

OIL TRAIN & FOSSIL FUEL POLICIES

IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

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x ✓ Bob Sallinger	5151 NW Cornell Row Portland OR 97210	bsallinger@carbonportland.org
✓ Sunny Side Students (3)		Sunnyside, OR
left - ✓ Chris Smith	2343 NW Peck, 97210	
✓ INGA FISHER WILLIAMS	2824 NE Cedar Chavez 97222	
left ✓ Mike Stanton	I LWU Portland, OR	-
✓ Cherylou Bayon Sunnyside Students	_____	-
✓ Sunnyside Students	_____	-
✓ Kacie Behrendt	6706 NE Rodney, Portland 97211	_____

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✓ Randy Camp	97321	
✓ Rob D. deLisus	97213	
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For
later
No

Transport of Fossil Fuels Through the Columbia River Gorge

Background

A RESOLUTION expressing the concerns of the Federation of Western Outdoor Clubs ("FWOC") regarding the threat to the Columbia River Gorge National Scenic Area and communities throughout Washington and Oregon State due to pollution, global warming, and potential accidents, spills, and explosions resulting from the transport of fossil fuels through the Columbia River Gorge to existing and proposed terminals and refineries throughout the Pacific Northwest. FWOC requests that the Washington Energy Facility Siting and Evaluation Council ("EFSEC") recommend against the siting of new fossil fuel terminals; urges the Governors of both Washington and Oregon to not approve any permits or site certification agreements for new terminals; and urges Congress, the Legislature, and regulators to adopt laws and regulations to increase the safety of the transportation of crude oil.

1. WHEREAS, the FWOC was formed: to secure additional protection for qualified areas of wilderness on public lands; to protect wildlife, native plants, waters and lands in wildlife refuges and through other means; to preserve the natural integrity of areas valuable for recreation; and to protect and restore the quality of air, water, and soils and the integrity of rivers, lakes, wetlands, coasts, grasslands and deserts; and
2. WHEREAS, eleven new terminals are currently proposed, under permitting review, or under construction in the Northwest totaling an additional 800,000 barrels per day of Bakken crude oil being transported to the Northwest by rail from the Bakken oil fields in North Dakota and possibly Canada; and
3. WHEREAS, 3 new terminals are proposed and under permitting review in the Northwest totaling an additional 100 million tons of coal a year to be transported through the Northwest by rail from the Powder River Basin; and

4. WHEREAS, if all currently proposed terminals and refineries are built in the Northwest, forty or more unit trains, each one mile long and carrying approximately 70,000 barrels of oil or over 13,000 tons of coal each, would travel through the Columbia River Gorge every day; and
5. WHEREAS, human error, acts of nature and unforeseen disasters could have devastating effects on communities in the Columbia River Gorge and throughout Washington, Oregon, and elsewhere; and
6. WHEREAS, the rail lines run along the Columbia River and cross creeks and environmentally sensitive natural areas; and
7. WHEREAS, according to the Association of American Railroads (“AAR”) the volume of crude oil shipped by rail has increased from 9,500 carloads in 2008 to 400,000 carloads in 2013; and
8. WHEREAS, the Tesoro Savage Terminal proposed in Vancouver would transport 360,000 barrels per day of oil through the Columbia River Gorge and its communities in five loaded unit trains, with the potential for future expansion; and
9. WHEREAS, oil would be transferred in Vancouver to ocean-going tankers and shipped down the Columbia River to the Pacific Ocean; and
10. WHEREAS, The City of Vancouver adopted a resolution on June 2, 2014 opposing the Tesoro Savage terminal and oil exports in general; and
11. WHEREAS, The Columbia River Gorge Commission adopted a resolution on July 17, 2014 opposing the transport of coal and oil and calling for a moratorium on all new fossil fuel transport through the gorge until a joint comprehensive risk assessment is completed and a regional safety plan is implemented; and
12. WHEREAS, possible derailments, spills, explosions, and fallout pose a serious threat to the Gorge and rail communities throughout the Northwest; and

13. WHEREAS, the primary source of the petroleum anticipated to be transported by rail through the Columbia Gorge is from the Bakken formation, which the U.S. Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration ("PHMSA") has determined may be more flammable than traditional heavy crude oil; and
14. WHEREAS, the PHMSA's 2013 investigation into the transportation of Bakken oil, known as Operation Classification, showed that crude oil taken from cargo tanks en route to rail loading facilities was not properly classified on numerous occasions leading DOT to issue an emergency order requiring shippers to test Bakken oil and classify it as a packing group I or II commodity; and
15. WHEREAS, the fatal incident in Lac-Mégantic, Quebec, resulted in loss of forty-seven lives and buildings and required the evacuation of 1,000 resident; and
16. WHEREAS, in November 2013, a derailment of a unit train in Aliceville, Alabama, caused a crude oil spill and fire when tank cars ruptured; and
17. WHEREAS, Galveston Bay, Texas, recently experienced a maritime collision that emptied more than 150,000 gallons of crude oil into the bay, and the Columbia River would be used as the major shipping channel for the proposed oil terminal in Vancouver and others in the Northwest; and
18. WHEREAS, in December 2013, a derailment of a BNSF unit train carrying crude oil caused a spill and explosion causing the evacuation of most of Casselton, North Dakota; and
19. WHEREAS, in January 2014 a freight train carrying crude oil in New Brunswick, Canada, derailed causing a spill and fire resulting in the evacuation of 45 homes in a 1.25-mile radius surrounding the crash; and

20. WHEREAS, in April 2014, a freight train transporting crude oil in Lynchburg, Virginia, derailed causing a spill and fire and resulted in the evacuation of a portion of the downtown area and spilling into the James River and catching the river on fire; and
21. WHEREAS, on May 9, 2014, a train carrying crude oil derailed near LaSalle, Colorado, resulting in a spill; and
22. WHEREAS, according to the PHMSA more than 1.15 million gallons of crude oil was spilled in U.S. rail incidents in 2013; and
23. WHEREAS, the increase in the production of Bakken crude oil has placed such a demand on tank cars that older DOT 111 cars are being used to transport Bakken crude oil; and
24. WHEREAS, according to the AAR, approximately 92,000 DOT-111 tank cars are used to move flammable liquids, such as crude oil and ethanol, with only approximately 14,000 (15%) of those tank cars being built to the latest industry safety standards; and
25. WHEREAS, in light of the incident in Lac-Mégantic, Quebec, the Canadian government has ordered the phase out of the use of older DOT 111 tank cars that do not provide necessary protections against punctures, failures and explosions for the transportation of crude oil within three years; and
26. WHEREAS, while, PHMSA has not ordered the phase out of older DOT 111 tank cars; and
27. WHEREAS, oil tank cars built since 2011 are designed to the CPC 1232 standard and Tesoro Savage has indicated that it would only accept CPC 1232 cars. However, in comments to the PHMSA the AAR “now supports even more [than CPC 1232] stringent standards...retrofits of existing cars...and an aggressive phase-out of cars that cannot meet retrofit requirements”; and
28. WHEREAS, some of the tank cars that ruptured in Lynchburg, Virginia, was a CPC 1232 tank car and was travelling 24 mph, well

- below the recently agreed upon 40 mph speed limit for urban areas; and
29. WHEREAS, it will be at least five to seven years before new model tank cars ordered by BNSF could be delivered and, even after they are delivered, BNSF will have to accept older cars from shippers transporting crude oil so long as those cars meet minimum safety requirements; and
30. WHEREAS, even today, the design of those new cars is unsettled and does not have a proven record of safe utilization; and
31. WHEREAS, in January 2014 the National Transportation Safety Board stated "Because there is no mandate for railroads to develop comprehensive plans or ensure the availability of necessary response resources, carriers have effectively placed the burden of remediating the environmental consequences of an accident on local communities along their routes"; and
32. WHEREAS, the transport of large volumes of crude oil through the Columbia River Gorge places an unacceptable burden on emergency responders; and
33. WHEREAS, the National Transportation Safety Board in January 2014 recommended that unit trains transporting Bakken crude oil be rerouted to avoid populated areas where technically feasible; and
34. WHEREAS, global warming and climate change pose an incalculable and potentially catastrophic risk to the Pacific Northwest, United States, and the world in general; and
35. WHEREAS, the burning of fossil fuels, in particular coal and oil, is the leading contributor to global warming and climate change; and
36. WHEREAS, massive transportation increases in coal and crude oil by rail through the Columbia River Gorge is inconsistent with the purposes of the FWOC; and contrary to the health, safety and welfare of Northwest residents and the environment;

Resolution

NOW, THEREFORE, BE IT RESOLVED BY THE FEDERATION OF WESTERN OUTDOOR CLUBS:

Section 1. FWOC requests that the Governor of Washington and the Governor of Oregon oppose new coal and oil terminal facilities that would result in an increase of coal or oil train traffic through the Columbia River Gorge National Scenic Area, or any other environmentally sensitive area in either state.

Section 2. FWOC requests that municipalities, agencies and officials deny permits for new facilities that will result in an increase in the transportation of coal or crude oil through the Columbia River Gorge or any other environmentally sensitive area in either state.

Section 3. FWOC requests that all relevant state agencies consult with the Columbia River Gorge Commission and U.S. Forest Service and consider and require the avoidance of any direct, indirect and cumulative adverse impacts on the Columbia River Gorge that would result from terminal and refinery proposals when reviewing applications for fossil fuel by rail projects, specifically the proposed Tesoro-Savage project in Vancouver.

Section 4. FWOC urges Congress, the State Legislature and agencies with jurisdiction to adopt legislation and regulations related to rail transport requiring disclosure of the volumes, types of petroleum, petroleum products, and petroleum derivatives; transport routes; and the frequency and duration of transfers of petroleum, so the Columbia River Gorge Commission, federal land managers, state agencies and local communities can be fully informed of and plan for the risks posed by the transport of petroleum by rail.

Section 5. FWOC urges the U.S. Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration to promptly adopt regulations to increase safety standards for tank car design and operations regulations for petroleum product shipments to a level that would ensure the safety of our communities and the environment.

Section 6. FWOC urges the federal government to follow through on rules jointly proposed by the U.S. National Transportation Safety Board and the Transportation Safety Board of Canada under which trains from the Bakken fields would be required to avoid populated areas and oil transported by rail would be regulated in the same way as other toxic or explosive materials.

Proposed by Friends of the Columbia Gorge

Adopted by the Federation of Western Outdoor Clubs on August 24, 2014.

Oil Trains and Coal Trains

Background

The USA is deliberately reducing consumption of fossil fuels in order to slow climate change while at the same time exporting coal and oil to developing countries. In the past year, transport by rail has increased manifold, while the supporting infrastructure has been decaying. Ports along the Columbia River, Puget Sound, and other affected western states are already handling huge increases of exports, and more is planned. The trains are unsafe, the oil cargo is explosive, the coal cargo is toxic and the entire system is poorly regulated.

Resolution

The Federation of Western Outdoor Clubs is adamantly opposed to the export of fossil fuels. All efforts should be expended to support local communities in their opposition to export terminals while at the same time working to increase safety.

Adopted by the Federation of Western Outdoor Clubs on August 24, 2014.



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TYEE LODGE
NESIKA LODGE



FRIENDS OF THE COLUMBIA GORGE

37164

**Testimony by Michael Lang, Friends of the Columbia Gorge
Before the Portland City Council
Supporting resolutions on oil-by-rail transport and fossil fuel infrastructure**

November 4, 2015



Friends of the Columbia Gorge thanks Mayor Hales, Commissioner Fritz and the city council for allowing us to testify in favor of resolutions opposing oil-by-rail and also additional fossil fuel infrastructure in Portland.

The Columbia River Gorge is a national scenic treasure and an icon of the Northwest. The Gorge is protected as a federally designated National Scenic Area.

But today, the Columbia River Gorge is facing its biggest threat since Congress designated it a National Scenic Area in 1986. Crude oil shipments by rail through the Gorge and massive oil terminals on the Columbia River and throughout the region are a threat not only to the Gorge and the region's inhabitants, it's a direct threat to the core values that make us proud to live and work in this region.

More than a dozen proposals for oil-by-rail terminals are pending throughout the Northwest, including the largest oil-by-rail terminal in the U.S., Tesoro's Vancouver Energy project. If approved, all of this oil would be transported by rail through the Gorge. These terminals would far exceed the refining capacity in the region.

Tesoro would transport an average of 15 million gallons of oil per day by rail cars to Vancouver and then down the Columbia River in oil tankers or barges. In October, the Washington attorney general's office released a scathing rebuke of Tesoro's draft environmental review of the massive terminal in Vancouver, finding that Tesoro ignored many key environmental and safety laws.

If Vancouver Energy and all other terminals proposed in the Northwest are approved, 100 oil trains per week would travel through the Gorge. More than one million barrels of oil per day would be transported through the Gorge. This volume would exceed the capacity of the controversial Keystone XL pipeline proposed in America's heartland. Approval of these terminals would convert the Columbia River Gorge from a National Scenic Area into a national oil pipeline.

This is especially alarming in light of the oil train derailments and explosions that have shaken the country over the past two years. Over the last 2 ½ years there have been several oil train derailments and explosions throughout North America, which have killed 47 people, caused the evacuation of thousands more, and caused billions of dollars in property damage and environmental destruction. An oil train accident, spill, and fire in the Columbia River Gorge would be devastating to its communities and the environment.

Transporting crude oil by rail is inherently unsafe. Even the newest federal rules would allow tank cars that could puncture at speeds as low as 12 mph. These trains would pass by our schools, day care centers, homes and businesses every day, endangering our children and our communities. *Firefighters from across the region oppose Tesoro's terminal because they would be unable to respond to a spill and ensuing explosion and fire.*

Public opposition to Tesoro's oil-by-rail terminal is intense and growing every day. Communities along the river from The Dalles to the City of Vancouver are concerned and opposed this terminal. The Columbia River Gorge Commission unanimously determined that oil-by-rail is an unacceptable risk to the health and safety of Gorge communities.

This is an opportunity for Portland to join with other local and regional governments along the Columbia River and approve resolutions that would oppose oil-by-rail terminals in the region and set a policy opposing new fossil fuel infrastructure in the City of Portland. We ask that you take this opportunity today and approve these resolutions.

Thank you.

37164

Respected Leaders, I am the Rev. Sarah Schurr.

I am a life-long resident of the city of Portland. I also serve as minister to the West Hills Unitarian Universalist Fellowship on Oleson Road. I am proud to say that we are recognized as a Green Sanctuary. A Green Sanctuary is a congregation that lives out its commitment to the Earth by creating a sustainable life style for its members as individuals and as a faith community. It is as a faith leader that I address you today, on a matter of our shared ethical responsibilities to care for our planet as well as the local community.

I speak today in strong support the City of Portland resolution opposing new fossil fuel infrastructure in Portland and surrounding waterways and the resolution opposing crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. This is an issue of climate justice.

The Unitarian Universalist Association of Congregations, in their 2006 Statement of Conscience, said that we are called to join with others to halt practices that fuel global warming/climate change, to instigate sustainable alternatives, and to mitigate the impending effects of global warming/climate change with just and ethical responses. As a people of faith, we commit to a renewed reverence for life and respect for the interdependent web of all existence.

Respected city leaders, I invite you to do the same.

Thank you.

Rev. Sarah Schurr
7705 SE 36th Ave.
Portland OR 97202

37164

Re: Oil Train Resolution

November 4, 2015

I want to be on record as supporting the Resolution to limit or eliminate oil/coal train TransPort through or near the City of Portland.

I'm happy that Mayor Hales and Council member Fritz have submitted this resolution. I am 100% in support of this resolution and urge that it be adopted by the City of Portland.

I hope both the City of Portland and Multnomah County will adopt this resolution as well as other measures that will help stop global warming/climate change.

Thank you Mayor Hales and Commissioner Fritz for putting this resolution forward,

Sincerely,

Barbara McLean
2025 SE Grant Street
Portland, OR 97214
bkittychevanev.com

Councillors: Recently the US Congress approved a bi-partisan, two-year, federal budget. They did so with no discussion of, and no provision for, the Marshall Plan level effort that the onrushing climate crisis demands, Congress has clearly demonstrated their abdication of responsibility for addressing the greatest challenge of our, or any other, generation. What this means for Portland and all other cities and states is that the responsibility for meeting the impending climate catastrophe rests on our shoulders. The federal government is incapable of meaningful action.

To even consider the construction of new fossil fuel infrastructure at this time would be little short of madness. Any potential numbers of jobs or development dollars pale in comparison to the financial, moral, human and environmental costs of continuing to extract, transport and burn fossil fuels. These are not political opinions. They are hard scientific facts. They are reality. No one invests millions into building new infrastructure with the intention of abandoning it shortly after construction. Such investments inevitably become an obstacle to the profound, urgently needed changes required if we are to survive the climate crisis.

Instead of investing in new fossil fuel infrastructure we must focus our efforts and resources on developing and implementing sustainable energy systems while focusing on energy conservation through systemic lifestyle changes. Jobs and development far beyond anything produced by fossil fuel projects would be the result.

I am 73 years old and will not live to see the worst consequences of climate chaos. But my children and all of the world's children may live to curse our generation for failing to act when we had full knowledge of the consequences of our actions and inactions. On the other hand, by voting "yes" on these fossil fuel resolutions, you can accept your responsibility to the people of Portland and of the world. With the passage of these measures the City of Portland will continue to be known throughout the world as center of bold, courageous climate leadership. Please, this is not a time for half measures or business as usual. It is a pivotal moment in our City's history. You cannot avoid your responsibility to the City and to the future. Vote yes on these resolutions.

November 4, 2015

City of Portland Mayor Hales and Council Members
1221 SW 4th Ave., Room 340
Portland, OR 97204

RE: Comments on Portland Fossil Fuel Export and Transport Resolutions

Dear City of Portland Mayor and Council Members,

On behalf of the Oregon Interfaith Power and Light (OIPL) Steering Committee (an advisory committee to Ecumenical Ministries of Oregon), we wish to thank Council Member Amanda Fritz and Mayor Charlie Hales for introducing two fossil fuel export and transport resolutions that will allow Portland to become one of the premier climate leaders among US cities.

Climate change is the overarching moral issue of our time that demands robust local, state, national and global responses. OIPL and Ecumenical Ministries of Oregon (EMO) have supported the 2012 resolution by the City Council to oppose coal exports until an Environmental Impact Statement had been conducted. Also, we urged rejection of the Pembina Propane export and storage terminal proposed for the Port of Portland's Terminal Six. For the past year we have been visiting areas affected by fossil fuel export facilities and talking with local leaders in Oregon and Washington to better inform faith leaders and flesh out the ethical issues.

The two proposed City Council Resolutions would oppose all project proposals that would increase the amount of crude oil being transported by rail through Portland and Vancouver and oppose expansion of fossil fuel infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways. These resolutions are in line with the 2015 Climate Action Plan and OIPL and EMO are in full support of both resolutions. Our key concerns are the following:

1. Tribal Issues - Tribal land and fisheries would be severely impacted by fossil fuel export and transportation. Tribes have expressed concerns about the safety of fossil fuel infrastructure and the related threats to human health, cultural heritage and environmental quality.
2. Human Health - Fossil fuel transportation poses serious risks to human health. Risks include delayed emergency vehicles, adverse health impacts of train noise, 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. Coal contains toxic heavy metals, including mercury, arsenic and lead, and exposure to these toxic heavy metals is linked to cancer, birth defects and other health problems.
3. Public Safety/Earthquakes - Fossil fuels are explosive, flammable, and hazardous, and would cause considerable damage during an earthquake. Transporting fossil fuels in Oregon involves going through areas with significant earthquake faults and older, unsafe bridges.
4. Global Environment - Fossil Fuels are a major contributor to global warming and climate change. In the Pacific Northwest we have chosen to replace these plants with more sustainable and less toxic sources of energy. After a summer of extreme heat, drought, and forest fires, we should ask whether it is ethical, or in our public interest, to export this toxic, climate-changing material for private profit.

As we look to the future, we hope the Pacific Northwest will be a source of clean energy and employment that supports our region, the global economy and environment, rather than be a "gateway" for fossil fuel exports. As people of faith, we aspire to create the conditions that allow both humankind and all of Creation to fulfill their God-given potential. We know that burning these exported fossil fuels will commit us to climate warming beyond what allows our planet to habitable. We urge the Council to consider these serious concerns about fossil fuel export and transportation that have been raised by many individuals, diverse organizations, and municipalities in the region; and adopt these resolutions.

