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Dear Sirs:

Thank you for the opportunity to comment on the DEIS prepared for the Vancouver Energy\Tesoro Savage project in Vancouver, Washington. The attached comments are technical in nature and were contributed by consultants to the county and staff from throughout the Clark County organization.

Our comments fall into three general areas:

- Impacts on the jail work center
- Community wide impacts
- Public health focus

Clark County expects to make additional comments throughout the review process, including comments on the EIS.

Please note the Clark County Sheriff and the Board of Clark County Councilors have not taken a policy position on this project and may comment from a policy perspective at a later date.

If you have questions on the comments please do not hesitate to contact Marlia Jenkins (marlia.jenkins@clark.wa.gov) for general issues, Ric Bishop (ric.bishop@clark.wa.gov) for jail work center issues, or Alan Melnick (alan.melnick@clark.wa.gov) for public health issues.

Sincerely,

Mark McCauley
County Manager

County Sheriff Comments: Jail Work Center Focus

	DEIS Page #	Topic	Comment
1	ES 16-17	Equipment - Evacuation	Applicant is required to provide training and equipment for local fire departments to train and to combat volatile crude oil fires and explosions. Request that equipment be purchased for JWC evacuation and coordinated training with applicant and emergency responders for evacuation.
2	4-86	Evacuation	The evacuation of a correctional facility is not as simple as following the Clark County CEMP. The current population and classification (minimum security, inmate workers, and work release inmates) make the process less of a threat to public safety. However, if future development of the JWC results in the housing of other than minimum security inmates, those inmates would require higher, more complex, security precautions to ensure their safety (guarding against escapes and inmate on inmate assaults) during evacuation.
3	4-87 and 4-88	Potential Injury and Death – Large Explosion	In response to the description of potential health and loss of life impacts: these potential impacts of possible injury and loss of human life, however remote, combined with the proposed site of the Facility immediately adjacent to the JWC, makes the proposed site unacceptable and incompatible now and in the future.
4	4-103 and 4-104	Closure of SR 501	The JWC provides public safety detention services for Clark County. These include 200 inmate beds, currently occupied by 100 inmates. Future detention services include but are not limited to an expansion of 200 additional beds, and the expansion of proper infrastructure to meet the minimum constitutionally required conditions of confinement (food, shelter, medical services, programming, security and supervision). As the facility currently provides some of these same constitutionally required services (food, laundry and supplies) to two separate corrections facilities (Clark County Main Jail and Juvenile Detention Center). Interruption of service from the JWC to these other corrections facilities, however

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			short of duration, forces these facilities to use contingency plans and emergency resources to maintain services. Extended interruptions in services, at the very least, forces Clark County to purchase detention beds and services, and close our detention facilities.
5	O2	Value Added – Employment	The approval of proposed Facility, immediately adjacent to the JWC, will be done over strong objections. Clark County does not currently have the financial means to mitigate the current and future loss of public safety operations at the JWC by abandoning the site. However, the JWC should not stand in the way of the number of jobs (9,245 Full Time Jobs over the 15 year life span of the project), and income to the community. Tesoro Savage, Port, City of Vancouver and Clark County should work together to facilitate the Sheriff relocating the JWC.

Community Wide Comments

##	DEIS Page #	Topic	Comment
1	Executive Summary 6.2.2 pg. 9	Rail Transportation Major cumulative impact on rail congestion without improvements	The DEIS does not address or discuss the impact of rail congestion on the county owned short line Cheltachie Prairie Railroad, which uses the Rye Junction intersection with the BNSF line as a place to transfer cars. Please correct this oversight. Contact Jeff Swanson at Clark County for more data.
2	Executive summary 6.2.2 pg. 10	Rail transportation Vehicular delays create increased commute times, public safety problems and increases in emissions	We believe the data used in this report underestimates the potential for delay and hazard at vehicular crossings during daily use and during emergency events.
3	Executive summary 9.0 page ES 19	Issues to be resolved	We agree this information is vital to completion of the EIS.

