

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON**

RESOLUTION NO. 2016-001

Opposing Oil Shipment by Rail, and Endorsing Comments on the Tesoro Savage Vancouver Energy Distribution Terminal Draft Environmental Impact Statement.

The Multnomah County Board of Commissioners Finds:

- a. With the rapid development of the Bakken Oil fields in North Dakota and Canada, and ongoing development of Canadian oil sands, shipments of crude oil by rail have increased dramatically in the Northwest since 2012.
- b. Due to this oil boom Oregon has become a throughway for crude oil traveling by rail.
- c. Up to 12 trains carrying 1,000,000 gallons or more of Bakken crude oil pass through Multnomah County each week.
- d. Risks posed to Multnomah County residents from oil by rail shipments include the potential for oil train explosions, fires, and/or spills as a result of derailment; increased particulate emissions from locomotive exhaust; congestion and collision along roadways and rail lines; and associated health impacts including injury and death.
- e. Nine significant train derailments have occurred in North America since July 2013, one of which resulted in multiple fatalities and injuries.
- f. In case of an oil train fire, the half mile surrounding the incident should be considered for evacuation. Concern about safety is heightened given population proximity to rail lines because 26% of Multnomah County's population lives within a half mile of a rail line that carries crude oil.
- g. A total of 108 schools (pre-school through high school), and 100 childcare facilities are within the half mile evacuation zone.
- h. The area of impact in the case of an oil train fire or explosion is increased because of a toxic plume of smoke from the fire, and because of distress and trauma caused to local residents.
- i. The Tesoro Savage Vancouver Energy Distribution Terminal at the Port of Vancouver, if approved, would be the largest oil by rail terminal in the country, and would transport on average 360,000 barrels of oil per day by rail for transfer onto ocean going vessels.
- j. The Tesoro Savage Vancouver Energy Distribution Terminal, in combination with a total of 13 new or expanded oil facilities proposed in Oregon and Washington, would increase oil by rail traffic to over one million barrels of oil per day on Northwest rails lines, and increase oil transport through Multnomah County.

- k. The potential for oil by rail derailment and spill in the Columbia River corridor poses grave risk to natural and cultural resources, including endangered fish populations.
- l. Because of the rapid rise of oil by rail, local emergency responders capability, equipment, and funding to deal with large scale oil fires is inadequate.

The Multnomah County Board of Commissioners Resolves:

- 1. To oppose oil by rail transportation through and within Multnomah County
- 2. To declare that it is the policy of Multnomah County to oppose projects and proposals that have the potential to increase the amount of crude oil being transported by rail through Multnomah County.
- 3. To support the development and review of a comprehensive Health Impact Assessment, at the expense of the initiating entity, prior to approval of any new oil transfer and storage permits by any state, regional, or federal agency.
- 4. To endorse the attached comments to the Tesoro Savage Vancouver Energy Distribution Terminal draft environmental impact statement, and to instruct the Office of Sustainability to submit those comments to the Washington Energy Facility Site Evaluation Council on behalf of the County.
- 5. To accept the findings of the attached risk assessment.

ADOPTED this 21st day of January, 2016.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Deborah Kafoury

Deborah Kafoury, Chair

REVIEWED:
JENNY M. MADKOUR, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By *Katherine Thomas*
Katherine Thomas, Assistant County Attorney