Thank you for your consideration,



Jenny Holmes, Environmental Ministries Director

Linnton Neighborhood Association
c/o Shawn Looney
12937 NW Newberry Rd
Portland, OR 97231

November 4, 2015

Mayor Charlie Hales
City of Portland
1221 SW 4th Ave., Room 340
Portland, OR 97204

Dear Portland City Council,

The Linnton Neighborhood Association (LNA) has passed three motions in recent years aligned with the goals of City Council agenda items 1156 and 1157 establishing City policy opposing the transportation and processing of crude oil and fossil fuels through and within the City of Portland. We applaud this action and urge City Council to adopt both measures.

In addition we urge the City to use the Comprehensive Plan to set long-term policy to move Portland's energy storage facilities outside of high risk earthquake zones in NW Portland or require infrastructure investments to ensure existing facilities are updated to survive the anticipated liquefaction of the ground they stand on during an expected major earthquake.

LNA will vote at our Wed. Nov. 4th meeting to confirm our endorsement of this letter of support which is based on the following past votes of LNA.

On April 10, 2015 LNA voted to support Council adoption of the Climate Action Plan.

“The Linnton Neighborhood Association urges both the City of Portland and Multnomah County to endorse their joint Climate Action Plan, specifically objective 3G, page 69, regarding fossil fuel exports — Establish a local fossil fuel export policy; at the state level, oppose exports of coal and oil through Oregon.

However, we urge both the City and County to expand this policy statement to more clearly state opposition to future siting and long-term elimination within their jurisdictions of facilities for the receiving, storing and delivery of heavy and refined petroleum products. The policy should also oppose the rail transport of crude oil, specifically the volatile Bakken crude, through all Portland and Multnomah County neighborhoods. At a minimum local elected officials need to step up advocacy for quick Federal action to ensure safe rail transport of such oils through Portland and Multnomah County...”

On July 2, 2015 LNA voted to oppose the shipment and storage of crude oil through Oregon.

“We are expressing the deep concern of the Linnnton Neighborhood Association about the threat to life, safety and the environment due to accidents, potential spills and explosions posed by the oil trains. We urge the Governor to recommend against the siting of oil terminals in our state; and urge Congress, the Legislature, and regulators to adopt laws and regulations to increase the safety of the transportation of crude oil.

The Linnnton Neighborhood Association calls on municipalities, agencies and officials to deny all permits for new/expanded facilities that will result in an increase in the transportation of crude oil through Portland and that a statewide moratorium on oil train transport is issued until such time as there is a consensus among the industry and regulators as to the appropriate method of safely transporting Bakken crude oil and a proven track record that demonstrates to we the people the safety of the methodology.

Linnnton is at greater risk than any other Portland neighborhood because of our proximity to gas tanks and other chemical hazards. We are opposed to the transport of oil through Linnnton.”

Comments on Arc Terminal Holding LLC Portland Terminal Facility

Of particular concern we urge the City to further research the sale and DEQ approvals in 2014 of the Arc Terminals Holding LLC Portland Terminal Facility located at 5501 NW Front Ave. purchased by CorEnergy Infrastructure Trust, Inc.

The 39-acre facility, with 84 tanks and a total storage capacity of 1,466,000 barrels, is located just outside the southern boundary of the Linnnton neighborhood and within proximity of the NW and North Portland neighborhoods (across the Willamette). According to OPB and other media reports products will be received and/or delivered via railroad, marine (up to Panamax size vessels) or truck loading rack with export capacity through marine facilities accessed through a neighboring terminal facility via an owned pipeline.

While the media and political spotlight last year was on the proposed propane facility in North Portland here is a facility that had quietly entered the Portland market potentially receiving the volatile Bakken crude from the Northern Plains. The rail transport of Bakken crude oil has been under considerable national review as a major threat to public health and safety.

The expansion of such facilities within the City's and County's boundaries seems diametrically in contradiction to the Climate Action Plan's goal of carbon emissions reduction.

Furthermore the rail transport of these fuels will undoubtedly cross through North Portland neighborhoods via a BNSF Washington rail route and/or potentially a Union Pacific rail route

Linnnton NA ltr in support of fossil fuel policy resolutions

11/4/2015

Page 2

through Oregon crossing through outer and inner East Portland neighborhoods along I-84 and/or Sandy and Lombard avenues both into Northwest Portland.

Allowing the rail transport of Bakken crude oil through the above Portland neighborhoods, many with disproportionately higher concentrations of communities of color and low-income residents, also seems diametrically in contradiction to the climate equity commitments of the Climate Action Plan's Vision for 2050.

On July 11, 2012 LNA voted to oppose the export of coal through NW states, Portland metro region and the Linnton neighborhood.

“The Linnton Neighborhood Association feels it is our responsibility to protect and promote the quality of life, safety, health, well being, and economic interest of our neighborhood. We are called upon to express our opposition to recent proposals to build several coal export facilities in Washington and Oregon that will impact not only our neighborhood but communities throughout the northwest United States and globally.

We are opposed to the export of coal mined from public lands through NW states that will contribute to global increases in carbon emissions and climate change. In addition, we are opposed to the transport of coal through the Portland metropolitan region that will have long lasting impacts on the health and quality of life in many neighborhoods, including Linnton.

We support Oregon Gov. John Kitzhaber's call for federal agencies to evaluate the global impact of the six proposals, including a broad environmental analysis examining their impact on climate change. Most immediately this summer, Gov. Kitzhaber and Oregon's Division of State Lands must not approve the proposal by Ambre Energy, of Australia, for developing export facilities at the Port of Morrow in Boardman and the Port of St. Helens' Port Westward sites. We call upon the State and Federal government to require a cumulative and comprehensive review of the economic, health, safety, as well as environmental impacts of all the coal terminal proposals.”

In November 2014 LNA voted to urge the City to incorporate into the Comprehensive Plan a strategy for moving Portland's energy facilities outside of high risk earthquake zone

On a related note we wish to remind City Council Linnton is designated at high or moderate risk for earthquakes and landslide hazards, as is much of the Willamette River corridor. Linnton's oil tank farms are identified on the Mapp App as "High Potential Loss Facilities." While no amount of planning can eliminate the risks associated with earthquakes and other natural hazards, those risks can be managed. Given the concentration of energy related facilities in Linnton, risk reduction there is not merely a matter of local or even city concern; it is a matter of regional survival.

But instead of taking an aggressive position on risk reduction, the draft Comprehensive Plan merely refers to the City's Natural Hazard Mitigation Plan (2010), which recommends mitigation strategies to address high risk assets such as the tank farms, but does so only in general terms, stating "resilient infrastructure must be adaptable to social and economic shifts as well as natural and climatic changes."

The City should explicitly call for moving the tank farms and the pipelines to safer locations away from the river. If the draft isn't going to provide a long-term vision of moving Oregon's fuel storage and pipelines out of this high risk earthquake area it should, as an alternative, call for infrastructure investments to ensure existing facilities, including the Linton tanks, are updated to survive the anticipated liquefaction of the ground they stand on during the expected major earthquake.

Sincerely,

Shawn Looney
Chair
Linton Neighborhood Association

cc: Senator Ron Wyden
Senator Jeff Merkley
US Representative Earl Blumenauer
US Representative Suzanne Bonamici
Governor Kate Brown
Senator Betsy Johnson
Rep. Brad Witt
Metro District 5 Councilor Sam Chase
Multnomah County Chair Deborah Kafoury
Multnomah County District 1 Commissioner Jules Bailey
Commissioner Steve Novick
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Nick Fish

My name is Alan Smith. I live in the Westmoreland neighborhood.

37164

Mayor Hales and Portland City Commissioners, thank you for the opportunity to speak to you about these important resolutions.

In order to have a decent chance of limiting the global average temperature rise to 2 degrees Celsius, as the international community has agreed to do, the world will need to limit the carbon dioxide emitted from the remaining underground fossil fuels, in the first half of this century, to 1,400 gigatons. Since we have already released over 400 gigatons, less than 1000 gigatons can be released between now and 2050. The carbon dioxide in the world's remaining proven fossil fuel reserves equals 2,860 gigatons. Therefore, 1,860 gigatons worth of proven carbon reserves must be left in the ground.

The world is rapidly transitioning from a fossil fuel based economy to one based on clean, renewable energy. A half-century's worth of change will occur within the next decade, according to Lester Brown in his book called *The Great Transition*, published this year. Those 1,860 gigatons worth of carbon reserves that must be left in the ground will become stranded assets, bankrupting large companies that resist the change.

Today you have a choice between a clean energy future that limits global average temperature rise to the agreed 2 degrees Celsius, and one that impedes the necessary change. Before you vote on the resolutions proposed today, please consider the problem the city would have if additional local fossil fuel infrastructure investments become rusting stranded assets and the companies that made them become bankrupt.

In my opinion it would be better for the city of Portland to support the transition to clean, renewable energy, than to resist the necessary change. So, please vote in favor of these resolutions.

Thank you for listening.

November 4, 2015

Portland City Council
1220 SW Fourth Avenue
Portland, Oregon 97204

Re: Resolution 1157, Fossil Fuel Policy

Dear Portland City Council Members:

Collectively, the businesses and members of the undersigned organizations employ thousands of workers in Portland and across the state. The businesses and those they employ depend on the use of fossil fuels to enable our economy and the everyday lives of residents in Portland and around Oregon. This is not to say prudent steps should not be taken to address climate change and ensure fuels are moved and stored safely; this is an area where Portland businesses have led the way.

Clearly, the city has a role in reducing greenhouse gas emissions and it has been successful in doing so through land use planning, increased density, providing transportation options and the like. However, the binding resolution to oppose expansions of infrastructure that transport or store fossil fuels in or through the city stretches beyond the city's role in addressing climate change and goes far beyond the issue of creating a fossil fuel export policy the city indicated was the original intent.

The haste with which this proposal was developed and made public does not adequately allow for an in-depth response; however, serious objections arise related to process, legal authorities and potential unintended consequences, some of which may actually hamper efforts to reduce greenhouse gas emissions or achieve other city goals such as ensuring seismic resiliency.

We urge a NO vote on this sweeping, ill-developed resolution. The goal the city is seeking to address and potential issues created by the proposed resolution have simply not been identified, analyzed and vetted due to the haste and flawed process with which these policies were developed.

Process: The Bureau of Planning and Sustainability convened an advisory work group that met two times in October. The group was not asked to vote or come to consensus. Little scoping, analysis or research was presented to the work group beyond a list of other cities that have adopted resolutions, most of which are far more limited than what is being proposed and in some cases have resulted in legal challenges. Between the initial meeting and the proposed resolution being made public a mere month passed, a wholly inadequate amount of time to develop a policy with such potentially far-reaching ramifications not only for the city of Portland but for the state as well. In a city that prides itself on engaging stakeholders in meaningful process, this is an example of a process gone terribly awry. In fact, to say that there was any process or opportunity for meaningful input at all would be inaccurate.

Legal Issues: The attached memorandum provides a brief description of the legal issues with the city's proposed resolution. The city is subjecting itself to potential legal challenges related to the Commerce Clause of the U.S. Constitution, regulatory takings in violation of the Fifth Amendment to the U.S. Constitution and inserts itself into arenas that are preempted by federal law. In addition to the legal issues raised in the Stoel Rives memo, the City's proposed ban on fossil fuel infrastructure would likely constitute a moratorium under ORS 197.505 -197.540, and would likely be invalidated on that basis.

Unintended Consequences: Because of the lack of process and due diligence on the proposed ordinance, there is no way to know what the impact will be or what potential unintended consequences may result. These include:

- Whether the policy would limit additional infrastructure to provide redundant systems to improve the city's seismic resiliency.
- Whether the policy would limit new infrastructure for fuels such as compressed natural gas or other bridge fuels that would reduce greenhouse gas emissions.
- Whether the policy would require opposition to new road or rail infrastructure to reduce congestion and minimize air emissions.
- Whether the policy would have impacts on economic activity statewide given the location of fossil fuel infrastructure that serves the entire state and cut off other communities in the state seeking to grow from needed commodities moving on a common carrier.
- Whether the policy would limit the ability to add new jobs and support the city's growing economy or, in fact, act as a cap on economic activity.
- Undefined terms that leave little certainty - in this context, what is the meaning of "primary purpose," "infrastructure," "transporting or storing," "provision of service directly to end users," etc.
- The types of code changes the city is directing the Bureau of Planning and Sustainability to contemplate and whether they have the authority to act in this arena.
- Lack of clarity regarding clash of scope of City's authority on Federal authority over rail transportation and navigation in a federally authorized and maintained channel (term "adjacent water" in draft resolution).
- Whether the policy allows the City to oppose projects outside its jurisdiction if they could lead to infrastructure expansion or increased fossil fuel transportation through Portland.
- Whether the policy would result in businesses, in the normal course of business operations, to prove an investment is within the provision allowing for improvements in safety and efficiency, or to directly serve end users.
- Whether the policy would restrict new fossil fuel infrastructure intended for research and development.

Ron H. Beltz
Real Estate Investor

Alliance for Northwest Jobs & Exports

Chris Denzin
CenturyLink

Associated Oregon Industries
Building Owners and Managers Association

Rose Hartwig
Daimler Trucks North America

Columbia Corridor Association
IBEW, Local 48

Joe Westby
Ferrellgas Partners L.P.

International Union of Elevator Constructors

Andrew Frazier
Frazier Hunnicutt Financial

NAIOP, Oregon Chapter

Jack Isselmann	Oregon Farm Bureau
Greenbrier Companies	
Diane DeAutremont	Oregon Public Ports Association
Lie International Companies	Oregon Rail Users' League
Jim Mark	Oregon State Building and Construction Trades Council
Melvin Mark Companies	Oregon Trucking Associations
Joaquin Lippincott	Oregon Wheat Growers League
Metal Toad	
Gregg Kantor	Pacific Northwest International Trade Association
NW Natural	Pacific Propane Gas Association
Paul Phillips	Portland Business Alliance
Pac/West	
Ed Elliott	Working Waterfront Coalition
Pacer Propane	
Scott Bolton	
Pacific Power	
Dave Robertson	
Portland General Electric	
Tamara Lundgren	
Schnitzer Steel Industries	
Paul Langner	
Teevin Brothers	
Vanessa Sturgeon	
TMT Development	
Mike Eliason	
Union Pacific	
Randy Mullet	
XPO Logistics Freight, Inc.	



MEMORANDUM

October 30, 2015

TO: PORTLAND BUSINESS ALLIANCE
FROM: JOAN P. SNYDER
RE: Proposed City of Portland Resolutions

We have conducted a "first cut" review of the draft resolution scheduled for consideration by City Council captioned

"Oppose expansion of infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways,"

as well as a second resolution captioned

"Adopt a policy opposing all project proposals that would increase the amount of crude oil being transported by rail through the City of Portland and the City of Vancouver, Washington."

Both proposed resolutions state that they would become "binding City policy" and commit the City to action (opposition) with regard to expansion of infrastructure in the one case and with regard to "all" project proposals that would increase the amount of crude oil being transported by rail in the other case. Both relate to issues heavily regulated by federal law and, depending on the circumstances, regulated by state law as well.

Any entity evaluating these proposed resolutions would need to give careful consideration to the following issues:

- **Do the proposed resolutions violate the Commerce Clause of the US Constitution by unlawfully constraining interstate commerce?** Both proposed resolutions affect the transport of fuel "through" Portland, and the first includes transport on adjacent waterways, which means they would necessarily constrain interstate commerce. A local regulation violates the commerce clause "if the local interests that it serves do not justify the burden that it imposes upon interstate commerce." *U & I Sanitation v. City of Columbus*, 205 F.3d 1063, 1067 (8th Cir. 2000). These resolutions appear to be particularly vulnerable in that they call for different regulatory treatment that would predominantly affect interstate commerce (e.g., installing infrastructure for the transport of fossil fuel to a dock would invoke a different level of regulatory scrutiny than would

installing infrastructure for local transport of biogas, even though they otherwise present substantially equivalent safety and health issues).

- **Are the actions called for by the resolutions preempted by federal law?** A number of comprehensive federal regulatory programs apply, including the Federal Railroad Safety Act (FRSA) and the Interstate Commerce Commission Termination Act of 1995 (ICCTA) (which gives the Surface Transportation Board exclusive jurisdiction over transportation by rail carrier), as well as the whole scope of applicable regulation by the Federal Pipeline and Hazardous Materials Safety Administration (PHMSA) and the Federal Railroad Administration (FRA). The resolutions would be subject to federal preemption challenges under these and other federal programs. See <http://www.minerallawblog.com/oil-gas/railroad-companies-allege-federal-law-governing-petroleum-transport-preempts-sb-861/>.
- **Would enforcement of the resolutions impose regulatory takings in violation of the Fifth Amendment to the US Constitution, absent the City's willingness to provide just compensation to the affected entity?** *Dolan v. City of Tigard*, 512 U.S. 374 (1994), is the most recent example of the US Supreme Court's enunciation of the principles originally set out in *Penn Central Transportation Co. v. New York City*, 438 U.S. 104 (1978). Where a regulation works an economic detriment on property rights of owners and interferes with their "distinct investment-backed expectations," the property owners must receive just compensation. 438 U.S. 104.
- **Does the current City Council have legal authority to constrain policy choices of future City Councils in this way?** The line of demarcation here turns on whether the current body is trying to take away, from their successors, the ability to perform a "core" public governmental power or is simply trying to bind the future body to administrative or proprietary functions. The exercise of future core governmental powers cannot be bound or bargained away by current bodies. A core governmental power has the authority of a legislative body to exercise continuing discretion in the setting of legal standards to govern behavior within that jurisdiction, including the setting of policy direction with respect to that core power. See <http://www.atg.wa.gov/ago-opinions/power-county-legislative-authority-enter-contract-binds-county-legislative-authority> (a Washington Attorney General's opinion that is not binding on Oregon courts, but that is persuasive and covers this area of law well, including a review of cases from around the country).
- **Finally, can the City afford the legal challenges that either of these resolutions, in its current form, is likely to instigate?**

Testimony on Fossil Fuel Resolutions
For City Council of Portland
November 4, 2015

Dick Harmon

I'm Dick Harmon, 21 years a resident of Portland, 79 years old.

I'm here as father, grandfather and great-grandfather, to support these two resolutions

I have three simple reasons—urgency, opportunity, and legacy.¹

Urgency

First, we are in the front end of a great emergency, coming at us at scale and speed that conservative science—and most of us—did not expect.

The best science now gives us a band of between 15 and 24 years before our business-as-usual course busts the 2 degree Celsius cap, and any remaining semblance of climate stability disappears.²

If that medium-term horizon seems abstract to some, then we can all make it concrete for ourselves:

Each of us can ask how old each of our children, grandchildren and great grandchildren will be in that nine-year band of time from 2030 to 2039—and imagine the landscape of chaos in our health, families, communities, politics, culture, ecology and economy which they will struggle to endure.

Especially in Portland, we have no reason to be smug.

Opportunity

Second, shifting our energy system and basic infrastructure offers us an unprecedented opportunity, for full employment, and for reducing some of our local and regional income and wealth inequalities in the process.

Here is one enormous, overlooked opportunity: deep energy conservation in large commercial buildings, moving beyond “low-hanging fruit.” Every large commercial building must be re-designed and retrofitted, for 50-70% energy cuts, and for the largest single source of good and good-paying work in creating our new energy system.

This requires shifting incentives between investors, building owners and utilities. I’ve attached a specific example.³

Legacy and Birthright

Third, this opportunity can help us heal our deep generational rifts—especially between the boomers and their successors.⁴

In this planetary, regional and local emergency, more people over fifty are asking: what is my *legacy* to my children, grandchildren, and even great grandchildren?

Not my stuff and my money, but what set of actions, values, skills and vision do I hand off to, perhaps instill in, my offspring?

What is the world that my generation can offer them? More debt-based stuff? Unsustainable economy, with Earth systems in crisis?

When we ask that question of ourselves, we come to the linked question: What is the *birthright* of my children, grands and great grands? Do they have the *right to flourish, simply because they were born?*

These questions force us to confront reality, to move past denial.

The Resolutions

In these two resolutions before you, we can take significant concrete steps toward moving through denial, toward a new economy, culture and politics, in which our young and their young can flourish and *exercise* their birthright, and say about us, “They did not fold, they did not betray us. They stood up for us and acted with great courage and determination.”

For them, let’s take this action and place it in the code.

Thank you.

Dick Harmon
1023 SE Bidwell Street
Portland 97202
dickwisingup@hevanet.com

Notes Over

Notes

¹ We're all aware of the rest of the critical community safety, health, and earthquake preparation issues, and the role of Portland as a national leader. I choose to focus here on these three related questions, so they do not get overlooked.

² An Oxford University-based website, *trillionthome.org*, provides a running clock based on the global carbon budget; yesterday, its date for busting the 2 degree Celsius cap, is November 19, 2038, twenty-three years from now. The 2 degree cap is a political number; the real physical number is 1.5 degrees, which gives us even less time.

