

BEFORE THE CITY COUNCIL  
FOR THE CITY OF MOSIER, OREGON

Resolution No. 2014-05

**A Resolution to Protect the Health, Safety, and Economic Well-Being of Citizens and Natural Resources from the Potential Impact of Increased Crude Oil Rail Traffic Passing Through the City of Mosier, Oregon, Resulting from Proposed Terminal Projects.**

WHEREAS, the City of Mosier is committed to the protection of its citizens and the natural resources on which the City depends, and

WHEREAS, rail infrastructure in Mosier runs adjacent to land resources and its marine and aquatic resources including the Mosier and Rock Creek and the Columbia River; and

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

WHEREAS, the Mosier City Council is concerned about the potential impacts to the Mosier Community School which is located approximately 150 ft. from the rail road tracks; and

WHEREAS, the Federal Pipeline and Hazardous Materials Safety Administration (PHMSA) issued a major safety alert on January 2, 2014, declaring oil obtained in the Bakken Shale is more explosive and calling for more testing of the temperature at which “traditional heavy crude oil” becomes flammable; the Alert states that, “...the materials pose significant fire risk if released from the package in an accident...[and] the agencies have found it necessary to expand the scope of their testing to measure other facts that would affect the proper characterization and classification of the materials” ; and

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

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

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

WHEREAS, on April 30<sup>th</sup>, 2014, a train carrying crude oil exploded in Lynchburg, Virginia, and spilled 50,000 gallons of crude oil in the James River,

WHEREAS, as shipments of oil and other petroleum products increase, the number of accidents rises - in 2013 through early November, there were 137 crude releases as compared to just 1 in 2009; and

WHEREAS, the U.S. Department of Transportation (USDOT) is in the process of designating new safety standards and requirements for rail tank cars and evaluating potential new rules for the transportation of flammable liquids; and

WHEREAS, there has been a 8,358 % increase in rail car shipments of crude oil in the United States since 2006; and

WHEREAS, 84% of railroad tank cars are outdated and obsolete in terms of safely transporting Bakken Crude Oil; and

WHEREAS, Oregon is preempted by federal law from regulating rail freight transportation and rail car safety standards, and the navigation of vessels operating on the State's navigable waterways; and

WHEREAS, extreme fire danger from high winds and dry forests exists in the Columbia Gorge during the summer and fall months; and

WHEREAS, no Columbia Gorge fire department by itself or in combined support has the equipment or firefighting supplies to put out a major oil train fire and although are bound to support each other through mutual aid agreements their combined resources are not sufficient to address an oil fire (per the Columbia Gorge First Responder Survey of 2014); and

WHEREAS, unit trains of coal and/or oil with their combined massive weights and commensurate impact on ballast, gauge, and overall wear and tear are more likely to cause accidents and derailment; and

WHEREAS, Sightline Institute of Seattle has estimated that If all of the oil-by-rail projects were built, they would be capable of moving 785,000 barrels per day—more oil capacity than either of the controversial pipelines planned in British Columbia, and nearly as much as the planned Keystone XL pipeline; and

WHEREAS, The Intergovernmental Panel on Climate Change, an internationally accepted authority on climate change, which produces reports which have the agreement of leading climate scientists and the consensus of participating governments in their fifth assessment report, released a report on March 31, 2014 statement that states “strong action would have to be enacted to decrease the emissions of the greenhouse gases (such as carbon dioxide) that cause global warming.” and the report

also states that “governments can protect their people from those risks, if they do so now”; and

WHEREAS, Governor Kitzhaber on April 19, 2014 stated: “For Oregon and the world, climate change is an environmental and economic imperative. It is the greatest challenge to our legacy and the greatest threat to our future”; and

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

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

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

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

***BE IT FURTHER RESOLVED that the City of Mosier communicate with public emergency response teams to review evacuation plans in the case of a derailment of an oil train; and***

***BE IT FURTHER RESOLVED that any member of the city council may speak on behalf of the City of Mosier on this matter if the Mayor is unavailable for comment.***

ADOPTED BY THE CITY COUNCIL ON \_\_\_\_\_

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Mayor Andrea Rogers