakken Crude and other contaminants from entering Grays Harbor. Will baseline data be collected before construction begins? Describe the monitoring plan in detail.
- In the EIS describe the effect of the CBR project on multiple historical cultural resources in Grays Harbor.
- Provide a rating of the toxicity/explosive potential for Bakken Crude compared to other oils to provide an index of risk that can be used to evaluate alternatives. Develop mitigation.
- In the EIS evaluate the *no action* alternative with benefit-cost analysis.

A performance bond from the railroad company, the two bulk storage facilities, and the shipping companies is an essential requirement. Right now BP is in court fighting claimants who are waiting for claims to be processed. Please address the complex issue of risk management in the EIS.

All legislation related to oil safety introduced this year in Olympia failed. If legislation fails again next year how will this absence of political support affect the CBR project? Clearly there is no political support for this significantly impactful project. Moving ahead with the project will result in decades of litigation.

I again request that the Department of Ecology extend the scoping comment period for one month and schedule scoping meetings in Westport, Elma, and McCleary. All three cities will be significantly impacted by the CBR project.

Sincerely,

Craig Zora
4 Perth Place
Cosmopolis, WA 98537-1006
czora@comcast.net
360-589-9854

A2-7 Form Letters

Department of Ecology, State of Washington
3190 160th Avenue SE
Bellevue, WA 98008

Dear Department of Ecology and City of Hoquiam,

The Westway and Imperium terminal proposals in Grays Harbor will have significant impacts on the community, environment, waterways of Washington, and the future of Washington State and the region and I urge you to fully assess the environmental and cultural threats from these proposed projects. The Environmental Impact Statement for these projects should include an evaluation of:

- Cumulative impacts. 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 the 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 entire region.

- 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 shale 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.

- Impacts to Grays Harbor communities. 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.

Public health impacts. The EIS should include the health risks to communities from Spokane to Grays Harbor from increased train traffic, 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 the projects.

- 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, tar sands extraction, transporting -- both by rail and marine vessel -- 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 shale 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.

Based on the far reaching impacts of this project, I urge you to reject these unprecedented applications for the Westway and Imperium terminals in Grays Harbor.

Thank you for your consideration of these comments.

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. Please bear in mind that there have been 3 derailments of grain cars in Grays Harbor in the past 2 ½ weeks, on the same tracks the oil trains will use.
- 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,

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.

Thank you for your consideration.

Sincerely,

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.
- 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.
- Public health. The EIS should include the health risks to communities from Spokane to Grays Harbor from increased train traffic, 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.
- 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 spill and accident would be prevented, and, in the case of an accident, cleaned up.

Thank you for your consideration of these comments.

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.