The other major model on this question is housed at MIT. Its results are found in *The Limits Of Growth—The Thirty Year Update* (2004, Chelsea Green.) The team working on this model since 1972 has tracked five primary social and environmental trends in three scenarios, and has made updates on the model every five years, to account for actual, not theoretical trends. Its “business-as-usual” scenario, which is closest to actual trends since 1972, puts the crisis of collapse during the 2015-2030 period; that is, from now to 15 years from now.

For more clarity on trends, see the steep, exponential curves in the graphs of eighteen human and earth-system trends at “The Great Acceleration,” (igbp.net/images), where the “spikes” all begin in the mid-1970s. This timing is confirmed by James Hansen, the eminent climate scientist, now retired from NASA: “Human-made forcings now overwhelm natural forcings. CO₂, at 400 ppm in 2015, is off the scale... most of the forcing growth occurred in the past several decades, and two-thirds of the 0.9C global warming (since 1850) has occurred since 1975;” in Will Steffen, Paul J. Crutzen, and John R. McNeil, “The Anthropocene: Are Humans Now Overwhelming the Great Forces of Nature?” *Ambio* 36, no. 8 (December 2007): page 617.

³ <http://www.meetscoalition.org/> Full disclosure: My son is a principal in this effort.

⁴ See *The Guardian*, October 31, 2015: Sarah Hughes, “In debt, out of luck: why Generation K fell in love with the Hunger Games.”

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37164

To: Portland City Council

Erwin Bergman
5330 NE Holman
Portland, OR 97218
503-288-8573

Dear Mayor Hales, Commissioners

November 4, 2015

I am here to support today's resolution. This resolution supports my two concerns, one the safety issue, namely transporting combustible explosive fuels in great volumes through our city. The other is climate change, and that we should make every effort to slow it down or arrest it.

Upon learning that Pembina planned to run 100 car propane trains through our Cully Neighborhood I contacted Mr. Mike Hightower at the world renowned Sandia laboratory in Albuquerque who known to me had authored safety rules for the US Coast Guard covering the shipment of liquefied natural gas by water. Mr. Hightower, having the title of "Distinguished Member of the Technical Staff" advised that he thought Pembina's transport of Propane in such quantities through a metropolitan area such as Portland was unsafe and highly irresponsible.

Transport of other fossil fuels such as Wyoming coal or crude from various tracking operations in Canada and US together with gas shipments over the same tracks through Cully obviously involve various levels of risk, both to human and natural environment. A derailment in the Columbia Gorge/River comes foremost to my mind as an environmental catastrophe! Obviously a conflagration in our metropolitan area could be likewise reatastrophic.

Accidents and Climate impacts however are not on the radar screen of fossils fuel producers. Maximum production and getting it in the greatest quantities to a greatly expanding market is their sole concern as it means revenue growth. New and expanded markets via say Keystone Pipeline would allow the Athabasca Tar Sands to plan for a doubling or tripling in the near future, of the world's dirtiest crude.

With increased fossil fuel production and use/ combustion greater amounts of CO2 will be generated together with the greater number of incidental methane releases during exploration. All this will accelerate climate change/warming. We

obviously should be aware that climate change does not just manifest itself through rising sea levels and warming. It causes rather rapid changes in flora and fauna which make up our human environment. Changes in global weather pattern that are part of the climate change have been identified as causing prolonged and significant extremes both in precipitation and temperature resulting in increased hardship to all forms of life. For Oregon as a significant agricultural producer, and Portland as a significant shipping hub for agriculture products a downturn is therefore not an impossibility. Salmon in Oregon's streams will also have a tougher time thriving or even surviving.

The reason we have come here is to declare that Portland does not want to play the role of the Great Enabler of climate change by catering and promoting the use of seemingly unlimited fossil fuel to be extracted from the ground. Creating four lane express routes to get more products to offshore markets would cause more extraction and consumption. It is true that if Portland does discourage or restricts transit of new fossil fuels producers will explore and possibly even succeed to obtain other transit routes. Obviously we have control over our own actions only!

In looking at our options to affect climate change we should be aware that due to past human inaction release of methane from the breakup of arctic permafrost and from Ocean sediment together with the loss of reflection polar ice suggest that climate change is now on unstoppable autopilot. Our only but critical option left now is to slow climate change by reducing both C)2 and methane production/release through a more prudent and careful use of fossil fuels.

Yes, we need jobs! But let us support jobs and job opportunities that contribute to Oregon and the nations efforts to minimize deterioration of our planet!

If we don't do it who will? Governor Tom McCall could not have said it in a more down to earth way that "Oregon (Portland) should not act like a hussy that throws herself at every stinking smoke stack."

As a note of interest be aware that very recently the 3600 member aboriginal band in Prince Rupert B.C, when offered a payment of over 1 Billion dollars to allow a natural gas line to cross it's land to the Pacific said NO, leaving on the table approximately \$3000,000 for their every man, woman and child

Portland, this is the time for your nickel!

Ernie Ryge

Erwin Bergman
BPA (OHF) 37164

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Growth versus the Quality of Life

Our widespread acceptance of unlimited growth
is not suited to survival on a finite planet.

J. Alan Wagar

In economics, as in most other matters, past experience provides a major basis for current decisions, even though changing circumstances may have diminished the appropriateness of such experience. Such use of "conventional wisdom" may explain our continuing emphasis on economic and other types of growth despite the many problems created by such growth.

When the United States was sparsely populated, emphasis on growth made good sense. Growth of many kinds permitted exploitation of the rich environment at an accelerating rate and provided a phenomenal increase in wealth. Growth still increases material wealth but has a growing number of unfortunate side effects, as each of us tries to increase his own benefits within an in-

creasingly crowded environment. These spillover effects, which were of minor importance when settlement was sparse and neighbors farther apart, are now of major consequence. For example, a firm may make the most money from a downtown tract of land by erecting a tall office building there. Construction of the building will add to the gross national product, and the builders will be hailed for their contribution to "progress." However, the building will add to traffic congestion, exhaust fumes, competition for parking, the need for new freeways, and social disorder. These problems, which must be handled by someone else, become part of the "environmental mess" or "urban crisis."

When this article was written, the author was leader of the Cooperative Recreation Research Unit maintained by the Intermountain Forest and Range Experiment Station, Forest Service, U.S. Department of Agriculture, in cooperation with Utah State University, Logan. Since then, he has become leader of a similar unit maintained by the Pacific Northwest Forest and Range Experiment Station in cooperation with the University of Washington, Seattle.

Too few people have recognized the connection between uncontrolled growth and our environmental ills. Growth has become so widely accepted that, in *The Costs of Economic Growth*, Mishan (1) found it necessary to emphasize at some length that his criticism of economic growth was to be taken seriously. Yet, because rising levels of congestion, pollution, and social and biological disorder accompany our growing material wealth, an increasing portion of what passes for progress is illusory. We face the choice either of using more of each gain to offset the problems of growth or of accepting such threats to the quality of life as smog, rising crime rates, dead fish, and vanishing species. Rather than getting full measure for our resources and toil, we seem to be on a treadmill that makes us run faster and faster just to inch forward.

Growth is not an unmixed blessing, and the purpose of this article is to argue that growth is no longer the factor we should be trying to increase.

Unfortunately, growth is as deeply entrenched in our economic thinking as rain dancing has been for some other societies. In each case there is faith that results will come indirectly if a capricious and little-understood power is propitiated. Thus, instead of concentrating directly on the goods and values we want, we emphasize growth, exploit the environment faster, and assume that good things will follow by some indirect mechanism.

From time to time, the correlation between rainfall and rain dancing must have been good enough to perpetuate the tradition. Similarly, the correlations between exploitation of the environment, growth, and progress were usually excellent in our recent past. So great have been the successes of our economic habits that they have become almost sacrosanct and are not to be challenged. However, here in the United States as in most of the world, the relationships between people and environment have changed drastically, and past experience is no longer a reliable guide. While we rush headlong through the present with frontier-day attitudes, our runaway growth generates noxious physical and sociological by-products that threaten the very quality of our lives. Although we still seem confident that technology will solve all problems as they arise, the problems are already far ahead of us, and many are growing faster than their solutions (2).

We cannot return to some golden and

fictionally perfect era of the past, and we certainly should extend the knowledge on which not only our comfort but our very existence depends. However, to cope with the future, we may need a fundamental reanalysis of the economic strategy that directs our application of knowledge. Instead of producing more and more to be cast sooner and sooner on our growing piles of junk, we need to concentrate on improving our total quality of life.

If environmental resources were infinite, as our behavior seems to assume, then the rate at which we created wealth would depend mainly on our rate of exploitation, which is certainly accelerated by growth. However, the idea of an unlimited environment is increasingly untenable, in spite of our growing technological capacity to develop new resources.

Boulding has beautifully contrasted the open or "cowboy" economy, where resources are considered infinite, with the closed "spaceman" economy of the future (3). He has pointed out that, as the earth becomes recognized as a closed space capsule with finite quantities of resources, the problem becomes one of maintaining adequate capital stocks with the least possible production and consumption (or "throughput"). However, this idea of keeping the economic plumbing full, with the least possible pressure and flow, is still almost unthinkable. Experience to the contrary is still too fresh.

Cult of Growth

The economic boom of World War II, in contrast with the stagnation of the Great Depression, seemed to verify the Keynesian theory that abundance will follow if we keep the economy moving. As a result, continuing growth has been embraced as a cornerstone of our economy and the answer to many of our economic problems. At least for the short run, growth seems to be the answer to distribution of wealth, debt, the population explosion, unemployment, and international competition. Let us start with the distribution of wealth.

Probably no other factor has contributed as much to human strife as has discontentment or competition concerning wealth. Among individuals and nations, differences in wealth separate the "haves" from the "have-nots." The "have-nots" plot to redress the imbalance, and the "haves" fight to protect

their interests and usually have the power to win. However, the precariousness of their position, if recognized, demands a more just balance. But, rather than decrease their own wealth, they find it much more comfortable to enrich the poor, both within a nation and among the nations. Only growth offers the possibility of bringing the poor up without bringing the rich down.

In our market society, the distribution of wealth has come to depend on jobholding, consumption, and, to an increasing extent, on creating dissatisfaction with last year's models. Unless this year's line of larger models can be sold, receipts will not be sufficient to pay the jobholders and assure further consumption. Inadequate demand would mean recession. We have therefore been urged: Throw something away. Stir up the economy. Buy now. And if there are two of us buying where there had been only one, wonderful! Rapid consumption and a growing economy help to distribute income and goods and have been accepted as part of "progress."

Problems of debt also seem to be answered by growth. To keep up with production, consumption may need to be on credit, or personal debt. But debt is uncomfortable. However, if we are assured that our income will grow, then we can pay off today's debt from tomorrow's expanded income. Growth (perhaps with just a little inflation) is accepted as an answer.

The same reasoning applies to corporate debt, the national debt, and the expansion of government services. As long as debt is not increasing in proportion to income, why worry? Debt is something we expect to outgrow, especially if we can keep the interest paid.

The population explosion is growth that is finally causing widespread concern. Yet many businessmen can think of nothing worse than the day our population stops growing. New citizens are the customers on which our economic growth depends. Conversely, economic growth can meet the needs of added people—if we are careful not to look beyond our borders.

Growth might also handle unemployment problems, and Myrdal (4) has indicated that only an expanding economy and massive retaining can incorporate our increasingly structural "underclass" into the mainstream of American life.

Finally, there is the problem of international competition. In an era when our sphere of influence and overseas

sources of economic health are threatened, strength is imperative. Yet our main adversary has grown from a backward nation to a substantial industrial and military power. To counter the threat, we expect to outgrow the competition.

The evidence suggests that growth is good and that we have always grown. Isn't it reasonable to believe that we always will? This question takes us from the short run to the middle and long run.

Dynamics of Growth

Viewed in the most general terms, growth will continue as long as there is something capable of growing and the conditions are suitable for its growth. The typical growth pattern starts slowly because growth cannot be rapid without an adequate base, be it capital, number of cells or organisms, or surfaces for crystallization. However, if other conditions are suitable, growth can proceed at a compound rate, accelerating as the base increases. But growth is eventually slowed or stopped by "limiting factors." These factors can include exhaustion of the materials needed for growth. They can also include lack of further space; the predation, disease, or parasitism encouraged by crowding; social or psychological disorganization; and concentrations of wastes or other products of growth. For example, the concentration of alcohol eventually limits the growth of yeast in wine.

Perhaps it is worth examining the U.S. economy within this frame of reference. Although its vigor has been attributed solely to free enterprise, or to democracy, or to divine grace, it fits the general growth model of a few well-adapted entities with growth potential (settlers) landing on an extremely rich and little exploited growth medium (North America).

Our settlers had, or soon acquired, the technological skills of Europe. They also had the good fortune to inherit and elaborate a political philosophy of equality, diffused power, and the right to benefit from one's own efforts. So armed, they faced a rich and nearly untouched continent. The growth we are still witnessing today is probably nothing more than the inevitable.

But the end of growth is also inevitable. In a finite environment no pattern of growth can continue forever. Sooner or later both our population growth and

our economic growth must stop. The crucial questions are When? and How will it come about?

Malthus once saw food shortages as the factor that would limit population growth. At least half of the world lives with Malthusian realities, but the technological nations have so far escaped his predictions. To what extent can technology continue to remove the limiting factors? Will we use foresight and intelligence? Or will we wait until congestion, disease, social and psychological disorganization, and perhaps even hunger finally limit our growth?

Perhaps there is little time to spare (5). Many factors already in operation could stop or greatly curtail the economic growth of the United States within the next 10 to 30 years. Furthermore, the multiplier effect of many economic factors could transform an apparently low-risk decline into an accelerating downward spiral. If devastating results are to be avoided, the adjustment from a rapidly growing to a much slowed economy will take time, and we should examine the problems and possibilities far enough in advance to be prepared.

The Case for Pessimism

Some of the very problems we hope to outgrow result in part from growth. Certainly the rapid changes brought by a growing economy contribute strongly to unemployment, migration, to the cities, and the uneven distribution of wealth. A great deal of our debt can also be attributed to growth, as people try to keep up with what is new. Even the population explosion may result in part from confidence that the future offers increasing abundance. By trying to inundate the problems with more growth, we may actually be intensifying the causes.

If there were no other powers in the world, technology might be sufficient to sustain our growth, replace our shortages, and keep us ahead of the problems. Boulding (6) has suggested that we may have a chance, and probably only one, to convert our environmental capital into enough knowledge so that we can henceforth live without a rich natural environment.

But we are not alone. The Communists have vowed to bury us, one way or another, and can be expected to do whatever they can to upset our applecart. We can expect competition in many places in a struggle for spheres of influence and the roots of power. The

nation or bloc that can extend its influence can gain raw materials and markets and can deny them to its competitors.

It is doubtful that we can retain the hegemony enjoyed in the late 1940's, and technology cannot fully fill the breach. Our competitors have access to the same technology that we do, and, if they gain control of rich resources and markets while ours are declining, they can increase their power relative to ours.

Closely related to competition for spheres of influence are the rising nationalism and aspirations of the underdeveloped countries. Extractive economies have seldom made them wealthy, and they aspire increasingly toward industrialization. As elements in the global struggle for power, they can demand technological assistance by threatening to go elsewhere for it if refused. From their point of view, it would be rational to put their resources on the world market, to try to get enough for them to support aspirations toward technology, and to let us bid without privileged status.

The problem is compounded by rapid communication and increasing awareness by the aspiring nations that wealth and consumption are disproportionate. The United States, for example, has about 6 percent of the world's population and consumes about 40 percent of the world's annual production. Until such differences in wealth are substantially reduced, they will create constant tension and antagonism. While enduring the many frustrations and setbacks of incipient economic growth, the aspiring nations may be happy to do whatever they can to reduce our wealth. The possible effect is suggested by England's economic woes since she lost her empire and her control over vast resources and markets.

If the aspiring nations and the Communists are not enough to slow us down, perhaps our friends will add the finishing touch. Western Europe is becoming increasingly powerful as an economic bloc and will compete for many of the resources and markets we would like to have. From another quarter, we can expect increasing competition from the Japanese.

In addition to these external forces, there are processes within our own nation that could slow our rate of growth. One of them is the increasing recognition that the products of runaway growth can damage the quality of living, especially for adults who remem-

* Anyone with more than two(2) children does not get!

ber a different past. When our rivers are choked with sewage, our cities are choked with automobiles and smog, and our countryside is choked with suburbs, some people begin to wonder if "the good life" will be achieved through more growth and goods. When goods are so abundant and the environment so threatened, will people continue to want even more goods at the expense of environmental quality?

Even the growth promised by automation may be self-limiting. The machines used by "management" to replace "labor" are not going to engage in collective bargaining. However, labor outnumbers management at the ballot box and may well counter such threats by demanding government control of automation and the protection of jobs, even at the cost of slowing our economic growth.

We already have a rising number of permanently unemployed and unemployable people who probably threaten our domestic tranquility far more than "have-not" nations threaten international stability. Our traditions of self-reliance seem increasingly inadequate now that jobholding depends largely on technological skills that are so much easier to acquire in some settings than in others.

In addition to such technological unemployment, Heilbroner (7) has listed three other factors that may slow our growth. The first is the extent to which we now depend on defense expenditures to maintain growth and the likelihood that these outlays will eventually stabilize. His second point is that capitalism is inherently unstable, even though the factors that caused the Great Depression are now better understood and largely under control. His third point concerns the size of government expenditures that might be needed for anti-recession policy in the future. If investments in plant, equipment, and construction are all low in 1980, he has estimated that government expenditures of \$50 to \$75 billion per year may be required to maintain growth and that Congress may well balk at such appropriations.

Another factor that could slow growth was suggested by Brown (8). Growth can be slowed by the increasing amount of energy and organization required for subsequent units of output from resources of decreasing richness. So far, as we have used up the richest mineral resources, improved technology, imports, newly located deposits, and the redefinition of resources have

kept us ahead of the problem. But, if the difficulty of extracting essential materials from the environment should ever happen to increase more rapidly than our technological efficiency, our economy could become static and then decline.

Perhaps of greater importance, Brown predicted that the level of organization needed for a very populous society would become so interdependent that failure at one point could trigger failures elsewhere until a chain reaction led to total collapse. In relation to his prediction, the chain reaction aspects of power failures in the Northeast, the Southwest, and elsewhere are sobering. Also sobering is the growing power of strikes to disrupt our economy.

As stated earlier, growth must inevitably stop, and the major uncertainties are When? and How? Despite these uncertainties, the factors examined above could limit our growth within the next few decades, and they merit careful thought. Because growth has become such an integral part of our economy, any sudden setback is greatly feared and could be disastrous. Nevertheless, transition from accelerating growth to some other economic pattern must eventually be made, and it is desirable that we make a smooth transition to something other than total collapse.

Perhaps there is an acceptable alternative to growth or collapse.

A Simplified Calculus for "The Good Life"

If we look only at the production side of economics, it is easy to visualize the average standard of living (SL) as the sum of material goods that have been produced divided by the total population (9):

$$SL = \frac{\Sigma \text{ production}}{\text{population}}$$

It follows that the average standard of living can be raised only by increasing production faster than we increase population. Quite conceivably, we could have a static or even declining population and a rising standard of living. For example, the Black Death, which decimated the population of Europe in the 14th century, has been credited with providing the surplus that kicked off the Renaissance. However, other factors are involved.

Goods often have a limited useful life and are depleted by a variety of losses. Thus, for a better computation

of the average standard of living, we can subtract the total of everything that has been lost from the total of everything that has been produced and divide this difference by the population:

$$SL = \frac{\Sigma \text{ production} - \Sigma \text{ losses}}{\text{population}}$$

The per capita share of wealth now includes antiques, the serviceable old, and the new. From this relationship it appears that we can increase the average standard of living by reducing losses as well as by increasing production. However, in our economy, production is closely related to consumption, and we face the seemingly illogical fact that we can increase the standard of living by increasing waste! Such losses as normal wear and tear, designed obsolescence, and accidents can increase consumption enough to stimulate production.

Even if we grant that technology can create and exploit new resources as needed, we must deal with the quality of living (QL) as well as the purely material standard of living. In addition to material goods, the quantity and quality of both services and experiences available to each person will be included. The model must therefore be expanded to

$$QL = \frac{\Sigma \text{ production} - \Sigma \text{ losses}}{\text{population}} + \frac{\text{services/time}}{\text{population}} + \frac{\text{experiences/time}}{\text{population}}$$

As material comforts increase, it is likely that "the good life" will be defined to a greater degree by services. And, as services become more abundant, the emphasis may shift toward experiences. Services may well increase in abundance and excellence with continued growth. The quantity of experiences may also increase. However, the quality of many experiences is likely to decline, especially if the environment deteriorates seriously (*litter, pollution*).

