



COUNCIL RESOLUTION NO. 5181

**A RESOLUTION OPPOSING TRANSPORTATION OF OIL BY RAIL
THROUGH THE CITY OF EUGENE.**

PASSED: 6:2

REJECTED:

OPPOSED: Poling, Clark

ABSENT:

CONSIDERED: January 25, 2017



RESOLUTION NO. 5181

A RESOLUTION OPPOSING TRANSPORTATION OF OIL BY RAIL THROUGH THE CITY OF EUGENE.

The City Council of the City of Eugene finds that:

A. There has been a significant increase in the transportation of crude oil by rail through the Pacific Northwest to existing terminals and refineries on the west coast. Oil is transported by rail through Portland to an existing terminal in Columbia County and to refineries in California. According to the U.S. Department of Transportation (DOT), oil transportation by rail has increased 50 to 60 times above the levels that existed prior to 2010. Fifteen oil-by-rail terminals are proposed, under construction, or currently operating in Oregon and Washington.

B. Much of the oil being transported by rail is highly volatile oil from the Bakken oil fields in North Dakota. The oil is often being transported in tank cars, called DOT 111s, which were never intended to transport volatile crude oil. The U.S. DOT identifies the blast zone resulting from an oil train accident, fire and explosion involving Bakken oil as being 0.5 to 1 mile in all directions. Serious risks are caused by oil-by-rail projects including but not limited to delayed emergency vehicles, oil fires, oil spills, oil explosions resulting from train derailments, increased air pollution, increased water pollution, and contributions to climate disruption-induced injury and disease.

C. Since 2013, oil train accidents have caused 47 deaths, the evacuation of thousands of residents, and billions of dollars in property damage and environmental destruction. In June 2016, four train cars carrying crude oil derailed going through the Columbia River Gorge in the town of Mosier, Oregon. The train cars caught fire, prompting evacuation of residents, schools and businesses, and damage to the local water supply, sewer system and soil. In September 2016, 13 train cars derailed in Eugene, including one containing highly flammable liquefied petroleum gas (propane).

D. New rules adopted by the U.S. Department of Transportation (DOT) fail to ensure the safety of communities or the environment from catastrophic accidents, spill, explosions, and fires.

E. In the event of an accident, explosion and fire involving an oil train, local emergency responders would be ill-equipped to protect human health, property, or the environment. Emergency responders would likely focus on evacuation while allowing the oil fire to burn itself out.

F. The City Council seeks to address the immediate issue of new oil-by-rail proposals in a timely manner, as well as those oil trains already moving through Eugene.

NOW, THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a
Municipal Corporation of the State of Oregon, as follows:**

Section 1. The City Council opposes oil-by-rail transportation through and within the City of Eugene.

Section 2. The City Council supports the preparation of a programmatic, comprehensive, and area-wide Environmental Impact Statement to identify the cumulative effects that would result from existing and proposed oil-by-rail terminals, as well as the development and review of a comprehensive Health Impact Assessment prior to approval of any new oil transfer and storage permits by any state, regional or federal agency.

Section 3. The City Council directs the City Manager to send a letter to Senators Wyden and Merkley and Congressman DeFazio, requesting they develop legislation that requires railroad companies and/or oil companies to make public any development plans for increased rail traffic that accommodate oil transport and storage, to provide adequate notice to local communities of any plans for new or expanded rail facilities or any anticipated increases in rail traffic volume, and they submit an emergency environmental cleanup plan in case of accidental spills or train derailment. The City Manager is also directed to send the letter and resolution to Governor Kate Brown and the local state legislative delegation.

Section 4. The City Council supports economic growth that contributes to citizens' health, safety, and well-being, and that on balance, adheres to principles of sustainable development and overall reduction of carbon emissions.

Section 5. This Resolution is effective immediately upon its passage by the City Council.

The foregoing Resolution adopted the 25th day of January, 2017.



City Recorder