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4	Table ES-2 pg. 33	Environmental Health mitigation: Rail column Mitigation calling for further coordination regarding crossings	<p>We agree in the need for further study and identification of important crossing improvements. The county has one grade crossing.</p> <p>We request a more specific mitigation providing study and coordination, and applicant financing for improvements, and an improved process for moving improvements through the BNSF\FRA approval process in a timely manner. The current BNSF\FRA process can take years to complete. Please see comment #7.</p>
5	Table ES-2 pg. 33	Environmental health mitigation: all columns	Please add a mitigation calling for applicant financed training of environmental health responders for emergency events.
6	Table ES2 pg. 34	Noise mitigation: rail column Quiet zone mitigation	This mitigation is effective only with the cooperation of the FRA. FRA interaction regarding crossings is known to be difficult, expensive and time consuming. As written, the mitigation could be of little use. The mitigation should be strengthened to clearly call for applicant funding of improvements and for an improved process with the BNSF and FRA. Please see comment #7.
7	Table ES2 pg. 39	Transportation mitigation: rail column	<p>All three mitigations lack a clear (applicant) funding source for both the studies and the improvements. Without applicant funded and process improvements, it is not realistic that the mitigation promised to the community by these statements will be achieved.</p> <p>Clark County suggests a clear set aside of a certain percent of the annual gross revenues from the project (or another measure negotiated by the parties) to fund studies and improvements. Local and state transportation agencies have collaborative organizations in place to set priorities on intersection and crossing improvements. Local agencies should decide on the order and priority for improvements.</p> <p>The state of Washington should consider taking this opportunity to work with BNSF and the FRA to develop a streamlined process for approving crossing improvements which could be applicable to the lines carrying oil to the terminal.</p>
8	Table ES 2 Pg. 40	Public Services and Utilities mitigation: operations column and rail column	Clark County proposes a mitigation measure would require a certain set aside of project annual gross revenues (or other measure) to create a local fund for the following.

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			<p>First responder (fire, law and health) training and equipment for both major and minor emergencies in the port and along the rail lines.</p> <p>Food and lodging assistance in the event of evacuation of individuals in the Fruit Valley or other neighborhoods adjacent to the rail line. This fund should be administered locally and be available in the event of clearly defined emergency situations. It should be fast and responsive to local needs. This is particularly important for low income neighborhoods such as Fruit Valley where the financial impact to neighbors will be extreme if they are evacuated due to an emergency.</p>
9	Appendix C 5.1 and 5.2 7.0 8.0	Ground failure hazards: liquefaction seismic design conclusions	<p>Appendix C describes liquefaction hazards and notes where the design of tanks and the marine terminal fail to adequately respond to the liquefaction hazards identified in the study. It also describes the seismic design hazards inherent in this site.</p> <p>Clark County requests that the mitigations and design issues identified in the Appendix and in mitigation table ES 2 be more thoroughly analyzed at the DEIS stage. This will also inform the permitting process. A more thorough understanding of the proposed design and mitigation issues is necessary to protect pipelines, the marine terminal, storage tanks, and other transfer facilities may require adjustment of the site plan and impact the capacity allowed on the site.</p>
10	Chapter 3	Flooding and storm preparation	<p>The DEIS does not adequately address local flooding and wind and ice storm events and the construction and design features necessary to continue smooth operation in the event of adverse weather.</p> <p>Clark County requests more information and mitigation for a 500 year flood, which the DEIS does not address. A 500 year flood would impact the entire site with up to 3 feet to standing water, which could influence pipelines, electrical supplies, etc. Responses to flooding, such as the appropriate elevations for crucial electrical junctions is suggested.</p> <p>Clark County requests inclusion of more information on local weather and the design responses necessary to anticipate both wind, snow and ice load.</p>

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11		Inherent safety	<p>Inherent safety is a design principle requiring that a proposed oil terminal be designed to respond both to the specifics of this site, and to best operating practices based on recent successes and failures at other oil handling facilities. The DEIS does not discuss how the facility will be designed and operated to maximize inherent safety.</p> <p>Clark County requests incorporation of inherent safety design principles, impacts and mitigations throughout the DEIS, and in particular to sections related to piping, storage, and onsite operation. It is imperative to design specifically for this site, and not copy a facility design from another geographic area.</p> <p>It is also imperative, noting the short historical time frame for transport and handing of this commodity, that knowledge from other facilities and situations is incorporated into the design and continuing operation of this facility.</p>
12	Appendix G	Emissions: Particulate matter	<p>The DEIS does not adequately describe the emission risks associated with the facility. Clark County requests:</p> <p>Description of the cumulative total impact of chemical emissions and particulate matter generated. The existing study looks at individual sources and concludes moderate to low risk. We request an analysis of impact on all the emissions simultaneously. Include emissions from construction and decommission and mobile sources. Also include an assessment of the impact of interaction of the chemical emissions and particulates, given that substances tend to interact with one another.</p> <p>Create a cumulative impact total estimate for workers at the Jail Work Center and other adjacent businesses, assuming a 25 year work history for employees.</p> <p>DEIS assessments were performed at the industrial levels of significance. Please add an assessment at the residential level, which is more relevant to employees and residential inmates at the Jail Work Center.</p>
13	General		<p>Because of emissions impacts, public safety, and other impacts, Clark County requests limitation of any permit issued by the State of Washington to the</p>