Our values will undoubtedly shift toward what is available, but this shift will lag enough to leave many desires for things that are remembered and cherished but no longer available. This "memory gap" between what is remembered and wanted and what is available will mean a decrease in the quality of living unless it is at least offset by new advantages. Right now, for example, how many families no longer have a "view" from their picture window because of growth? What will be the impact of added growth on activities that let the imagination run free without an

overdose of organization, regulation, and spectatorship? As growth continues, how many of us will long for such things as a picnic by an unpolluted lake, fishing in a clear stream, room for a family dog, or even places to walk, ride, boat, or fly with a minimum of regulation and traffic?

In mastering the details of production and distribution we seem to forget the environmental base on which our productive forces and many enjoyable experiences depend. Even in our outdoor recreation, we still tend to emphasize access to new areas rather than management of existing areas for continued enjoyment. One wonders if the rise in our standard of living can be sustained or whether it is the result of a rising rate of exploitation of a limited and exhaustible environment. To what extent are we drawing on the capital as well as the interest of our global savings account? Can technology replace environmental capital? Can it do so in time?

We may grow into a "Brave New World" where pleasures come from happiness pills and electrodes in the brain. Conversely, we may grow into a "1984," where repressive measures are necessary to keep society from falling apart. As a third alternative, we may exhaust the resources or disrupt the organization needed for a dynamic technology and then collapse to a thin population of subsistence farmers. To find a better alternative, we may have to rethink our entire economic strategy. How can we do it?

Some Criteria for a Future Economy

As the product of a long and often stormy evolution, our economic system is not something that can be overhauled by a few armchair critics. Yet one need not be an expert to identify some difficulties with our present system and to suggest what it ought to be doing for us. Too often we seem to view the economy as a mysterious creature operating by its own inscrutable laws and to which we humans must be subservient. Instead, we should see it as a human institution which must serve human needs as directly as possible.

Now that we are so capable of fouling our own nest, dare we assume that an "invisible hand" will somehow guide us automatically along the correct course to survival? Although modern technology can work many wonders, it can also permit enormous mistakes to be made before we have learned the

consequences of our actions. Now that we are on the threshold of such things as weather modification and massive transfers of water between regions, one wonders how sure we can be of avoiding unexpected and undesirable side effects. Yet shortages induced by rapid growth may force us to act before we understand the full implications of our actions. As examples, DDT killed many fish and threatened many species of birds before we knew that it would, and some Eskimos ingested dangerous amounts of cesium-137 from what were considered harmless tests of nuclear devices. Smog alerts, epidemics of hepatitis, unemployment, riots, and other problems already demonstrate that personal greed does not necessarily aggregate to public good in a populous and highly interrelated society.

A few criteria for an ideal economy are obvious. It must provide a decent quality of living for every citizen. For the foreseeable future, it must also maintain enough national strength to prevent another nation from overwhelming us. Beyond these criteria, perhaps our major concern with any future economic system is that it not repress individual freedom any more than is inevitable because of population density and technological complexity.

Two factors seem of particular importance in maintaining individual freedom. The first is representative government. Although many voters are apathetic and poorly informed, it would be an awful and probably irreversible step to lose the power to turn an unsatisfactory government out of office by peaceful processes. Yet, as we speculate on the future, it is not difficult to imagine political instability and chaos as the electorate votes "no confidence" in the economic policies of successive governments that deal unsuccessfully with resource and environment problems. Problems resulting from population growth, worldwide as well as domestic, seem especially likely to create a serious challenge to representative government everywhere in the years ahead.

A second factor of importance to individual freedom is diffused decision-making. There is safety in a redundant system in which many suppliers estimate needs and many purchasers select among competing goods and services. Such redundancy guards against a crisis in one sector mushrooming into total collapse throughout a highly interdependent technological society. As society becomes more complex, it is unlikely

ly that centralized decision-makers, even with the best computers, can foresee all our needs and all the effects of each decision. In addition, the centralization of decision-making is likely to decrease individual freedom.

Self-interest is also important as a strong motive force that needs to be retained in any future economy. However, in a complex society where one person's actions affect many other people, self-interest must operate within the constraints needed to guard the interests of the total society.

The market system is probably still the most effective means of maintaining the abundance, individual freedom, redundant decision-making, and self-interest we desire. However, it is less effective than it could be in achieving high levels of human benefit. For example, as we chase the rainbow of economic growth, our marketplace decisions are usually based only on the costs incurred by the individual or firm and ignore the costs borne by society in general. Thus industries have been allowed to save money by dumping their wastes, often untreated, into the atmosphere, lakes and streams, or onto the land. But the costs are borne by the public in terms of respiratory disease, dead fish, and lost amenity and recreation opportunities.

Perhaps rather subtle controls on the economy would enhance the quality of our living by forcing a consideration of all costs of economic activity. Included would be such social costs as air and water pollution, building suburbs on prime agricultural land, and spoiling scenic or recreation areas.

One means of bringing hidden costs into the market system would be to tax or charge the responsible party for the full costs of repairing, replacing, or cleaning up whatever was damaged by his economic activity (10). Water users might be required either to return water of equal quality or to pay a pollution charge. Road builders might be required to provide lands of quality and acreage equal to park lands taken for highways. Such costs would simply enter into the total allocation process. If protection of the environment were accepted as a legitimate cost of production, many abuses would simply become too expensive to perpetuate and some activities that are now profitable would become uneconomic.

A second difficulty results because marketplace decisions are usually short-run decisions that de-emphasize the future. Currently we usually discount

every future benefit by assuming that it can be equated to whatever present investment would give the same value at a selected rate of interest. For example, at an interest rate of 6 percent, each dollar in benefits 50 years from now would discount to a present worth of approximately 5 cents.

Such discounting may be perfectly appropriate for decisions that can be readily reversed. However, irreversible decisions should not be based on discounting. For example, the depletion of soils, water tables, minerals, interesting species, and space and amenity values must be curbed if future generations are to have a rich life.

I am not saying that we must go "back to nature," which is clearly impossible. A technological society can live only by greatly modifying nature on much of its land. But at some point we must admit that future people are just as important as present people and that we cannot justly discount the value of their environment. Unless we use the environment responsibly, we will greatly reduce the range of opportunities and alternatives available to our descendants.

Again, some fairly subtle controls on the economy might be effective. Tax laws are already being used to encourage or discourage specific practices, and some changes in direction might become essential. For example, to accelerate the discovery and exploitation of mineral resources, we now give generous depletion allowances. However, to encourage more efficient use of such resources, we may need to institute resource depletion taxes. We might also need a space depletion tax to encourage effective use of land and to discourage our urban sprawl.

There may be some merit in a re-placement tax for durable goods. By taxing people on the frequency with which they replace things, we might encourage them to make things last as long as possible and might reestablish a belief that durability means quality. This belief might in turn improve the quality of living by greatly weakening the link we have developed between waste, production, and distribution in our economic system. For example, if each automobile lasted twice as long, we could have just as many automobiles per family by producing only half as many cars. The effect could be less industrial smoke, fewer junkyards, and fewer new scars on the landscape due to mining. It could also mean that more resources, energy, and leisure would be

available for purposes other than building automobiles.

Yet, true to the assumption that man is subservient to the economic system, we hear waste defended as necessary for our prosperity. Surely we can organize our economy efficiently enough to avoid having to throw things away to have more! Are we inescapably on such a treadmill?

As we approach the "spaceman" economy suggested by Boulding, we must come into better equilibrium with the environment instead of trying to sustain the continual disequilibrium implied by our treadmill pattern of growth. We have tried to keep our economic plumbing full by increasing the pressure and flow rather than by fixing the leaks. Improved knowledge, efficiency, and durability can repair the leaks in the economic vessel that contains society's wealth, and their achievement will probably always be a desirable kind of progress. But we face enormous problems if we continue to insist that everything must grow.

First, we must stop the population growth that is the major stimulus to many other kinds of growth. Thus far we have been unwilling and unable to take this step, and it seems tragic that we may reproduce ourselves back into scarcity just as we are within reach of affluence for all. Unless population growth is slowed on a worldwide basis, the "have" nations may soon face the ethical dilemma of reducing their own per capita wealth by sharing with the "have-not" nations or reverting to increasing "defense" operations to control desperate people who are trying to better their own lot.

In addition to stabilizing population levels, we need to recycle our environmental resources. For some structural purposes, we might develop reusable polymers that can be assembled, used, separated into constituents, and reassembled with minimum losses. Such materials seem well within reach of foreseeable technology and might be preferable to the problems of unscrambling and reusing alloyed metals. Human wastes should go back to agricultural lands rather than into our water supplies. Because fossil fuels will not last long if the rest of the world begins to consume them at anywhere near our own rates of consumption, much of our energy may have to come from the sun. At current levels of technology, nuclear fission and fusion may both be too dirty for widespread use. Petroleum may need to be conserved primarily for lu-

brication, with reprocessing after use, or perhaps for aircraft use where other energy sources might be too heavy.

My comments may amount to a re-definition of "progress." Too often, progress has been equated with mere growth, change, or exploitation rather than with a real improvement in the per capita quality of life. Thus a new smokestack has usually passed as progress, and the odors generated by new factories have been said to "smell like money." But getting rid of the stacks already in town may now be a more rational view of progress. Developing a smokeless process, a product that lasts longer, or a process that requires less expenditure of human energy, or something that makes life more meaningful—all these may better qualify as progress.

In its time the treadmill pattern of growth was progress enough and served us well. But as the relationships change between human numbers and the total environment, we must abandon unregulated growth before it strangles us.

The essential tasks ahead are to stabilize human population levels and to learn to recycle as much of our material abundance as possible. Ideally, the change to new ways would be by incremental, evolutionary, and perhaps experimental steps, although some writers believe an incremental approach may not work (11). But if steps of some kind are not started soon, they may well be outrun by the pace of events. Unless we can slow the treadmill on which we have been running faster and faster, we may stumble—and find ourselves flung irretrievably into disaster.

References and Notes

1. E. J. Mishan, *The Costs of Economic Growth* (Praeger, New York, 1967).
2. Although we have generally assumed our well-being to be a linear function of total size (X), it has turned out to be the curvilinear function $Y = a + bX - cX^n$, where n is greater than 1. Thus at some point we can expect added growth to decrease our wellbeing rather than add to it.
3. K. E. Boulding, in *Environmental Quality in a Growing Economy*, H. Jarrett, Ed. (Resources for the Future, Washington, D.C., 1966), pp. 9-10.
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7. R. L. Heibroner, *The Future as History* (Grove Press, New York, 1959), pp. 136-140.
8. H. Brown, *The Challenge of Man's Future* (Viking, New York, 1954), pp. 222-225.
9. To be precise, we should exclude production used to replace capital goods. However, the general logic of this analysis does not depend on such refinement.
10. M. M. Gaffney, *Bull. Am. Sci.* 21 (6), 20 (1965); A. V. Kneese, *Pap. Proc. Reg. Sci. Ass.* 11, 231 (1963).
11. B. L. Crowe, *Science* 166, 1103 (1969).

Public Testimony by Jeff Geisler, Hayden Island Resident; Chair of
HINNOON (Hayden Island Neighborhood Network); and member of NWCSCI
(Northwest Citizens Science Initiative).

For Portland City Council Meeting Wed. November 4th, 2015 In
Support of Agenda items 1156 and 1157

Lewis and Clark had Sacagawea for a guide and interpreter
Today we have SIRI

Both qualify as intelligent assistants that are considered indispensable!

The difference is most compelling in that SIRI relies on electricity and
satellite technology (GPS)
and the two plus year journey of Discover by Lewis and Clark can now be
completed round trip in four or five days.

This amazing transition was made possible in just 210 years by fossil fuels
and technology. However, our earth science teachers have long explained
the sources of energy are finite and indeed we should not exhaust these
resources before new ones are discovered, and we must stop living on this
planet as though we have a spare planet!

But more importantly to the issues of today, the transport and storage of
fossil fuels, this Northwest Region is the wrong place for the proposed
infrastructures.

Volcanologists were quite correct in calculating the imminent eruption of
Mount St. Helens in 1980, and seismologists and geologists today are
conclusive in their predictions of a level 9 earthquake to occur along the
Cascadia Subduction Zone which will be here within the next fifty years.
This is the perfect time for the people of Portland to address the devastating
effects this would have on our already existing fossil fuel storage and
transfer systems. (See attached NWCSCI Paper on Portland Pembina Propane
Terminal and NWCSCI White Paper submitted today by Al Roxburgh)

Mayor Hales and Commissioner Fritz are to applauded for these timely
Resolutions that set the stage for a serious change in direction regarding our
energy future and the safety of our citizens and this wonderful lifestyle we
enjoy!

Thank you
Jeff Geisler

refrigerated tanks, combining the worst effects of BLEVEs, and most of the other effects already mentioned.

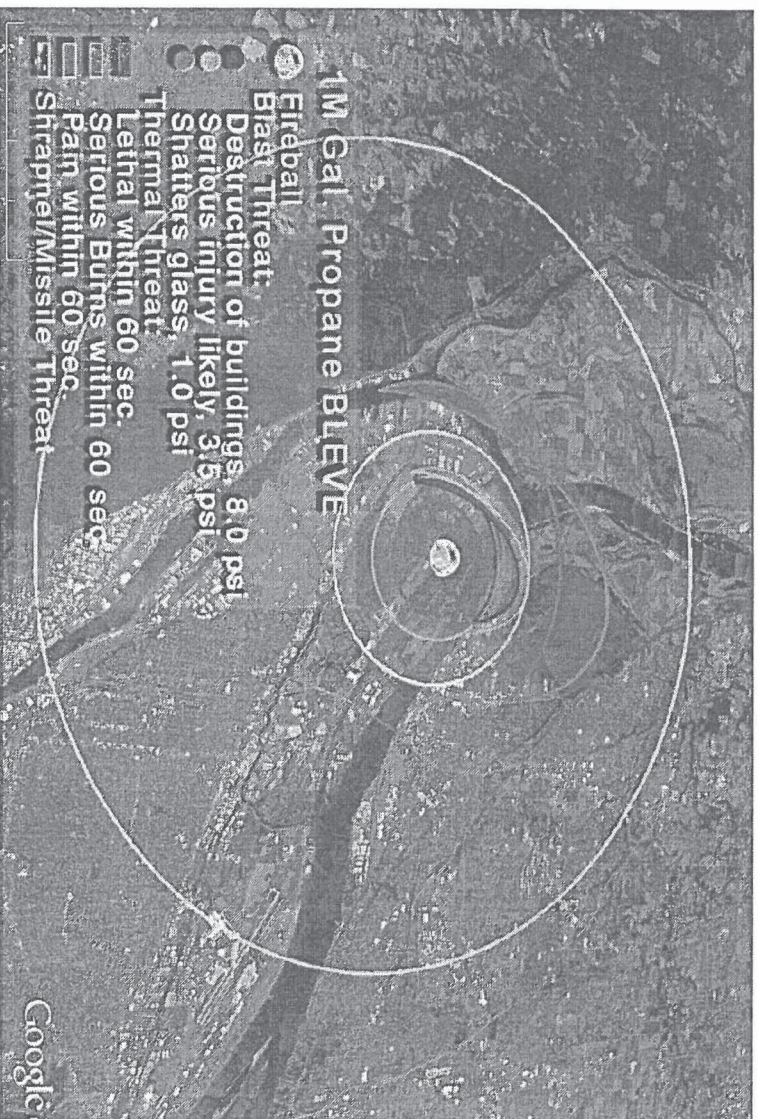


Figure 4: A Google Earth overlay showing thermal radiation and missile fragment threat zones modeled for a worst case boiling liquid expanding vapor explosion of one-million gallons of propane stored in pressurized tanks at Terminal 6 in North Portland. The black lines on the map represent the rail network.

Thermal Threat Zones: Fireball diameter 787 yards, Red zone: 1682 yards radius [10 kW/m²] potentially lethal in less than 60 seconds; Orange zone: 1.3 miles radius [5 kW/m²] 2nd-degree burns in less than 60 seconds; Yellow zone: 2.1 miles radius [2 kW/m²] pain in less than 60 seconds.

Overpressure Blast Zones (shown in cut-away view): Blue zone: 1.3 miles radius [8.0 psi] destruction of buildings; Green zone: 1.5 miles radius [3.5 psi] serious injury likely; Magenta zone: 2.9 miles radius [1.0 psi] shatters glass.

Shrapnel Zone: Turquoise zone: Tank fragment missile threat zone: 30 x fireball radius = 6.7 miles radius, which is also the recommended evacuation radius to avoid tank fragment missiles. Areas included within the missile threat zone are all of downtown Portland, all of North Portland, PDX airport, the eastern half of Sauvie Island, all of Hayden Island, most of Vancouver, and all of the marine terminals of the ports of Portland and Vancouver.

Potential Hazard 2: Terrorist Attack Scenarios

Typical actions by terrorists include the commandeering of commercial aircraft, but also drive-up vehicle-borne improvised explosive devices (truck bombs), the use of explosive projectiles such as shoulder-launched armor piercing rocket-propelled grenades, or the hand-placing of satchel or

shaped charges. Shaped charges are specifically designed to leverage previously-mentioned hydrodynamic effects for best focus and maximum destructive power with the least amount of explosive material. Any or all of these can lead to the scenarios described in the *Potential Hazards 1* section, above.

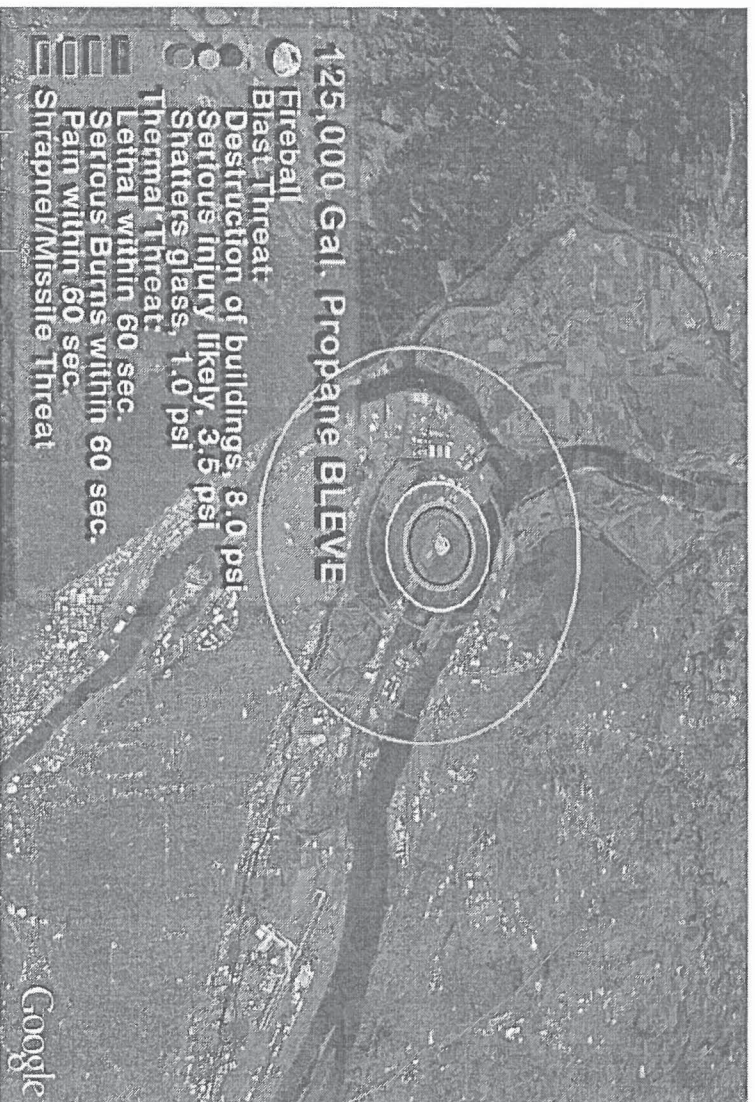


Figure 5: A Google Earth overlay showing thermal radiation and missile fragment threat zones modeled for a worst case boiling liquid expanding vapor explosion of 125,000 gallons of propane stored in pressurized tanks at Terminal 6 in North Portland. Shown at the same scale as figure 4.

Thermal Threat Zones: Fireball diameter 393 yards, Red zone: 841 yards radius [10 kW/m²] potentially lethal in less than 60 seconds; Orange zone: 0.65 miles radius [5 kW/m²] 2nd-degree burns in less than 60 seconds; Yellow zone: 1.05 miles radius [2 kW/m²] pain in less than 60 seconds.

