



May 16, 2014

The Honorable Patty Murray
United States Senator
154 Russell Senate Office Building
Washington, DC 20510

Dear Senator Murray:

I am writing on behalf of the Port of Vancouver to offer our strong support of your efforts to improve the safety of trains carrying crude oil. We applaud your overall work to improve freight rail transportation in our region, and your focus on strengthening regulations for the transport of oil, including the development of new national operations and safety rules and comprehensive spill response planning. These efforts will improve all rail transport for existing and future commodities within the United States.

As you know, our tenant Tesoro Savage LLC is in the permitting phase of an oil terminal that will employ hundreds of people and provide millions of dollars in tax revenue for our community. While Tesoro has operated as a tenant at the port for over 29 years with zero occurrences of spills, we and they recognize the need to ensure that this commodity can be handled safely when it comes to protecting our environment and community. We must find ways to make the transport of crude oil safer; and swift and decisive action by our federal government is imperative.

In addition, in light of the number of recent accidents involving railcars carrying crude including the 13-car derailment in Lynchburg, VA, we support a complete safety solution that continues to address the product, the container (railcars) and the transportation (operation and maintenance) of the commodity. This includes comprehensive reviews of current rail car designs and the recent U.S. Department of Transportation (DOT) emergency order urging shippers to eliminate aged DOT 111 tank cars. We advocate that the phase out of DOT 111 cars be expedited, with a set completion date.

Other improvements, including changes at the wellhead to improve transportation of the product, revised railcar standards and more stringent railroad operations and maintenance is needed to provide the highest level of integrity and safety to help ensure protection of our communities and the environment along rail routes. We urge you to ensure these standards are implemented as soon as possible, providing certainty to our communities, and to those in the industry that will need to prepare for change.

We also support the DOT's emergency order requiring information sharing with state emergency management officials regarding the movement of large shipments of crude oil through their states. Better information, coordination and response capability along all rail lines handling crude oil are critical.

We believe so firmly in this that we have taken a pro-active stance on emergency response coordination by calling together the railroads, up-river barge companies, and emergency and spill response organizations to develop a comprehensive response system all the way from our community to Lewiston, Idaho, covering the railway lines for the length of the Columbia-Snake River System.

This collaborative approach is modeled after the Marine Fire and Safety Association (MFSA) on the Lower Columbia River. As you are aware, the MFSA is a highly respected, well-coordinated spill and fire response system that we believe should be emulated along Washington's entire rail route.

Finally, we want to thank you for advocating for the importance of ensuring our rail system serves agricultural as well as energy users. The Port of Vancouver handles a tremendous amount of grain, and along with many other ports along the Columbia River, we rely on efficient, reliable rail service to move the nation's grain crops to market.

Again, we applaud your long-standing advocacy for freight rail transportation and your efforts to make the transport of crude oil safer as it moves through our communities. Oil trains are already traveling through Vancouver daily; and regardless of whether or not a crude oil transfer facility is located on our port, this issue must be addressed quickly and on a national basis.

Thank you for your voice on this issue, and we offer any assistance possible.

Sincerely,

A handwritten signature in black ink that reads "Todd M. Coleman". The signature is written in a cursive, flowing style.

Todd M. Coleman
Chief Executive Officer

May 19, 2014

The Honorable Maria Cantwell
United States Senator
311 Hart Senate Office Building
Washington, DC 20510

Dear Senator Cantwell:

I am writing on behalf of the Port of Vancouver to offer our strong support of your efforts to improve the safety of trains carrying crude oil, especially as you discuss the potential for new rail safety legislation in your capacity as a senior member of the Senate Commerce, Science and Transportation Committee. We applaud your overall work to improve freight rail transportation in our region, and your focus on strengthening regulations for the transport of oil, including the development of new national operations and safety rules and comprehensive spill response planning. These efforts will improve all rail transport for existing and future commodities within the United States.

As you know, our tenant Tesoro Savage LLC is in the permitting phase of an oil terminal that will employ hundreds of people and provide millions of dollars in tax revenue for our community. While Tesoro has operated as a tenant at the port for over 29 years with zero occurrences of spills, we and they recognize the need to ensure that this commodity can be handled safely when it comes to protecting our environment and community. We must find ways to make the transport of crude oil safer; and swift and decisive action by our federal government is imperative.

In addition, in light of the number of recent accidents involving railcars carrying crude including the recent 13 car derailment in Lynchburg, VA, we support a complete safety solution that continues to address the product, the container (railcars) and the transportation (operation and maintenance) of the commodity. This includes comprehensive reviews of current rail car designs and the recent U.S. Department of Transportation (DOT) emergency order urging shippers to eliminate aged DOT 111 tank cars. We advocate that the phase out of DOT 111 cars be expedited, with a set completion date. Like you, we also support making this phase out mandatory rather than voluntary in nature.

Other improvements, including changes at the wellhead to improve transportation of the product, revised railcar standards and more stringent railroad operations and maintenance is needed to provide the highest level of integrity and safety to help ensure

protection of our communities and the environment along rail routes. We urge you to ensure these standards are implemented as soon as possible, providing certainty to our communities, and to those in the industry that will need to prepare for change.