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			commodities analyzed in the EIS. Requires a new EIS if the applicant introduces a new commodity type that requires treatment and handling different from the commodity proposed in the current application.

Comments with a Public Health Focus

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1	3.1-14	Soil liquefaction risks at terminal	Liquefaction and resulting structural instability may result in releases of petroleum on the site – even with some structural improvements cited. Releases will result in threats to public health at surface waters, groundwater used as drinking water and indoor and outdoor air threats.
2	3.1-17	Landslide risks along rail corridor	Landslides during transport through several areas of Clark County along the rail corridor near the Columbia River could result in significant releases of petroleum which will result in threats to public health at surface waters, groundwater used as drinking water and indoor and outdoor air threats.
3	3.2-13	Air quality impacts during construction	Narrative qualitatively describes human health impacts during construction activities and describes them as minor based on averaged estimated concentrations. Some mitigation measures are described to lessen potential impacts to workers at Jail Work Center (JWC). Clark County Public Health disagrees with analysis and conclusions as minor and with the proposed scope of the mitigation measures. Air quality impact estimates are generally averaged and do not account for localized concentrations of pollutants or Air Toxics. Measurements in highly concentrated areas of activity – highways, industrial zones, etc. typically show persistent high concentrations that dispersion models do not accurately predict. In addition to the described mitigation measures there should at a minimum be air monitoring stations and air sampling for air toxics near the JWC and nearby (<1.0 mile) Fruit Valley neighborhood during construction activity with plans for ceasing or modifying activity to protect human health impacts to those populations from construction related air emissions. The proposed plans are inadequate for protecting human health.

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4	3.2-15	Comparison of stationary source operations emissions to thresholds	While Clark County Public Health recognizes that standard, accepted models for estimating emissions were compared to Federal thresholds to evaluate air impacts and to conclude that impacts “would be minor”, we recommend that more precise modelling or ongoing air monitoring be added to the plans to ensure that residents of the Jail Work Center and the nearby Fruit Valley neighborhood are not negatively impacted by air emissions from the operations. The models tend to average out possible local impacts.
5	3.2-19 & 3.2-20	Mapping of maximum air pollutant concentrations	These two maps do not show any results for the closest neighborhood area – Fruit Valley Neighborhood – which is only partially shown in 2 nd figure.
6	3.3-3	Groundwater resources data sources	Table does not clearly indicate that County GIS or Ecology Well Log database were used to assess groundwater use. Clark County residents rely on groundwater for over 85% of drinking water supplies through community and individual wells.
7	3.3-16	Groundwater well head protection zones map	This map is good to demonstrate major groundwater sources. However, it probably does not indicate individual wells or small community water system wells. Additional research of these types of resources is needed to fully assess potential impacts to groundwater used as drinking water.
8	3.3-44	Groundwater impacts during site improvement activities	Based on the description of activities and possibility of contaminated groundwater being mobilized, Clark County Public Health recommends that sentinel monitoring wells be placed in locations around site where drinking water supply wells or surface waters might be impacted. Wells would be monitored during site construction activities and monitored periodically to evaluate groundwater gradients and quality.
9	3.3-49	Groundwater impacts from vertical ground improvement columns	This discussion also raises possibility of comingling of existing groundwater contaminants or introduction of site releases to shallow groundwaters. Due to these concerns Clark County Public Health again recommends sentinel monitoring wells in key locations around the development site to protect surface and groundwaters.
10	3.6	Aquatic Species section	Inadequately treated stormwater runoff or contaminant releases from the facility could negatively impact local fisheries and has the potential to impact human health through contaminant ingestion via fish consumption. The location of the facility along the Columbia River and near the confluence of the Willamette River increases the potential negative impact on fisheries and aquatic species from the