Overpressure Blast Zones: Blue zone: 0.65 miles radius [8.0 psi] destruction of buildings; Green zone: 0.75 miles radius [3.5 psi] serious injury likely; Magenta zone: 1.45 miles radius [1.0 psi] shatters glass.

Shrapnel Zone: Turquoise zone: Tank fragment missile threat zone: 30 x fireball radius = 3.35 miles radius, which is also the recommended evacuation radius to avoid tank fragment missiles. Areas included within the missile threat zone are all of downtown Vancouver, all of the Portland St Johns neighborhood, part of the Portland Portsmouth neighborhood, the eastern edge of Sauvie Island, most of Hayden Island, and all of the marine terminals of the ports of Portland and Vancouver.

Potential Hazard 3: The Big One—A Magnitude 9 “Megathrust” Quake

The proposed site of PPC’s propane export terminal, adjacent to The Port of Portland’s Terminal 6, lies in the Portland basin, a well-documented area of seismic activity. Three seismic sources

have been determined:

- 1) Intertplate earthquakes along the Cascadian Subduction Zone located near the Pacific coast.
- 2) Relatively deep intraplate subduction zone earthquakes located as far inland as Portland.
- 3) Relatively shallow crustal earthquakes in the Portland metropolitan area.

The maximum credible events associated with these sources are postulated to be in the range of Magnitude 8.5-9.0, 7.0-7.5, and 6.5-7.0, respectively.⁴² Indeed, the City of Portland's Bureau of Planning and Sustainability (BPS), with input from the Port of Portland, has already authored a statement that "an earthquake [at the proposed PPC propane export facility] is one of the biggest risks to create a spill or explosion."⁴³ Oddly enough, this statement was offered by the Port of Portland in support of a proposed zoning change to the protected riverfront at Terminal 6, without which PPC's terminal cannot go ahead. It is then revealed in the same document that the port has

established a risk level target of a 1% in 50 years probability of earthquake-induced collapse. In other words, approximately 0.5% risk of a collapse over the expected 25 year service life of the facility, even after all required mitigations have been incorporated into the structural design of the refrigerated storage tanks, such as the "ground improvement and/or deep foundations.... a combination of stone columns and jet grouting ground improvements" that were completed within the last five years for another marine facility just downstream. Deep foundations such as driven pipe piles are currently being considered as an alternative to support the tank."⁴⁴ To our knowledge, there has been insufficient investigatory work by engineering geologists and geotechnical engineers to map and understand the geological limitations of the planned terminal location just east of Terminal 6, a site at which the basalt bedrock may be unusually deep.⁴⁵ At a recent public meeting on Hayden Island, a Pembina representative said that their geotechnical exploration of the site reached to 165 ft, and that they had no intention of going deeper, did not need to know the bedrock depth, and intended to run several concrete-filled caisson pilings to 160 ft. On the face of it, this seems inadequate, because industry sources I have consulted recommend drilling at least 20 ft deeper than your intended piling depth. The proposed tank design uses two large aboveground double-wall insulated steel storage tanks that together store 33.6-million gallons of refrigerated propane at -44 °F. Also in the BPS document is a statement that the geology of the site and the potential for a megathrust quake (Magnitude 9) from the Cascadia Subduction Zone (which would originate near the Oregon coast), and a Magnitude 7 Portland Hills Fault quake (which would originate less than 5 km away) appear to agree with current geological knowledge of the region, and may in fact overstate the Portland Hills Fault potential

⁴² Dickenson Stephen E., et al. Assessment and Mitigation of Liquefaction Hazards to Bridge Approach Embankments in Oregon. Final Report, SPR 371. Oregon DOT Research Group, and Federal Highway Administration. Nov 2002. p. 139.

⁴³ Bureau of Planning and Sustainability, City of Portland, Oregon, "Terminal 6 Environmental Overlay Zone Code Amendment and Environmental Overlay Zone Map Amendment – Part 1: Environmental Overlay Zone Code Amendment." *Proposed Draft*, Dec 12, 2014. <http://www.portlandoregon.gov/bps/article/512520> p.18, Seismic Risks

⁴⁴ *Ibid.* p. 18.

⁴⁵ Professor Scott Burns, Oregon State University, private communication.

by 0.5.⁴⁶ The BPS document also briefly mentions that the major seismic hazards for a large storage tank at Terminal 6 include soil liquefaction, lateral spreading and seiches.

A more detailed review of the seismic risks in the Portland basin and related areas⁴⁷ describes the high likelihood of prolonged ground shaking (the geological estimate is five minutes), causing the destructive effects of *primary* seismic effects: soil liquefaction (loss of strength of the soil), lateral spreading (surface soil moves permanently laterally, damaging structures such as buildings, tanks, and tank supports; an effect that could be exacerbated by slope failure of the Terminal 6 dredged shipping channel), co-seismic settlement (the ground surface is permanently lowered, and potentially becomes uneven), and bearing capacity failures (foundation soil cannot support structures it was intended to support). The alluvial soils in the Portland Basin, and in particular those surrounding the Portland peninsula, and associated with the wetlands at the confluence of the Willamette and Columbia rivers, are particularly at risk to this sequence of events. Portland's rivers, sloughs, lakes and wetlands makes for a high water table, which when coupled with an unusually large distance to bedrock, makes these water-saturated soils very vulnerable to the previously mentioned effects of ground shaking. Possible *secondary* seismic hazards relevant to the Portland basin area include: seiches (earthquake-induced standing waves in narrow bodies of water), fire, and hazardous material releases, such as liquid fuel overtopping tanks by ground-shaking-induced sloshing.

Due to the particular dangers of liquefaction to large tank structures, and as discussed above, the BPS zoning change proposal document rightly pays special attention to its mitigation in the design of the tank and its foundations. However, given that a Magnitude 9 earthquake in the Cascadia Subduction Zone could bump Portland into 6th place in the USGS list of the most powerful earthquakes ever recorded worldwide,⁴⁸ such mitigation may be woefully inadequate. With 100 times the ground movement and 1,000 times the energy of a much more common Magnitude 7 earthquake, a Magnitude 9 quake is a very powerful event. Strengthening a 30-million gallon tank against this seems hardly feasible. Scientists agree that such a large quake is overdue. Earthquake-induced failure of such a tank would only add insult to Portland and Vancouver's already massive earthquake injury.

Until proven otherwise, we must assume that the intensity of earthquake-driven liquefaction of the ground around Terminal 6 is likely to result in collapse and loss of contents of the planned large refrigerated tank structures. Given a nearby source of ignition, a massive pool fire is only one possible outcome. Another (and the one we've chosen to use here) is a very large, toxic, wind-driven heavy vapor cloud (12,600 ppm = 60% LEL) containing many flame pockets ignited

⁴⁶ Professor Scott Burns, Oregon State University, private communication.

⁴⁷ Wang, Yumei, et al. "Earthquake Risk Study for Oregon's Critical Energy Infrastructure Hub." Final Report to Oregon Department of Energy & Oregon Public Utility Commission. Oregon Department of Geology and Mineral Industries. Aug 2012. p. 39.

⁴⁸ Largest Earthquakes in the World Since 1900. The current list is: 9.5, 9.2, 9.1, 9.0, 9.0, 8.8, 8.8, 8.7, 8.6, 8.6, 8.6, 8.5, 8.5, 8.5. http://earthquake.usgs.gov/earthquakes/world/10_largest_world.php Retrieved Jan 12, 2015.

by various sources of ignition across miles of the Portland or Vancouver metropolitan areas. The potential for the compounding effects of water inundation of Terminal 6 due to dam loss caused by the earthquake-induced movement of recently discovered fault lines along the Columbia River, have yet to be determined. As Ian Madin, chief scientist with the Oregon Department of Geology and Mineral Industries (DOGAMI) told the Oregonian, “None of the dams were designed with this kind of fault in the analysis.” He added that the Bonneville Power Administration is spending millions to secure transformers and other links in their power system, which speaks for itself.⁴⁹

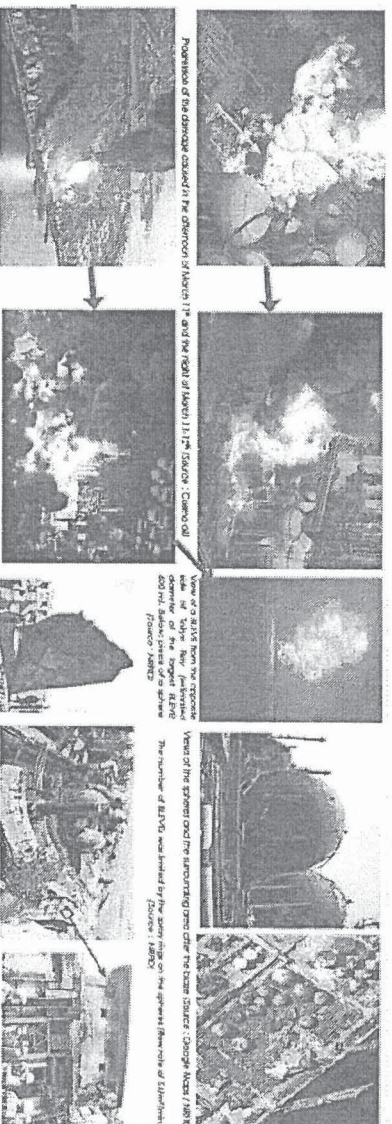


Figure 6: Cosmo Oil's LPG terminal in Tokyo Bay is built on harbor fill consisting mainly of water-saturated sandy alluvial soils (LPG is a mixture of gases, including propane). This high seismic risk location and facility has many similarities to the site of Portland's proposed propane export terminal. On March 11, 2011, an earthquake similar in magnitude to Portland's expected "big one" caused structural failure and tank collapse due to soil liquefaction. A lethal domino cascade ensued, which over a period of three hours, included a large vapor cloud explosion, and five BLEVEs the largest of which had a fireball diameter of almost 2,000 feet. All told, seventeen LPG tanks were destroyed. Damage included thermal radiation, overpressure blast, and rocketing tank fragments and other debris. Cleanup took two years.

A seismic scenario, very similar to the one being discussed for Portland, developed at the Cosmo Oil LPG terminal in Tokyo Bay as a result of the Great Tohoku earthquake March 11, 2011.⁵⁰ This quake registered as Magnitude 9 (Shindo 5-), with Magnitude 7 aftershocks. Built on sandy soil reclaimed from Tokyo harbor, the Cosmo facility was placed in jeopardy by earthquake-induced soil-liquefaction. Over a period of about three hours, this led to a series of propane or LPG tank collapses, a large vapor cloud explosion (VCE), a sustained fire, and a string of BLEVEs (see figure 6). The lethal domino cascade included five BLEVEs. The largest of these produced a 600 m diameter (1968 feet) fireball, from which we may infer an LPG volume of around 500,000 gallons! All told, a total of seventeen high-pressure storage tanks were destroyed. Fortunately there was no very large (tens of millions of gallons) refrigerated storage

⁴⁹ Rojans-Burke, Joe, The Oregonian. (Aug 29, 2011) "Hidden Earthquake Faults Revealed at Mount Hood, Oregon." <http://www.oregonlive.com/pacific-northwest-news/index.ssf/2011/08/hidden-earthquake-faults-revealed-at-mount-hood-oregon.html> Retrieved Jan 05, 2015.

⁵⁰ This was the same earthquake that preceded the tsunami inundation and meltdown of three of the four cores at the Fukushima Daiichi nuclear reactor complex.

tank on site. In total, the incident consumed 5,272 tonnes of propane/LPG, equivalent to around 2.8 million US gallons. Nearby pipes and buildings were destroyed. Heat radiation caused leaks in several nearby bitumen storage tanks; roads and buildings at the site were also damaged by soil liquefaction. Shock waves and rocketing debris from the explosions ignited fires in nearby petrochemical facilities. Vehicles and boats were destroyed, homes were damaged (windows and roofs), and nearby vehicles and homes were covered in fire debris. The damage cost was € 100 millions (multiples of US\$ 113 million), and repairs to the facility took two years. The technical lessons learned from this disaster include reinforcing the tank bases, wider tank spacing, and improvements in safety equipment to limit domino effects.⁵¹ See appendix A for a complete chronology.



Figure 6: The Impact on Portland and Vancouver of an earthquake scenario in which a large refrigerated propane storage tank collapses at Terminal 6. We assume that cold liquid propane is ejected and/or flows at the rate of 560,000 gallons per second for one minute. The escaping liquid may flash boil and/or result in two-phase (liquid/vapor) flow. The simulation assumes that 100% of the propane evaporates into a large vapor cloud, which is blown by the wind, assumed to be 10 mph from the NW, and covers much of Portland. Overlaid on the same map is the result of a 10 mph wind from W, which covers much of Vancouver. The straight edges do not mark the edge of the vapor cloud, but simply the extent of the simulation; the cloud will therefore extend much further, with a roughly oval outline. The red threat zone extends further than 5.8 miles (12,600 ppm = 60% LEL = Flame Pockets), and the yellow threat zone extends even further (2,100 ppm = 10% LEL).

⁵¹ Overview of the Industrial Accidents Caused by the Great Tohoku Earthquake and Tsunami. Japan. March 11, 2011. ARIA. French Ministry of Ecology, Sustainable Development and Energy. Retrieved Feb 11, 2015.

http://www.aria.developpement-durable.gouv.fr/wp-content/files_mf/Overview_japan_mars_2013_GB.pdf

Figure 6 shows an earthquake scenario in which large refrigerated propane storage tank(s) collapse at Terminal 6. For the purposes of the simulation, we created a 120 ft. diameter hole in a single 33.6-million gallon tank, through which the cold liquid propane is ejected and/or flows at the rate of 560,000 gallons per second for one minute. The ALOHA software reports that the escaping liquid may flash boil and/or result in two-phase (liquid/vapor) flow. In any case we assume that 100% of the propane evaporates into a large vapor cloud, which is blown by the wind, assumed to be 10 mph from the NW, and covers much of Portland. Overlaid on the same map is the result of a 10 mph wind from W, which covers much of Vancouver. The straight edges do not mark the edge of the vapor cloud, but simply the extent of the simulation; the cloud will therefore extend much further, with a roughly oval outline. The red threat zone extends further than 5.8 miles (12,600 ppm = 60% LEL = Flame Pockets), and the yellow threat zone extends even further (2,100 ppm = 10% LEL).

Legal Ramifications

Finally, we will place the proposed PPC propane export terminal under the legal microscope by using a Rest.2d Torts approach to examine the legal ramifications of siting any such large energy storage and handling facility in the center of the extended Portland/Vancouver urban area, in a geological zone subject to Magnitude 9 “megathrust” earthquakes, and earthquake-induced ground liquefaction and dam bursts, with such an earthquake in fact overdue. Specifically, Restatement (Second) of Torts, § 520 (commonly referred to as Rest.2d Torts § 520), which has been adopted by California and some other states, provides a framework for examining an activity or process to determine if it presents an unavoidable risk of serious harm to others, or their property, despite reasonable care exercised by the actor to prevent that harm. Section 520, Restatement Second of Torts enumerates the factors to be considered in determining if the risk is so unusual, either because of its magnitude or because of the circumstances surrounding it, that such an activity is “abnormally dangerous” or “ultrahazardous,”⁵² and therefore subject to strict liability.

Given the huge potential for devastation in Portland or Vancouver (depending on wind direction) out to at least seven miles from the facility, a 1-in-200 risk is much too high. Indeed, simulation tests we have run demonstrate a credible potential for an event so destructive that the establishment of any large energy storage facility within the urban boundary of Portland, that endangers all of Portland and Vancouver qualifies as ultrahazardous, defined in Wex⁵³ as, “An activity or process that presents an unavoidable risk of serious harm to the other people or others’ property, for which the actor may be held strictly liable for the harm, even if the actor has exercised reasonable care to prevent that harm.” Oregon may well need to follow California in adopting a Rest.2d Torts approach for determining whether such ultrahazardous activities are

⁵² Ultrahazardous activity. http://www.law.cornell.edu/wex/ultrahazardous_activity

⁵³ Wex is the Cornell University Legal Information Institute’s community-built, freely available legal dictionary and encyclopedia. <http://www.law.cornell.edu/wex>

NW/CSI

Portland Propane Terminal

“abnormally dangerous,” setting forth six factors which are to be considered in determining liability. These are:

- “(a) existence of a high degree of risk of some harm to the person, land or chattels of others;
- “(b) likelihood that the harm that results from it will be great;
- “(c) inability to eliminate the risk by the exercise of reasonable care;
- “(d) extent to which the activity is not a matter of common usage;
- “(e) inappropriateness of the activity to the place where it is carried on; and
- “(f) extent to which its value to the community is outweighed by its dangerous attributes.”

We comment on these factors, as follows:

- (a) Portland’s adoption of a 1% risk of tank collapse in 50 years is a high degree of risk.
- (b) The potential harm from credible tank collapse and transfer tank BLEVE scenarios is great, and worst-case Portland and/or Vancouver would likely never fully recover.
- (c) Residents cannot avoid the risk by any reasonable exercise of care, other than leaving.
- (d) Large propane facilities are not commonly embedded in cities.
- (e) Large propane facilities are inappropriate inside or close to urban boundaries.
- (f) Recognizing that Portland is considered to be well overdue for a big earthquake, and considering that propane tanks have been terrorist targets, the credible magnitude of loss for such incidents pales in comparison to the 50 direct jobs and several million dollars of taxes that Portland would receive from such a facility.

Linton Neighborhood Association
c/o Shawn Looney
12937 NW Newberry Rd
Portland, OR 97231

November 4, 2015

Mayor Charlie Hales
City of Portland
1221 SW 4th Ave., Room 340
Portland, OR 97204

Dear Portland City Council,

The Linton Neighborhood Association (LNA) has passed three motions in recent years aligned with the goals of City Council agenda items 1156 and 1157 establishing City policy opposing the transportation and processing of crude oil and fossil fuels through and within the City of Portland. We applaud this action and urge City Council to adopt both measures.

In addition we urge the City to use the Comprehensive Plan to set long-term policy to move Portland's energy storage facilities outside of high risk earthquake zones in NW Portland or require infrastructure investments to ensure existing facilities are updated to survive the anticipated liquefaction of the ground they stand on during an expected major earthquake.

LNA will vote at our Wed. Nov. 4th meeting to confirm our endorsement of this letter of support which is based on the following past votes of LNA.

On April 10, 2015 LNA voted to support Council adoption of the Climate Action Plan.

“The Linton Neighborhood Association urges both the City of Portland and Multnomah County to endorse their joint Climate Action Plan, specifically objective 3G, page 69, regarding fossil fuel exports — Establish a local fossil fuel export policy; at the state level, oppose exports of coal and oil through Oregon.

However, we urge both the City and County to expand this policy statement to more clearly state opposition to future siting and long-term elimination within their jurisdictions of facilities for the receiving, storing and delivery of heavy and refined petroleum products. The policy should also oppose the rail transport of crude oil, specifically the volatile Bakken crude, through all Portland and Multnomah County neighborhoods. At a minimum local elected officials need to step up advocacy for quick Federal action to ensure safe rail transport of such oils through Portland and Multnomah County...”

On July 2, 2015 LNA voted to oppose the shipment and storage of crude oil through Oregon.

“We are expressing the deep concern of the Linnnton Neighborhood Association about the threat to life, safety and the environment due to accidents, potential spills and explosions posed by the oil trains. We urge the Governor to recommend against the siting of oil terminals in our state; and urge Congress, the Legislature, and regulators to adopt laws and regulations to increase the safety of the transportation of crude oil.

The Linnnton Neighborhood Association calls on municipalities, agencies and officials to deny all permits for new/expanded facilities that will result in an increase in the transportation of crude oil through Portland and that a statewide moratorium on oil train transport is issued until such time as there is a consensus among the industry and regulators as to the appropriate method of safely transporting Bakken crude oil and a proven track record that demonstrates to we the people the safety of the methodology.

Linnnton is at greater risk than any other Portland neighborhood because of our proximity to gas tanks and other chemical hazards. We are opposed to the transport of oil through Linnnton.”

Comments on Arc Terminal Holding LLC Portland Terminal Facility

Of particular concern we urge the City to further research the sale and DEQ approvals in 2014 of the Arc Terminals Holding LLC Portland Terminal Facility located at 5501 NW Front Ave. purchased by CoreEnergy Infrastructure Trust, Inc.

The 39-acre facility, with 84 tanks and a total storage capacity of 1,466,000 barrels, is located just outside the southern boundary of the Linnnton neighborhood and within proximity of the NW and North Portland neighborhoods (across the Willamette). According to OPB and other media reports products will be received and/or delivered via railroad, marine (up to Panamax size vessels) or truck loading rack with export capacity through marine facilities accessed through a neighboring terminal facility via an owned pipeline.