We also support the DOT's emergency order requiring information sharing with state emergency management officials regarding the movement of large shipments of crude oil through their states. Better information, coordination and response capability along all rail lines handling crude oil are critical.

We believe so firmly in this that we have taken a pro-active stance on emergency response coordination by calling together the railroads, up-river barge companies, and emergency and spill response organizations to develop a comprehensive response system all the way from our community to Lewiston, Idaho, covering the railway lines for the length of the Columbia-Snake River System.

This collaborative approach is modeled after the Marine Fire and Safety Association (MFSA) on the Lower Columbia River. As you are aware, the MFSA is a highly respected, well-coordinated spill and fire response system that we believe should be emulated along Washington's entire rail route.

Finally, we want to thank you for advocating for the importance of ensuring our rail system serves agricultural as well as energy users. The Port of Vancouver handles a tremendous amount of grain, and along with many other ports along the Columbia River, we rely on efficient, reliable rail service to move the nation's grain crops to market.

Again, we applaud your long-standing advocacy for freight rail transportation and your efforts to make the transport of crude oil safer as it moves through our communities. Oil trains are already traveling through Vancouver daily; and regardless of whether or not a crude oil transfer facility is located on our port, this issue must be addressed quickly and on a national basis.

Thank you for your voice on this issue. We offer any assistance possible, especially as you work with your congressional colleagues and the Administration on the potential of new rail safety legislation in this area.

Sincerely,



Todd M. Coleman
Chief Executive Officer



May 27, 2014

The Honorable Jamie Herrera Beutler
U.S. House of Representatives
1030 Longworth House Office Building
Washington, DC 20515

Dear Congresswoman Herrera Beutler:

I am writing on behalf of the Port of Vancouver to offer our strong support of federal efforts to improve the safety of trains carrying crude oil. As a Member of the Transportation, Housing and Urban Development and Related Agencies Appropriations Subcommittee we know you take seriously the Congress' and the U.S. Department of Transportation's (DOT) role in strengthening regulations for the transport of oil, including the development of new national operations and safety rules and comprehensive spill response planning. These efforts will improve all rail transport for existing and future commodities within the United States.

As you know, our tenant Tesoro Savage LLC is in the permitting phase of an oil terminal that will employ hundreds of people and provide millions of dollars in tax revenue for our community. While Tesoro has operated as a tenant at the port for over 29 years with zero occurrences of spills, we and they recognize the need to ensure that this commodity can be handled safely when it comes to protecting our environment and community. We must find ways to make the transport of crude oil safer; and swift and decisive action by our federal government is imperative.

In addition, in light of the number of recent accidents involving railcars carrying crude including the recent multi-car derailment in Lynchburg, VA, we support a complete safety solution that continues to address the product, the container (railcars) and the transportation (operation and maintenance) of the commodity. This includes comprehensive reviews of current rail car designs and the recent DOT emergency order urging shippers to eliminate aged DOT 111 tank cars. We advocate that the phase out of DOT 111 cars be expedited, with a set completion date. We also support making this phase out mandatory rather than voluntary in nature.

Other improvements, including changes to the wellhead to improve transportation of the product, revised railcar standards and more stringent railroad operations and maintenance is needed to provide the highest level of integrity and safety to help ensure protection of our communities and the environment along rail routes. We urge you to

ensure these standards are implemented as soon as possible, providing certainty to our communities, and to those in the industry that will need to prepare for change.

We also support the DOT's emergency order requiring information sharing with state emergency management officials regarding the movement of large shipments of crude oil through their states. Better information, coordination and response capability along all rail lines handling crude oil are critical.

We believe so firmly in this that we have taken a pro-active stance on emergency response coordination by calling together the railroads, up-river barge companies, and emergency and spill response organizations to develop a comprehensive response system all the way from our community to Lewiston, Idaho, covering the railway lines for the length of the Columbia-Snake River System.

This collaborative approach is modeled after the Marine Fire and Safety Association (MFSA) on the Lower Columbia River. As you are aware, the MFSA is a highly respected, well-coordinated spill and fire response system that we believe should be emulated along Washington's entire rail route.

Finally, as you well know, it is important we ensure our rail system serves agricultural as well as energy users. The Port of Vancouver handles a tremendous amount of grain, and along with many other ports along the Columbia River, we rely on efficient, reliable rail service to move the nation's grain crops to market.

As Congress and DOT continue to look at ways to make the transport of crude oil safer, we hope you will continue to keep our views in mind. Oil trains are already traveling through Vancouver daily; and regardless of whether or not a crude oil transfer facility is located on our port, this issue must be addressed quickly and on a national basis.

We again offer any assistance possible, especially as you work with your congressional colleagues and the Administration on the potential of new rail safety legislation in this area.

Sincerely,

A handwritten signature in black ink that reads "Todd M. Coleman". The signature is written in a cursive style with a long horizontal flourish at the end.

Todd M. Coleman
Chief Executive Officer