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			proposed facility.
11	3.7-1	Considering the Fruit Valley residential area.	The Fruit Valley residential area is “home” for many families and individuals. There are many children that live in this area of the county. Families living in the Fruit Valley area are disproportionately underserved and lower on the socioeconomic scale. Ambient air contamination or limited concentrated releases may have a more severe impact on these families than fully appreciated in this report.
12	3.7-4	Bunker fuel use for transport tankers.	While the effects of the bunker fuel combustion are not fully understood, the emissions contain substances that are well studied and have been found to have serious human health effects. The burning of bunker fuels should be limited during outside air pollution advisories (for example: air inversions) as determined by the Southwest Clean Air Agency, Oregon Department of Environmental Quality, or other regulatory agency.
13	3.7-4	Consumption of gasoline and diesel fuel	The combustion of gasoline and diesel fuels create hazardous exhaust, which in concentrated levels, will pose a health risk to those working at the facility, employees of nearby businesses, and potentially for full or part time residents near the facility. Consumption of gasoline and diesel fuels should be minimized by limiting idling, using fuel efficient vehicles, using alternative fuel vehicles, considering wind direction, and taking action to limit emissions during outside air pollutions advisories (for example: air inversions) as determined by the Southwest Clean Air Agency, Oregon Department of Environmental Quality, or other regulatory agency.
14	3.7-5	Use of regional or local resources for construction of the facility will also create construction waste.	Construction waste must be handled, stored, and disposed of in accordance with Federal, State, and local regulations. This will enhance the protection of the public health by: limiting release of vapors; protecting ground water resources (primary source of drinking water for Clark County residents); containing solid waste; preventing access or exposure to hazardous materials. Due to the proximity to surface and ground water, burying of any construction materials should be prohibited and all materials be disposed of at an approved disposal facility.
15	3.8-4 3.8.5	Landfill locations and deed status	These areas often contain highly toxic and volatile material. Construction occurring within these areas should be performed with the upmost care and considerations to ensure the integrity of landfill caps and liners. This will prevent

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			any release of hazardous materials/chemicals (leachate) to the natural environments. Oversight and approval by the Washington Department of Ecology is required.
16	3.8-10	Release of hazardous materials	Any release of hazardous materials as outlined must be reported to the Washington Department of Ecology and Clark County Public Health for documentation, evaluation, is subject to follow up, and potential regulatory action.
17	3.9-7	Noise modeling	It should be noted that additional noise modeling should be conducted due the fact of the proximity of Vancouver Lake to the construction site. Noise travels more readily over surface water. Consequently, neighborhoods north of Vancouver Lake, visitors to Vancouver Lake Park, and those recreating on the lake, may experience more significant impacts from noise than understood. It is recommended that noise modeling be conducted for this consideration.
18	3.9-7	Considering the Fruit Valley residential area.	The Fruit Valley residential area is “home” for many families and individuals. There are many children that live in this area of the county. Also, the Vancouver Lake Boating Club is near this community. Families living in the Fruit Valley area are disproportionately underserved and lower on the socioeconomic scale. Noise may have a more severe impact on these families than fully appreciated in this report.
19	3.9-10	Footnote: “Locomotives may be fitted with an Automatic Engine Shutoff System...”	Due to noise, but mainly air quality concerns, Automatic Engine Shutoff Systems are highly suggested for locomotives serving this facility. The systems could be maintained and operative while within Clark County. This will minimize idling of locomotives and decrease noise and air pollution.
20	3.9-24	Exceedance of regulatory limits for short periods of construction and decommissioning activities.	A full public education campaign should be offered to inform local businesses and residents within 5,000ft of the activity. Noise barricades should also be installed. This will minimize noise for employees and residents and improve wellbeing knowing when and why the noise is being produced. The limited duration activities should occur during specific times of the day to minimize negative impacts to resident’s sleep patterns.
21	3.12-1	Definition of “recreation”.	Within the area of study, there is a formally designated public beach on Vancouver Lake. This beach draws thousands of swimmers each year. Impact will be similar as assessed for other recreational activities.