While the media and political spotlight last year was on the proposed propane facility in North Portland here is a facility that had quietly entered the Portland market potentially receiving the volatile Bakken crude from the Northern Plains. The rail transport of Bakken crude oil has been under considerable national review as a major threat to public health and safety.

The expansion of such facilities within the City's and County's boundaries seems diametrically in contradiction to the Climate Action Plan's goal of carbon emissions reduction.

Furthermore the rail transport of these fuels will undoubtedly cross through North Portland neighborhoods via a BNSF Washington rail route and/or potentially a Union Pacific rail route

Linnnton NA tr in support of fossil fuel policy resolutions

11/4/2015

Page 2

through Oregon crossing through outer and inner East Portland neighborhoods along I-84 and/or Sandy and Lombard avenues both into Northwest Portland.

Allowing the rail transport of Bakken crude oil through the above Portland neighborhoods, many with disproportionately higher concentrations of communities of color and low-income residents, also seems diametrically in contradiction to the climate equity commitments of the Climate Action Plan's Vision for 2050.

On July 11, 2012 LNA voted to oppose the export of coal through NW states, Portland metro region and the Linnnton neighborhood.

“The Linnnton Neighborhood Association feels it is our responsibility to protect and promote the quality of life, safety, health, well being, and economic interest of our neighborhood. We are called upon to express our opposition to recent proposals to build several coal export facilities in Washington and Oregon that will impact not only our neighborhood but communities throughout the northwest United States and globally.

We are opposed to the export of coal mined from public lands through NW states that will contribute to global increases in carbon emissions and climate change. In addition, we are opposed to the transport of coal through the Portland metropolitan region that will have long lasting impacts on the health and quality of life in many neighborhoods, including Linnnton.

We support Oregon Gov. John Kitzhaber's call for federal agencies to evaluate the global impact of the six proposals, including a broad environmental analysis examining their impact on climate change. Most immediately this summer, Gov. Kitzhaber and Oregon's Division of State Lands must not approve the proposal by Ambre Energy, of Australia, for developing export facilities at the Port of Morrow in Boardman and the Port of St. Helens' Port Westward sites. We call upon the State and Federal government to require a cumulative and comprehensive review of the economic, health, safety, as well as environmental impacts of all the coal terminal proposals.”

In November 2014 LNA voted to urge the City to incorporate into the Comprehensive Plan a strategy for moving Portland's energy facilities outside of high risk earthquake zone

On a related note we wish to remind City Council Linnnton is designated at high or moderate risk for earthquakes and landslide hazards, as is much of the Willamette River corridor. Linnnton's oil tank farms are identified on the Mapp App as "High Potential Loss Facilities." While no amount of planning can eliminate the risks associated with earthquakes and other natural hazards, those risks can be managed. Given the concentration of energy related facilities in Linnnton, risk reduction there is not merely a matter of local or even city concern; it is a matter of regional survival.

But instead of taking an aggressive position on risk reduction, the draft Comprehensive Plan merely refers to the City's Natural Hazard Mitigation Plan (2010), which recommends mitigation strategies to address high risk assets such as the tank farms, but does so only in general terms, stating "resilient infrastructure must be adaptable to social and economic shifts as well as natural and climatic changes."

The City should explicitly call for moving the tank farms and the pipelines to safer locations away from the river. If the draft isn't going to provide a long-term vision of moving Oregon's fuel storage and pipelines out of this high risk earthquake area it should, as an alternative, call for infrastructure investments to ensure existing facilities, including the Linton tanks, are updated to survive the anticipated liquefaction of the ground they stand on during the expected major earthquake.

Sincerely,

Shawn Looney
Chair
Linton Neighborhood Association

cc: Senator Ron Wyden
Senator Jeff Merkley
US Representative Earl Blumennaer
US Representative Suzanne Bonamici
Governor Kate Brown
Senator Betsy Johnson
Rep. Brad Witt
Metro District 5 Councilor Sam Chase
Multnomah County Chair Deborah Kafoury
Multnomah County District 1 Commissioner Jules Bailey
Commissioner Steve Novick
Commissioner Amanda Fritz
Commissioner Dan Saltzman
Commissioner Nick Fish

I am **Timme Helzer, Ph.D.**, resident of Portland since 1946, professor of quantitative and qualitative research methods, design, instrumentation and analysis, and co-founder of NWCSI.

Northwest Citizen Science Initiative (NWCSI) is a Portland-based association of civic leaders, scientists, engineers, and environmental researchers, using valid and reliable scientific methods to study and report on serious challenges to our systems of livability and sustainability across the Pacific Northwest.

The Problem:

Since the 2013 fossil fuel train disasters in North America, Portland-Vancouver has been playing "Russian Roulette" with rail transporters and manufacturers, testing agencies, and Congressional oversight committees.

The Results:

Hundreds of fossil fuel rail car wrecks, with major incidents including: Lac-Megantic, Quebec (July 2013); Gainford, Alberta (September 2013); Galena, Illinois (March 2015); and Portland-Vancouver ("Date To Be Determined")

The Causes:

NTSB reports serious design flaws in all rail tank cars, including:

- DOT 111 (standard couplers slipping apart)
- DOT 112J (double-shelf couplers snapping off)
- DOT 117 (reinforced tank supports, but with no changes in couplers)

Other Factors:

No scientific "dynamic testing" of rail cars and crash models by government agencies, transporters, and manufacturers (including Portland's Gunderson)

Currently, everywhere these trains travel are "actual test sites" for the rail industry and governments, including Portland-Vancouver.

Actions Required:

Portland City Council's immediate passage of today's Proposed Resolutions.

Thank you.

My name is Alona Steinke. I'm a retired R.N, and one of your neighbors from Vancouver. I was born and raised in Portland and graduated from Good Samaritan Hospital School of Nursing.

You've heard

~~There are~~ so many good reasons to approve the resolutions before you. The unsafe cars, derailments, spills, fires and explosions; The poisoning of our air by the increasing amount of diesel emissions, which has resulted in higher rates of cancer, heart attack and stroke and asthma. There are the issues of overcrowded rails and Big Oil's callous disregard for the safety and well-being of their workers. This is not just a Portland issue; The health and welfare of all the communities along the rail route are at stake.

Please join the following, who have also passed resolutions of concern and opposition to oil trains and terminals:

The city councils of West Port, Ocean Shores, Hoquium, Aberdeen, Montesano, Elma, Bainbridge Island, Edmonds, the Quinault Nation, the WA State Council of Fire Fighters, The Port of Olympia, ~~It will~~ Local 4 and the Columbia Waterfront LLC. 14 neighborhood associations and 101 Vancouver businesses.

Last night Vancouver again spoke up against the oil terminal by electing Eric LaBrant to the Vancouver Port Commission.

Portland and Vancouver share the same air and the same great river. Did you know that our beautiful Columbia River has been designated the 2nd most endangered river in the nation? Our air is being poisoned and our cities are in danger of failing to meet air quality standards. It's urgent that we transition away from fossils fuels and into a future where we have clean water and air that doesn't make us sick! A future that is safe for our children, grandchildren and generations to come.

I urge you to pass these resolutions.

Alona Steinke

Alonakotka@comcast.net

To the Portland City Council

I'm Don Steinke, I'm a retired science teacher from Vancouver.

I'd like to begin by thanking you for keeping exploding propane trains out of Spokane, Camas and Vancouver.

There have been at least fourteen oil train fires in the last 2 ½ years and ten exploded. The FRA says, the only way to prevent the fireballs is to slow the trains to 12 mph.

On March 10 of 2014, the Seattle City Council passed a resolution opposing new oil terminals until the tank cars could be proven safe.

A few months later, The Vancouver City Council passed a resolution opposing all oil terminals, period.

Then the City of South Portland . . . Maine, voted to prohibit a crude by rail facility at its port.

Yes life is full of risks but we have a right to choose which risks we accept and which we don't.

Yes we came in gasoline powered cars, but our current cars use half the gasoline as our previous cars and our next cars will use far less. Norway plans to ban any new car that requires gasoline by 2025. We don't need to grow the oil industry.

The Gorge Commission, the Tribes and the Fire Fighters of Vancouver are opposed to oil terminals. So are thirty cities including Spokane, Stevenson, Washougal, Hood River, The Dalles, and Mosier.

Two months ago, by a vote of 15-0, the Los Angeles City Council passed a resolution opposing an terminal which would bring 5 oil trains per week through their city.

The Oregonian ignores the risks, but you don't need to. I urge you to join South Portland Maine, Los Angeles, Vancouver and 30 local cities in opposing new fossil fuel infrastructure.

Sources

The only way to prevent fireballs is to have a speed limit of 12 mph
<http://www.bloomberg.com/news/articles/2015-03-13/speed-limits-may-not-stop-fiery-oil-spills-u-s-rail-chief-says>

Don Steinke

4833 ne 238 ave, crVancouverUSA@gmail.com 360 892 1589

37164

DONNA COHEN

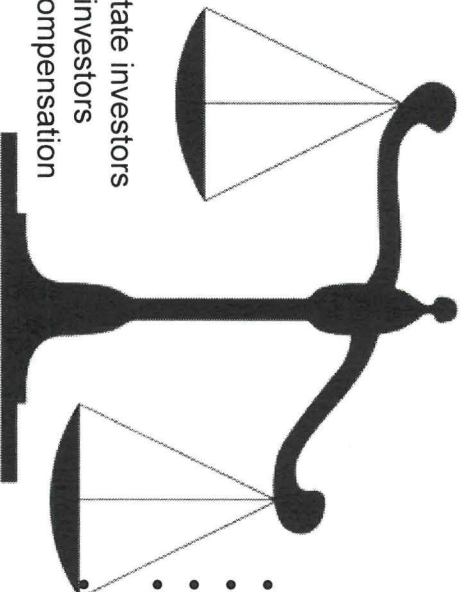
What weighs more? Pembina, or our values, or our citizens and our world?

Pembina wants “an exciting opportunity for our shareholders and a market solution for our customers.”

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Portland

- A handful of permanent jobs
- A healthy community
- A healthy world
- Employers who improve our city, not degrade it
- Not assisting companies whose primary concerns are not our community

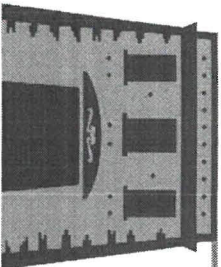


Pembina

- High profits to out-of-state investors
- High profits to foreign investors
- Exorbitant executive compensation to the 1%
- Increased environmental degradation—in Portland, and globally
- Higher domestic propane prices [smaller supply results from exporting]
- Numerous safety risks in Portland, especially to those living nearer to railroad
- Inequity—as those living nearer to railroad are lower income

If ever there was a time to stand up for Portland values, this is it!

Donna Cohen dcohen@dcoheninfo.com Nov 4, 2015



NORTH PORTLAND NEIGHBORHOOD SERVICES

Donna Cohen

North Portland Neighborhood Chairs Network 2209 N. Schofield Street Portland Oregon
97217 info@npnscommunity.org

37164

Council Resolutions on No New Fossil Fuels Facilities and Oil Train Safety

Position of the

North Portland Neighborhood Chairs Network

November 2, 2015

The North Portland Neighborhood Chairs strongly supports and encourages the Mayor and Council Members to pass the two resolutions before the Portland City Council calling for No New Fossil Fuels Facilities and the Oil Train Safety Measures.

Over the past several years, the North Portland Neighborhood Chairs Network has expressed before the Portland City Council its opposition to increased oil train activity and to a proposal to site a new fossil fuel storage facility in North Portland. The North Portland Neighborhood Chairs Network believes that the Council has carefully listened to our community's presentation of facts and concerns in the past and appreciates the City Council taking this proactive stance by passing these two important resolutions.

Bob Greene, Chair, Arbor Lodge Neighborhood Association
Doug Larson, Chair, Cathedral Park Neighborhood Association
Gary Kunz, Chair, East Columbia Neighborhood Association
Jeff Geisler, Chair, Hayden Island Neighborhood Network
Dannielle, Chair, Overlook Neighborhood Association
Linda, Martinson, Chair, Piedmont Neighborhood Association
Mar-Margaret Wheeler-Webber, Chair, Portsmouth Neighborhood Association
Tom Karwaki & Mike Salvo, Chair, University Park Neighborhood Association

The North Portland Neighborhood Chairs Network is a monthly caucus of the leaders of the eleven neighborhood associations in North Portland

4 Nov. 2015

Dear Portland City Council,

I urge the City of Portland to adopt the resolution⁵ actively opposing expansion of infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways.

We must keep fossil fuels in the ground.

We currently have all the scientific and technical knowledge and the physical resources to get all of the energy we need from renewables, according to Mark Z. Jacobson, Director of the Atmosphere/Energy Program and Professor of Civil and Environmental Engineering at Stanford University. Now add to that a new analysis, called "World Energy Revolution: A Sustainable World Energy Outlook 2015", produced by Greenpeace in collaboration with researchers from the German Aerospace Center, that says our world can make the switch to 100% renewable energy by 2050. Feed-in-tariffs--which have helped put Germany and Ontario, Canada at the forefront of the transition to green energy--are promoted by Oregonians for Renewable Energy Progress (OREP) as an important policy tool to incentivize this transition.

America's path to prosperity lies in a rapid switch-over to abundant, homegrown, renewable energy to power our homes, businesses, and vehicles--NOT in facilitating extracting and exporting of dirty, polluting coal, oil, and gas, which represents a retreat from the 21st Century economy. Renewable energy already employs 2.7 million workers (more than the fossil fuel industry) and studies have shown that green energy will continue to create far more jobs than the fossil fuel industries. [see: *Sizing the Clean Economy, A National and Regional Green Jobs Assessment* by the Metropolitan Policy Program at the Brookings Institute, 2011.] A U.S.-led, green, industrial revolution will move our economy forward, create millions of new jobs, and help ensure a livable planet for future generations.

Regards,



Jeff Stookey
3656 NE Wasco St
Portland, OR 97343
jstookey108@gmail.com
503-232-6867

Comments on the Proposed fossil fuel policy resolution and the resolution to ban oil trains – City Council of Portland – November 4, 2015

Good afternoon Commissioners:

I am Dr. Theodora Tsongas, an environmental health scientist, retired from the Oregon Health Division, and formerly adjunct Associate Professor of Community Health at Portland State University. I serve on the Environmental health working group of Oregon Physicians for Social Responsibility and on the Climate Change and Health Topic Committee of the American Public Health Association.

As you may know, this past September was the hottest globally in recorded history, and 2015 is on track to be the hottest year globally in 160 years of recording. Seeing it as a major threat to civilization, 200 countries will demand action on climate change at the upcoming international meeting in Paris.

Many of us fear that the terrible suffering by refugees today is predictive of the harm that will occur with the population shifts caused by global heating. [1] Pope Francis expresses deep concern about the harm to the poor and to the planet in his encyclical.[2] Other world leaders have done the same. President Obama has repeatedly discussed climate change. In California, the Governor, the legislature, and the University of California are taking it seriously as a threat to human well-being. [1]

In June, The Lancet (the international medical journal) expressed the urgency for attention to the health threats of climate change.[3] The American Medical Association, [4] the American Public Health Association, the American Academy of Pediatrics,[5] the Union of Concerned Scientists, Physicians for Social Responsibility, and many other scientific groups are speaking out about these threats with increasing urgency. [1]

I have testified before the City's Bureau of Planning and Sustainability on the many hazards to health and safety of propane terminals, and have supported and congratulated you on your Climate Action Plan. In addition to noting the many climate changing impacts of the fossil fuel industry, public health professionals have demonstrated that diesel emissions from trains, ships, and supporting infrastructure contribute significantly to the adverse health impacts of air pollution, including asthma, heart and lung disease, cancer, and developmental disorders.

Today, the City of Portland can take the national lead on climate policy and protect the health and safety of its residents. The fossil fuel policy resolution and the oil train resolution, together show that the City recognizes the exceptional health, safety, environmental and climate risks associated with transport, storage, and use of coal, oil, propane exports, and gas. Responsible climate leadership means there is simply no place for new fossil fuel infrastructure that will lock in decades of dangerous pollution. There is a better way.

I am pleased immeasurably that Mayor Hales and Commissioner Fritz have sponsored these policies and I wholeheartedly support passage by the full Portland City Council of the fossil fuel policy resolution and the oil train resolution. Please vote yes, for all of us!

Thank you for the opportunity to comment on this historic action.

Theodora Tsongas, PhD, MS
Portland, Oregon

1. Dr. Richard Jackson in letter to Dr. Thomas Frieden, Oct. 2015.
2. Pope Francis. Laudato Si'. On care for our common home. 2015.
3. [http://www.thelancet.com/pdfs/journals/lancet/PIIS0140-6736\(15\)60854-6.pdf](http://www.thelancet.com/pdfs/journals/lancet/PIIS0140-6736(15)60854-6.pdf)
4. HA Patz, H Frumkin et al. 2014 Climate change. Challenges and opportunities for global health. *JAMA* 312(15):1565-1580.
5. American Academy of Pediatrics. Council on Environmental Health. 2015 Global Climate Change and Children's Health. *Pediatrics* 136(5):992-997.

Moore-Love, Karla

From: Debbie Aiona <mdjaiona@aracnet.com>
Sent: Tuesday, November 03, 2015 10:29 AM
To: Hales, Mayor; Commissioner Fish; Fritz, Amanda; Commissioner Novick; Saltzman, Dan
Cc: Moore-Love, Karla; Nieves, Cristina; Armstrong, Michael; Dingfelder, Jackie; Julie Chapman; LWVPDX President
Subject: LWV: Fossil Fuel Infrastructure - Agenda items 1156 and 1157
Attachments: LWV fossil fuel infrastructure 11-15.pdf; ATTT00001.txt

Dear Mayor Hales and Commissioners,

Please find attached the League's letter on fossil fuel infrastructure.

Thank you for considering our views.

Sincerely,

Debbie Aiona
League of Women Voters of Portland



The League of Women Voters of Portland **371 64**
618 NW Glisan St., Suite 303, Portland, OR 97209
(503) 228-1675 • info@lwvpx.org • www.lwvpx.org

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DATE: November 3, 2015

TO: Mayor Hales, Commissioners Fish, Fritz, Novick, and Saltzman

FROM: Margaret Noel, President
Julie Chapman, Action Committee member

RE: **Resolution No. 1156:** Adopt a policy opposing all project proposals that would increase the amount of crude oil being transported by rail through the City of Portland and the City of Vancouver, Washington. **Resolution No. 1157:** Oppose expansion of infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways.

The League of Women Voters of Portland urges your support of Resolutions 1156 and 1157.

Since the 1950s, the League has worked at the federal and state levels to protect air, land, and water resources. The League's position is that members work to "preserve the physical, chemical, and biological integrity of the ecosystem, with maximum protection of public health and the environment" with a focus on demanding pollution prevention. More recently, the League has lobbied vigorously for comprehensive legislation to control global climate change by setting a cap on greenhouse gas pollution and by encouraging conservation and renewable energy. Any major increase in fossil fuel industry infrastructure is not consistent with the current League of Women Voters natural resources and climate change positions, nor with Portland's Climate Action Plan.

Both of the proposed resolutions recognize the implications of shipping fossil fuels within the U.S. or for export to foreign ports. The methods of transport and storage are dangerous to public health and safety, and the remote use of fossil fuels has local and global climate effects. Numerous scientific studies confirm the significant transfer of atmospheric pollutants from Asia to the U.S., and specifically to the Pacific Northwest.^{1 2} Asian pollution accounts for about 20 percent of the total ozone pollution in the spring in the western states.³ In a frequently cited study from 2014, the authors demonstrate how air pollution in the U.S. is affected by China's production of goods for the American market.⁴

¹"To promote political responsibility through informed and active participation in government."

In order to stay true to Portland's Climate Action Plan we must take into account the effects of these business decisions. Pollution emitted elsewhere does not drift off harmlessly into space. We can ride our bikes to work in the rain, and use our impressive public transportation system in lieu of cars, but unless we adopt a global view of the impact our local policies have on carbon emissions, we risk repeating the legend of "fiddling while Rome burns." We could be designing solar-powered robots in our LEED-certified workshops, while weather patterns become increasingly extreme, non-mobile species become extinct, and the oceans no longer support the life forms (krill, pteropods, and coral reefs) necessary to the marine food web.

The League appreciates Mayor Hales and Commissioner Fritz's leadership in bringing these resolutions before Council for discussion and adoption. We also want to thank staff for the detailed and comprehensive information included in the resolutions. They provide a firm foundation for protecting public health and safety and the environment. We wholeheartedly support the proposed resolutions.

¹ Teng, H, et al., (2012) "Potential impacts of Asian carbon aerosols on future US warming," *Geophysical Research Letters*, 39(11), doi: 10.1029/2012FL051723, <http://onlinelibrary.wiley.com/doi/10.1029/2012GL051723/full>

² Jaffe D, et al., (1999) "Transport of Asian air pollution to North America." *Geophysical Research Letters*, 26(6):711-714; <http://onlinelibrary.wiley.com/doi/10.1029/1999GL900100/pdf>

³ Zhang L, et al.,(2008) "Transpacific transport of ozone pollution and the effect of recent Asian emission increases on air quality in North America: An integrated analysis using satellite, aircraft, ozonesonde, and surface observations," *Atmos Chem Phys*, 8(20):6117-6136; http://acmg.seas.harvard.edu/publications/2008/zhang2008_ACPD-2008-0154-ms.pdf

⁴ Lin, Jintai, et al., (2014) "China's international trade and air pollution in the United States," *Proceedings of the National Academy of Sciences of the USA (PNAS)*, 111(5):1736-1741, doi: 10.1073/pnas.1312860111; <http://www.pnas.org/content/111/5/1736.full>

Moore-Love, Karla

From: City Auditor, Mary Hull Caballero
Sent: Tuesday, November 03, 2015 1:07 PM
To: Moore-Love, Karla
Subject: FW: Energy resolutions
Attachments: PPGA - 2015 City of Portland proposal.pdf

FYI

From: Lana Butterfield [mailto:lanab@teleport.com]
Sent: Monday, November 02, 2015 5:16 PM
To: City Auditor, Mary Hull Caballero <AuditorHullCaballero@portlandoregon.gov>
Subject: Energy resolutions

Auditor Caballero, FYI. Lana Butterfield

From: Lana Butterfield [mailto:lanab@teleport.com]
Sent: Monday, November 2, 2015 5:07 PM
To: 'mayorhales@portlandoregon.gov'
Subject: Energy resolutions

Mayor Hales,

The Pacific Propane Gas Association urges the City of Portland to slow down and think through the two energy-related resolutions on your docket for 11/4/15. Our testimony is attached. We believe that these resolutions have many unintended consequences and raise many serious questions. The City of Portland as the state's largest economic driver has responsibility to so many others in our region. Please give these resolutions more careful consideration.

Thanks, Lana

Lana Butterfield
Butterfield Enterprises, LLC
P.O. Box 1517, Wilsonville, OR 97070
lanab@teleport.com
office: 503/682-3839
cell: 503/819-5800

*Representing the Propane Gas Industry for
Alaska, Hawaii, Oregon and Washington*



November 4, 2015

City of Portland Council

Re: **Fossil Fuel Export Policy Resolution**

Mayor Hales, Members of the City of Portland Council:

I am Joe Westby, Portland Director of Operations for Ferrellgas Partners L.P. Ferrellgas is one of the largest propane companies in the nation and in Oregon. I am also the Oregon Government Relations Chair for the Pacific Propane Gas Association. We are opposed to the draft proposal regarding the Fossil Fuel Export Policy Resolution. We believe that its overly broad wording will have unintended consequences beyond what is meant.

First of all, this resolution may hurt our existing customers who may need to expand their propane storage in Portland. For example, Ferrellgas supplies propane for **City of Portland Schools**, as an increasing number of its school buses run on propane. If the school district decides to increase its fleet of propane powered school buses even more (which are cleaner with a much less expensive fuel source than diesel), it will likely need to expand its on-site storage capacity. This is true for other customers as well. Our guess is that the intention of the resolution is to thwart another attempt to build an export terminal like the proposed Pembina project. But the effect is much too broad.

Secondly, propane is listed by the federal government as a clean fuel and important for reducing greenhouse gas in transportation. During the discussions on **Oregon's Clean Fuels Program** in the state legislative process, Oregon Department of Environmental Quality wanted propane dealers to become credit generators. That ability is optional for propane under the new law. The success of the program is dependent on getting enough credit generators to participate. Propane would be an important part of that program's success.

My company and other propane dealers are currently considering whether or not to become involved in the Clean Fuels Program. However, if we are constrained from expanding our infrastructure for transportation-related projects in the state's largest city, then we may decide it is not worth participating.

Ferrellgas and the Pacific Propane Gas Association encourage you to slow down and rethink the wording of this resolution. Its effects would be broader than you might realize, and harmful to the state as a whole.

Joe Westby
Portland Director of Operations
Ferrellgas Partners L.P.
Oregon Government Relations Chair
Pacific Propane Gas Association

November 4, 2015

TO: Portland City Council

FROM: Randy Camp, CoEnergy Propane

RE: **Resolution 1157 – Fossil Fuel Infrastructure**

Honorable City Council Members:

For the record, I am Randy Camp of CoEnergy Propane, having operations in both Albany & Redmond. I am opposed to Resolution 1157 as it prohibits fossil fuel infrastructure expansion. While I am from Albany, what is being proposed affects the whole state and even region, so I traveled up to give you my thoughts.

Resolution 1157 mentions it doesn't intend to "restrict the provision of service directly to end users" (which I assume would include propane customers). However, this resolution could restrict service, especially in polar vortex situations where we need to bring fuel into the state or when the agricultural community needs it for crop protection. Such restriction of service could thereby result in raising prices and hurting low income residents and small businesses that don't have the financial means to abandon fossil fuels.

Several winters ago we had such a situation where farmers in other states were using abnormally high amounts of propane for crop drying, and a number of my customers were hurt because I wasn't able to get enough propane to deliver to everyone in our area. This resolution could likely exacerbate that problem in the future. I don't want my customers to be cold! Propane is such a better fuel than many alternatives, such as wood, fuel oil, kerosene, etc.

Resolution 1157 will hinder the State's ability to transition to greener fuels as this would restrict propane AutoGas as well as natural gas as motor fuels. Propane is a huge part of this county's move away from foreign oil by reducing the amount to gasoline and diesel used in the county through switching fleets to propane, which is much better for our environment and our economy.

Please vote no on this resolution. It casts a cloud over Portland's economic future, has many unintended consequences, and affects the whole state and region.

Thank you for your attention!

Randy Camp
CoEnergy Propane
2505 Pacific Blvd. SE
Albany, OR 97321
(541) 738-6733

Gregg S. Kantor
President & CFO
Tel: 503.220.2425
Fax: 503.220.2584
Toll Free: 1.800.422.4012
E-mail: gsk@nwnatural.com



November 3, 2015

37164

AUDITOR 11/04/15 PM 1:30

Mayor Charlie Hales & Members of City Council
1221 SW 4th Avenue
Portland, OR 97204

Mayor Hales and Members of City Council,

We read with dismay the ill-conceived and hastily-designed fossil fuels resolution the city will consider on November 4th. We question why the City is moving with such speed on an issue this complex, and we note myriad inaccuracies, legal issues, and unintended consequences the City has not taken the time to explore. Below are the most egregious problems, but this is in no way an exhaustive list:

Process

The 2015 Climate Action Plan directed the Bureau of Planning and Sustainability (BPS) to “Establish a fossil fuel export policy that considers lifecycle emissions, safety, economics, neighborhood livability and the environment.” (CAP, p. 69) To execute this mandate, BPS notified stakeholders five weeks ago of an Advisory Committee that would consider fossil fuel exports through Portland. BPS promised to, “draw on input from the Advisory Committee as well as research on fossil fuels, policy approaches elsewhere, and established City policies on economic development, equity, neighborhood quality of life, safety, and environmental impacts.” Following just two advisory committee meetings, BPS committed to creating a proposal, “for public comment, potential modification, and eventual consideration by City Council.”

However, this process was not followed. Not only did the Advisory Committee not execute the CAP instructions – lifecycle emissions and economics were not considered – alarmingly, vital procedures like a public comment period were categorically excluded.

Oregon prides itself on its legacy of stakeholder engagement and public process, and certainly a policy this complex and far reaching has numerous stakeholders and impacted parties. It deserves a thoughtful analysis. We are curious why the city is moving with such haste on such a complicated policy and evading customary public process.

Unintended Consequences

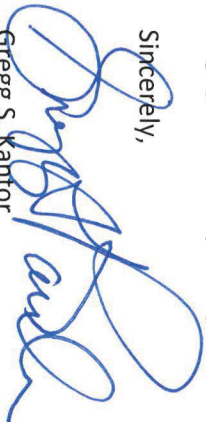
Natural gas travels across state and international boundaries and provides customers with a clean, low cost fuel. It provides a backbone to our local economy and is responsible for the resurgence of manufacturing jobs in our country. Ignoring the crucial role natural gas and other fossil fuels currently play in our economy is myopic, hypocritical and irrational.

Nearly all of the natural gas that NW Natural provides its customers in Oregon is exported to us from other states and Canada. To argue that, while relying on exports ourselves, we should attempt to prohibit exports through our community simply adds to the hypocrisy of this proposal.

In addition, there will be immeasurable consequences to NW Natural and our customers if this resolution is adopted. It conflicts with the City's own work on emergency preparedness and resiliency: it promises to create a shortage of fuel and price spikes as the population of Portland grows; and, it would make it difficult for NW Natural to participate in Oregon's Clean Fuels program and displace fuels with higher carbon intensity under other programs.

In closing, this is a complicated issue and deserves more than five weeks' notice and superficial stakeholder engagement and public process.

Sincerely,



Gregg S. Kantor

37164

November 4, 2015

AUDITOR 11/04/15 AM 8:51

TO: Portland City Council

RE: **Opposition to Resolutions on Oil Trains and Fossil Fuel Infrastructure**

Mayor Hales and Members of the Council:

My name is Rob Didelius. I'm the General Manager of Lake Railway in Lakeview, Oregon. I live here in Portland, about a quarter mile from the railroad tracks. I am here to oppose both resolutions before you today. Lake Railway does not transport oil, but I am very concerned about the overall economic implications these resolutions would have on Portland and the rest of the Pacific Northwest.

Portland is, and always has been a transportation town. This community has a large industrial base and a lot of high paying jobs in industries like manufacturing, chemicals, rail transportations, and at the Port. These industries would be severely impacted by these resolutions. A lot of jobs would be lost.

In addition to hurting our current industrial base in Portland, these resolutions would dissuade future development in our city and region. According to the U.S. Bureau of Labor Statistics, our state has the sixth highest unemployment rate in the nation at 6.2%. The last thing our city government should be doing now is chasing away high-paying jobs in industry and transportation. These types of measures hollow-out our middle class and create further income inequality in our society.

In summary, these resolutions harm our city's bright future. Instead of just serving a very vocal activist minority, our government should consider those harmed by these measures such as labor unions and the working class. These ill-considered proposals need to be studied more carefully and thoughtfully.

I urge you to re-think these resolutions.

Rob Didelius
126 NE 45th Avenue
Portland, OR 97213



November 4, 2015

Portland City Council

Re: **Resolutions 1156 and 1157**

Dear Mayor Hales and Honorable Council Members:

Thank you for the opportunity to provide comments about the Portland City Council's (the "Council") proposed resolutions addressing the movement of crude by rail (Resolution 1156) and the development of infrastructure used to move energy products (Resolution 1157) such as coal and petroleum.

As background, the Oregon Rail Users' League is a coalition of public and private entities that recognize the numerous benefits of safe, efficient rail infrastructure serving the state of Oregon. These benefits include opportunities for more abundant passenger rail service as well as economic development benefits to local communities large and small, urban and rural, throughout the state. Freight rail service is the safest and most efficient way of moving a vast diversity of cargo over land, and provides the following benefits to citizens of our state:

- Increased fuel efficiency: on average, freight rail service is four times for fuel efficient than trucks.
- Reducing pollution: moving freight by rail rather than on roads reduces greenhouse gas emissions an average of 75 percent.
- Reducing highway congestion: a freight train can carry the freight of several hundred trucks thereby reducing highway gridlock, eliminating taxpayer costs of maintaining highways, and easing the pressure to build expensive new highways.

Additionally, infrastructure maintenance and expansion by Class I and many short line railroads is paid for almost entirely by the railroads themselves. Between 2009 and 2013, freight railroads have invested a record \$11.5 billion to maintain and improve tracks, bridges, locomotives, freight cars and other infrastructure and equipment. In summary, freight railroads are four times more fuel efficient and 16 times safer than moving commodities overland by truck, and freight railroads provide these benefits without placing additional burden on taxpayers.

Since the Council's resolutions address movement of hazardous materials, it is important to recognize that freight railroads have been delivering hazardous materials for several decades as a condition of their common carrier status with the federal government. In this time, railroads have developed considerable expertise in safely delivering the full range of hazardous materials they are required to move and maintain a remarkable 99.9977% safe delivery rate for hazardous materials. As a result of the railroads' aggressive, ongoing safety programs, accident rates on America's rail lines have decreased by 94 percent since 1980 and by 62

Page Two
From Oregon Rail Users' League
To: Portland City Council
November 4, 2015

percent since 2000. Again, these statistics compare very favorably to transportation of the same commodities overlaid on roads and highways.

Finally, when we speak of hazardous materials, it is important to be absolutely clear about what these materials are and how they fit into the everyday lives of citizens around Oregon and across the United States. They include materials such as chlorine (used to purify municipal drinking water), ammonia (commonly used as an agricultural fertilizer), and chemicals used in industrial and manufacturing processes including the production of tennis shoes and sportswear, airplanes, medicines, and numerous other products. Simply put, freight trains safely move the raw materials that make up household products which most people will find in their kitchens, medicine cabinets and garages.

Regarding Resolution 1157, the resolution creates a policy that "the City Council will actively oppose expansion of infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways." We find this policy both arbitrary and vague as there is no explanation of what constitutes "active opposition" or "infrastructure for transporting or storing fossil fuels."

The resolution then calls for an examination of laws and potential code changes, which will be a significant regulatory adventure at taxpayer expense and likely prove frustrating on many levels. For example, a common ubiquitous piece of "infrastructure for transporting or storing fossil fuels" is a gas station. Is it the Council's intent to target gas stations? Viewing the question more broadly, automobiles store and transport fossil fuels in their tanks, so if the Port of Portland expanded an automobile receiving facility where new automobiles are stored would this constitute an expansion of infrastructure for transporting or storing fossil fuels? What about an automobile dealership? While it may not be the Council's intent, a strict interpretation might absorb such an operation and initiate numerous other unintended consequences.

From the perspective of rail users, our concern is that the resolution could have a chilling effect on rail infrastructure overall. Although the resolution attempts to clarify that the intent is not to restrict improvements to the efficiency or safety of existing infrastructure, the reality is that this could be a direct consequence of the resolution. The reason is because it is virtually impossible to segregate railroad infrastructure based on any single commodity that moves on a railroad. Because railroads are required by the federal government to move the broad diversity of legal products and commodities – including hazardous materials – the same track that is used to move crude oil is also used to tennis shoes, windmill blades, airplane fuselages, forest products, grain, and automobiles. With recent controversies over certain energy products, some municipal governments have engaged in painful contortions to arbitrarily designate certain pieces of rail infrastructure as serving a fundamentally fossil fuel mission.

The truth is that railroads build infrastructure with an eye on the long-term in order to handle the vast diversity of commodities handled over several years or decades. Because railroads are inherently capital intensive, and because the infrastructure is most often privately funded, investment decisions are made strategically and purposefully. The potential for stranded costs is a significant disincentive for investment. So a region that begins erecting broad and arbitrary restrictions on infrastructure development creates an immediate disincentive to investment.

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From Oregon Rail Users' League
To: Portland City Council
November 4, 2015

Furthermore, policy based on the politicizing of otherwise legal commodities adds further doubt as it creates a precedent that could extend to other commodities that may be perfectly legal although politically unpopular. For example, municipal government have occasionally considered actions against products made in off-shore factories or restrictions against certain agricultural products. When a region begins segregating legal commodities, it sends conflicting messages to the trade sector. In many cases, these messages can have a chilling effect on infrastructure investment overall.

Regarding Resolution 1156, we find multiple factual inaccuracies about railroads and their movement of crude oil. For example:

- The resolution states that oil is often being moved in DOT 111 tank cars. In fact, the oil and rail industries are rapidly phasing out these cars for movement of crude oil and expect the cars to be phased out for this purpose by the end of 2016.
- The resolution refers to a "blast zone" identified by the United States Department of Transportation (USDOT) with regards to a possible crude train derailment. The fact is that the agency does not identify a supposed blast zone. Rather, the agency identifies a .5-mile evacuation zone and a 1-mile potential impact zone. Based on conservative, precautionary measures, these zones are intended to help first responders in their planning. In no way are these designations intended to connote a "blast zone" and inferring such is patently irresponsible.
- The resolution states that "new rules adopted by the USDOT fail to ensure the safety of communities or the environment." In fact, USDOT Secretary Anthony Foxx has described the new rule as "a significant improvement over the current regulation and requirements and will make transporting flammable liquids safer." In addition, Canadian Minister of Transport Lisa Raitt described the new tank car standard as a "harmonized solution" that will "protect communities on both sides of our shared border."

In closing, we recognize the concerns expressed by the Council in these two resolutions. However, we are concerned that the resolutions as drafted may trigger numerous unintended consequences. Furthermore, the measures would likely benefit from additional research and consideration as many of the facts are incomplete or inaccurate. For these reasons, we urge the Council to table the current measures and consider meeting directly with the business community and railroads to address any specific concerns you might have with regard to transportation and industrial safety.

Contact:

Oregon Rail Users' League (ORULE)

Lana Butterfield, Executive Director

P.O. Box 1517

Wilsonville, OR 97070

5043/682-3839 office

lanab@teleport.com

Moore-Love, Karla

From: Barbara Quinn <barbaraquinn718@gmail.com>
Sent: Wednesday, November 04, 2015 4:52 PM
To: Commissioner Fish; Hales, Mayor; Commissioner Fritz; Commissioner Novick; Commissioner Saltzman; Moore-Love, Karla
Subject: Two resolutions on oil trains and fossil fuel infrastructure

Mayor and commissioners,

I urge you all to support both historic resolutions against oil trains and new fossil fuel infrastructure before you.

We have enough information about the devastating effects of climate warming to know that leadership is needed to move away from the status quo and toward sustainable energy choices. Your leadership and support is important, groundbreaking and will be remembered for years to come. Please lead the way in moving in a positive direction rather than the destructive and expensive problems that fossil fuel dependence brings.

Thank you,
Barbara Quinn
St. Johns activist
7034 N. Charleston
Portland, OR 97203
503-954-3142

Moore-Love, Karla

From: Wyatt, Bill <Bill.Wyatt@portofportland.com>
Sent: Wednesday, November 04, 2015 1:16 PM
To: Hales, Charlie
Cc: Commissioner Fish; Fritz, Amanda; Novick, Steve; Saltzman, Dan; Anderson, Susan; Armstrong, Michael; Dingfelder, Jackie; Moore-Love, Karla
Subject: Bill Wyatt Testimony Regarding Fossil Fuel Export Policy
Attachments: Port of Portland Testimony - Fossil Fuel Export Policy.PDF



November 4, 2015

Mayor Charles Hales
Portland City Hall
1221 SW Fourth Avenue
Portland, Oregon 97201

RE: Proposed City of Portland Resolution to "Oppose expansion of infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways."

Dear Mayor Hales:

The purpose of this letter is to share the Port of Portland's (Port) perspective on the current effort by the City of Portland (City) to adopt a resolution, with the authority of a binding City policy, to "Oppose expansion of infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways."

For background, at the City's invitation, the Port of Portland participated in the Fossil Fuel Export Policy Advisory Committee Meeting #1 on October 1 and reviewed the October 14 draft policy options to better understand the City's decision-making framework and help inform the discussion. We shared our views in a letter to the City on October 16 in advance of the second and final Fossil Fuel Export Policy Advisory Committee meeting. This letter reinforces many of the same points that we believe merit a response before the City Council takes action on the proposed policy.

Let us be clear, the Port, the City and many stakeholders share common goals: a low-carbon future and the safe transport of products, goods and commodities into and out of Portland.

The Port understands that while delivering on our regional mission, we do generate greenhouse gas emissions from our own aviation, marine and industrial park facilities and operations, and enable Port tenants, customers, supply chain and the public to do so as well as they make use of our facilities. In recognition of this and our commitment to the environment, we have put into action a comprehensive strategy to reduce the Port's greenhouse gas emissions. The Port recognizes a low carbon future is an imperative and actively supports low carbon initiatives. We have taken steps to reduce the Port's own carbon footprint and we encourage our customers, tenants, supply chain and public to minimize their carbon footprints. We recognize we all must be part of the solution.

Mission: To enhance the region's economy and quality of life

by providing efficient cargo and air passenger access

to national and global markets, and by promoting industrial development.

7200 NE Airport Way Portland OR 97218

Box 3529 Portland OR 97208

503 415 6000

Mayor Charlie Hales
November 4, 2015
Page 2

The Port, however, is not yet convinced that the City has made a case that a Fossil Fuel Export Policy (i.e., the proposed Resolution) at the City level is necessary or that a City policy is the best tool to materially advance a low carbon future or safer transportation of fossil fuels. A City policy has regional and statewide implications that should be carefully assessed. We believe that the adoption of a City policy should follow a thoughtful process and allow a more in-depth discussion among a broader set of stakeholders than two meetings and one Council hearing allow. The following summarizes the Port's perspective on the City's efforts to craft a Fossil Fuel Export Policy during the month of October.

City of Portland's Process to Craft a Fossil Fuel Export Policy

1. Clarify the City's Problem Statement and Goals

It is not clear to the Port what specific problem(s) the City is attempting to solve, or the specific goal(s) the City is attempting to achieve. Without knowing what the City is specifically trying to achieve in the arena of greenhouse gas emission reductions and safety/risk management improvements, and what other actions the City could take to make progress toward them, it is difficult to endorse adoption of any policy. If a policy is adopted, what does success look like? How do you monitor and measure progress toward that goal, and how do you report that out to the community?

2. Clarify the City's Authority and Jurisdiction

It is not clear to the Port what the City's jurisdictions and authorities are that would allow the City to effectively address its (as yet unstated) specific goals in this arena. Fossil fuel exports and imports are governed by a wide range of complex international and national laws and regulations, and other frameworks. The City should consider describing to the public the results of its own due diligence around its authority to act in this arena, before the City determines that a policy is pertinent or potentially effective to achieve the City's goals.

3. Understand the Fossil Fuel Supply Chain

It is not clear to the Port that the City has engaged with the primary stakeholders and actors within the targeted fossil fuel supply chain with the intent of fully understanding the market, logistics, technical standards and other aspects that the City is intentionally trying to affect, or that it may unintentionally impact. At Meeting #1 of the Advisory Committee, there were no supply chain experts informing the discussion. It was also clear that the City does not yet fully understand either the export or import pathways of the supply chain. This is a complex business, and the City should be well grounded in this market before it attempts to adopt a policy that affects it, including the benefits to the citizens of Portland. By the City addressing the community's climate and safety concerns without a clear understanding of the local and regional markets (if not the global market), this process runs the risk of appearing to be ill-informed and, therefore, not credible. We encourage the City to spend time examining some possible unintended consequences or effects of this proposed Resolution; a few examples follow:

- The ability to continue to supply fuel to meet the statewide demand; ninety-five percent of the statewide fuel comes into and is processed through tank farms located on the Willamette River and within the City;

Mayor Charlie Hales
November 4, 2015
Page 3

- The ability to expand existing facilities for natural gas or other alternative fuels as the local and regional demand grow for those fuels, a growth in demand encouraged by our federal, state and local governments;
- The ability to site new Liquid Natural Gas (LNG) infrastructure in the Portland Harbor that would provide ocean-going cargo vessels a source of cleaner alternative fuel (LNG) as a way to displace the currently used, dirtier bunker fuels that cause more toxic air pollutants to be emitted;
- The ability to site biofuel blending facilities in Portland to support the internationally, nationally and regionally-endorsed efforts to create a commercially viable, sustainable aviation biofuels industry in the Northwest; and
- The ability to site facilities that are needed to implement the State of Oregon Low Carbon Fuel Standards.

4. Define Key Terms and Legislative Intent

We encourage the City to consider spending adequate time to define several key terms and phrases in the Resolution that are critical to the consistent and clear interpretation and application of the policy. Some examples follow:

- “Fossil Fuels” – It would be helpful for the City to define the range of fuels this term is intended to apply to. Then, within that range of fuels, clarify the City’s definition of alternative and/or clean fuels so the public can compare the City’s definition with the federal and State of Oregon definitions for alternative and/or clean fuels.
- “Strengthen public health and safety” – Strengthen from what baseline to what goal? What specific aspects of “health” and what specifics aspects of “safety” are the City attempting to strengthen?
- “End user” – This could be interpreted very broadly or narrowly and potentially leaves a lot of room for confusion.
- “Legislative intent” – If the intent of this policy is to not interfere with or constrain the implementation of the Oregon Low Carbon Fuel Standard, or other efforts to advance alternative fuels, then consider including that intent in the resolution.

5. Consider Potential Unintended Conflicts with Other City Policies and Practices

The Resolution does not appear to have considered potential unintended conflicts with other City policies or practices.

Mayor Charlie Hales
November 4, 2015
Page 4

The City Comprehensive Plan Recommended Draft (August 2015) estimates there will be approximately 260,000 new residents and 140,000 new jobs within Portland by 2035. In the City Comprehensive Plan, the City, in cooperation with Energy Trust of Oregon and Enhabit (formerly Clean Energy Works), encourages use of efficient natural gas HVAC systems both at home and at work. Natural gas is one of the fossil fuels subject to this resolution. Although the stated intent of the Resolution is to not restrict the provision of services directly to end users, it is unreasonable to assume that the existing natural gas infrastructure to serve Portland and the entire metropolitan area will be adequate to serve hundreds of thousands of new users.

In another example, the recently adopted 2015 City of Portland Climate Action Plan calls for prioritization of low-carbon fuels for fleet vehicles, including compressed natural gas, liquid natural gas and propane, all of which are subject to the Resolution. As currently written, and in the absence of further clarification, the Resolution would oppose expansion of infrastructure whose primary purpose is transporting and storing fossil fuels in or through Portland, even if use of those same fossil fuels is being encouraged by the City.

In summary, the Port does not believe the City has yet made a case for a Fossil Fuel Export Policy (in the form the proposed Resolution) or offered policy options that would allow a clear pathway for cleaner, safer fossil fuel exports or imports through Portland. More importantly, the City has not yet demonstrated how such a policy would provide meaningful climate and safety benefits and, therefore, a benefit to Portland citizens. A poorly-considered or symbolic policy resulting in inadequate or unintended outcomes runs the risk of diminishing, not enhancing, the City's reputation as a climate leader. Rather, the City's efforts could be enhanced if the City's policy development process on this matter demonstrated that it took sufficient time to perform good, clear fact-finding and analyses, and defensible decision-making. We encourage City Council to defer action on this policy until that time.

Sincerely,



Bill Wyatt
Executive Director

C: Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Steve Novick
Commissioner Dan Saltzman
Susan Anderson, Bureau of Planning and Sustainability
Michael Armstrong, Bureau of Planning and Sustainability
Jackie Dingfelder, Policy Advisor, Office of Mayor Hales
Karla Moore-Love, Council Clerk

*Representing the Propane Gas Industry for
Alaska, Hawaii, Oregon and Washington*



November 4, 2015

City of Portland Council

Re: **Fossil Fuel Export Policy Resolution**

Mayor Hales, Members of the City of Portland Council:

I am Joe Westby, Portland Director of Operations for Ferrellgas Propane Corp. Ferrellgas is one of the largest propane companies in the nation and in Oregon. I am also the Oregon Government Relations Chair for the Pacific Propane Gas Association. We are opposed to the draft proposal regarding the Fossil Fuel Export Policy Resolution. We believe that its overly broad wording will have unintended consequences beyond what is meant.

First of all, this resolution may hurt our existing customers who may need to expand their propane storage in Portland. For example, Ferrellgas supplies propane for **City of Portland Schools**, as an increasing number of its school buses run on propane. If the school district decides to increase its fleet of propane powered school buses even more (which are cleaner with a much less expensive fuel source than diesel), it will likely need to expand its on-site storage capacity. This is true for other customers as well. Our guess is that the intention of the resolution is to thwart another attempt to build an export terminal like the proposed Pembina project. But the effect is much too broad.

Secondly, propane is listed by the federal government as a clean fuel and important for reducing greenhouse gas in transportation. During the discussions on **Oregon's Clean Fuels Program** in the state legislative process, Oregon Department of Environmental Quality wanted propane dealers to become credit generators. That ability is optional for propane under the new law. The success of the program is dependent on getting enough credit generators to participate. Propane would be an important part of that program's success.

My company and other propane dealers are currently considering whether or not to become involved in the Clean Fuels Program. However, if we are constrained from expanding our infrastructure for transportation-related projects in the state's largest city, then we may decide it is not worth participating.

Ferrellgas and the Pacific Propane Gas Association encourage you to slow down and rethink the wording of this resolution. Its effects would be broader than you might realize, and harmful to the state as a whole.

Joe Westby

Portland Director of Operations

Ferrellgas Propane Corp.

Oregon Government Relations Chair

Pacific Propane Gas Association



37164

Quebec
July 2013



37164

Alabama
November 2013



37164

North Dakota
December 2013



37164

Lynchburg, VA

April 2014

Parsons, Susan

From: davedunkak@yahoo.com
Sent: Wednesday, October 28, 2015 4:17 PM
To: Council Clerk – Testimony
Subject: Let's Move Portland Forward

Dear Mayor Hales and Members of the Portland City Council:

I strongly support the City of Portland's resolution to adopt a landmark, binding policy to prohibit new fossil fuel transport infrastructure in Portland. The fossil fuel export policy shows that the City is serious about curbing dangerous greenhouse gas emissions. Rather than allowing Portland to become a thoroughway for dirty fossil fuels, the fossil fuel policy resolution empowers the City to lead the region towards a cleaner energy future. I also support the resolution opposing dangerous oil trains.

I urge the City Council to establish a fossil fuel export policy that opposes all projects that increase risky, polluting fossil fuel transportation and storage. The City of Portland can help to protect our health and safety from oil and propane train hazards plus oil spills oil. At the same time we can protect a healthy climate that sustains us.

Portland can walk the talk. This resolution is very positive step in the city's effort to reduce our consumption and investment in fossil fuels. Strongly opposing the export of oil and other toxic fuels through our city is a critical and necessary action.

Sincerely,

Dave
Dunkak
972153360

Resolution 37164
SAMPLE FORM EMAIL submitted by citizens for this Resolution.
October 31 - November 4, 2015
18 emails in this form were submitted.

The remainder of the emails are stored in Efiles data base:
City Auditor-City Recorder-Council Minutes-Agenda Correspondence 2015.

Parsons, Susan

From: Jason Jepsen <jasonjepsen1@gmail.com>
Sent: Monday, November 02, 2015 8:02 PM
To: Council Clerk – Testimony
Subject: Speak up on dangerous oil-by-rail shipments

Jason Jepsen
516 N Bryant St
Portland, OR 97217

November 2, 2015

Dear Portland City Council,

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,
Jason Jepsen

Resolution 37164
SAMPLE FORM EMAIL submitted by citizens for this Resolution.
October 31 - November 4, 2015
36 emails in this form were submitted.

The remainder of the emails are stored in Efiles data base:
City Auditor--City Recorder-Council Minutes-Agenda Correspondence 2015.

Parsons, Susan

From: Daniel Serres <dserres@gmail.com>
Sent: Wednesday, October 28, 2015 12:25 PM
To: Council Clerk – Testimony
Subject: I support the fossil fuel policy resolutions!

Dear Mayor Hales and Members of the Portland City Council:

I strongly support the City of Portland's resolution to adopt a landmark, binding policy to prohibit new fossil fuel transport infrastructure in Portland. The fossil fuel export policy shows that the City is serious about curbing dangerous greenhouse gas emissions. Rather than allowing Portland to become a thoroughway for dirty fossil fuels, the fossil fuel policy resolution empowers the City to lead the region towards a cleaner energy future. I also support the resolution opposing dangerous oil trains.

I urge the City Council to establish a fossil fuel export policy that opposes all projects that increase risky, polluting fossil fuel transportation and storage. The City of Portland can help to protect our communities from oil and propane train hazards, the Columbia River from oil spills, and our climate from increased fossil fuel consumption, by adopting the fossil fuel export policy resolution.

Portland can walk the talk. This resolution is another positive step in the city's effort to reduce our consumption and investment in fossil fuels. Strongly opposing the export of dirty fuel through our city is a critical and necessary action.

Thank you for taking up this important issue!

Sincerely,

Daniel Serres
1125 SE Madison Suite 103A
Portland, OR 97214
503-890-2441

Resolution 37164
SAMPLE FORM EMAIL submitted by citizens for this Resolution.
October 31 - November 4, 2015
40 emails in this form were submitted.

The remainder of the emails are stored in Efiles data base:
City Auditor-City Recorder-Council Minutes-Agenda Correspondence 2015.

Moore-Love, Karla

From: Stephen & Irene Bachhuber <srbachhuber1@gmail.com>
Sent: Friday, October 23, 2015 6:16 PM
To: Council Clerk – Testimony
Subject: I support the oil train resolution!

Dear Mayor Hales and Members of the Portland City Council:

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these are just a few of the dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future action, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,

Stephen & Irene Bachhuber
3428 SE 9th Ave
Portland, OR 97202
503-777-8608

Resolution 37164
SAMPLE FORM EMAIL submitted by citizens for this Resolution.
October 31 - November 4, 2015
246 emails in this form were submitted.

The remainder of the emails are stored in Efiles data base:
City Auditor-City Recorder-Council Minutes-Agenda Correspondence 2015.

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Friday, October 30, 2015 5:14 PM
To: Council Clerk – Testimony
Subject: Please Support the Fossil Fuel Policy and Oil Train Resolution

From: Ben
Email: lbcushing@gmail.com

Dear Mayor Hales and Members of the Portland City Council --

My name is Ben Cushing. I am a father of two young kiddos. I am also a faculty member at Portland Community College.

I think we are all morally obligated to take bold and imaginative action to protect our our community and our children. I ask myself, what kind of father am I if I don't? That question haunts my conscience.

I strongly support the City of Portland resolution opposing new fossil fuel infrastructure in Portland and surrounding waterways and the resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

Together, these resolutions provide the City of Portland an opportunity to put an end to new dangerous fossil fuel projects that jeopardize the health, safety and wellbeing of Portland's residents, neighborhoods and surrounding waterways.

From extraction to transportation to storage to combustion, fossil fuels pose a threat to watersheds, air quality, human health and climate stability. Current proposals throughout the region for new pipelines, rail lines and terminals would drastically increase the volume of coal, oil and gas in the Portland area, exposing Portland residents to direct and immediate risks from train derailment and storage tank explosions, dangerous pipeline leaks and toxic coal dust. These resolutions are also consistent with our City's values, vision and goals in the Portland-Multnomah County Climate Action Plan to create healthy, equitable, resilient and prosperous communities.

For these reasons and more it is imperative that the City of Portland pass both resolutions introduced by Mayor Hales and Commissioner Fritz on November 4th and to codify a legally binding policy that protect our neighborhoods and residents by passing a comprehensive ban on all new or expanded fossil fuel transport or storage infrastructure in Portland and it's surrounding waterways.

Sincerely,

Resolution 37164
SAMPLE FORM EMAIL submitted by citizens for this Resolution.
October 31 - November 4, 2015
747 emails in this form were submitted.

**The remainder of the emails are stored in Efiles data base: City Auditor-
City Recorder-
Council Minutes-Agenda Correspondence 2015.**

Parsons, Susan

From: Judith Eda <bounce@list.credoaction.com>
Sent: Wednesday, November 04, 2015 11:12 PM
To: Council Clerk – Testimony
Subject: Vote to block all new fossil fuel projects in Portland.

In order to stop all new fossil fuel projects in Portland and ensure that none of our communities are put at risk by fossil fuel extraction, storage and transportation, we call upon the City of Portland to pass a resolution that will prohibit explosive oil trains from passing through the City of Portland and to ban all new, large-scale fossil fuel infrastructure including trains, pipelines, storage tanks and transfer stations.

Judith Eda
PORTLAND, OR

Resolution 37164
SAMPLE FORM EMAIL submitted by citizens for this Resolution.
October 31 - November 4, 2015

[1,520 emails in this form were submitted.](#)

The remainder of the emails are stored in Efiles data base: City Auditor-City Recorder-Council Minutes-Agenda Correspondence 2015.

Moore-Love, Karla

From: Alden Moss <aldenmoss5@gmail.com>
Sent: Thursday, October 22, 2015 5:48 PM
To: Council Clerk – Testimony
Subject: Please pass the oil train resolution!

Dear Mayor Hales and Members of the Portland City Council:

I support Portland's resolution to prevent dangerous oil shipments through the Portland Metro Area. Disasters such as the derailment and explosion of an oil train in Quebec in 2013 demonstrate what we are up against. Increased oil train traffic will also put the Columbia River Gorge at risk of a disaster that could pollute essential waterways and ecosystems. Many other cities, including Vancouver, Washington, have taken action. For these reasons and many more, I urge you to pass the resolution!

Sincerely,

Alden Moss
6680 SW Amber Ln
Portland, OR 97225
5035239713

Moore-Love, Karla

From: George Jacobs <aranobilis@earthlink.net>
Sent: Thursday, October 22, 2015 6:08 PM
To: Council Clerk – Testimony
Subject: Support the oil train resolution.

Dear Mayor Hales and Members of the Portland City Council:

I am very excited and proud that Portland is proposing a resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

As Oregonians witness the complete paralysis of governance at the Federal level, we must turn to our municipal and state and county leaders, boards, councils and organizations to protect our health, safety, and welfare. And thus far, Oregon has been setting a very proud and brave example of this...including our own Mayor Hales; who endeavored to make the brave and right decision to stand up for Portlanders and withdraw his support for the Pembina application (this after our own Planning and Sustainability Commission rolled over and sold out the families and residents of our city).

I urge the Council to act with equal forethought and bravery as Mayor Hales has displayed.

Regardless of one's political bent, the fact is that Portland and the Portland Metropolitan area is the second largest population center in the Pacific Northwest.

Some industries, and some transport materials/cargo....should simply NOT be allowed to operate in such a densely populated area. It simply puts the health, safety, and welfare of our residents at risk, regardless of corporate promises or largesse.

Oregonians (and Washingtonians, for that matter) love our Columbia River Basin; and again, across all political lines, we have a history of choosing to protect it.

Under pressure from both D.C. and fossil fuel lobbyists and corporations, I realize this is not the EASY decision to make. But along with being elected to Public Office comes a serious responsibility - to represent and protect your constituents.

All of you 'on the ground' here in PDX have a far greater understanding of the value of our environs; and of the serious risks and likely consequences of opening the floodgates to fossil fuel transport through our county and city.

Therefore, it is the difficult decisions which the people of Portland have elected you to make.

Please follow in the footsteps of other county and municipal leaders and councils who have already made the tough decisions and opposed this ridiculous fuel by rail dead-end.

Please, Commissioners Fritz, Fish, Novick, Saltzman, and Mayor Hales ~ do the right thing.

Regards,

George Jacobs
West Cully

37164

George Jacobs
3104 SE Morrison St
Portland, OR 97214
5032368083

Moore-Love, Karla

37164

From: Kevin Havice <kevhav@gmail.com>
Sent: Thursday, October 29, 2015 10:36 AM
To: Hales, Mayor; Commissioner Novick; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Council Clerk – Testimony
Subject: Fossil Fuel Policy / Oil Train Resolution

Dear Portland City Council,

I am a resident of North Portland, and my family and I **STRONGLY SUPPORT** the resolution to prohibit new large-scale fossil fuel infrastructure projects in Portland and surrounding waterways, as well as and the resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

This is an opportunity for the city to take a significant step in moving toward a healthy, equitable, prosperous, clean energy economy, and INSPIRE others in our region and around the world to do the same.

We appreciate your serious action around the Portland-Multnomah County Climate Action Plan.

PLEASE ADOPT this plan introduced by Mayor Hales and Commissioner Fritz! Thank you,

Sincerely,
Kevin Havice
kevhav@gmail.com
Portland, OR 97217

Moore-Love, Karla

From: margo salisbury <margoann@centurylink.net>
Sent: Thursday, October 29, 2015 10:51 AM
To: Commissioner Fish
Cc: Council Clerk – Testimony
Subject: Against fossil fuels

Dear Commissioner Fish,
I support the prohibition of expanding the infrastructure to transport or store fossil fuels.
Renewable energy is the answer.

Sincerely,
Margo Salisbury, RN
Retired RN
37 years with Multnomah County Health Department

Moore-Love, Karla

From: stadick <stadick@aracnet.com>
Sent: Thursday, October 29, 2015 11:22 AM
To: Hales, Mayor; Commissioner Fritz
Cc: Council Clerk – Testimony
Subject: Huge thank you

Dear Mayor Hales and Commissioner Fritz,

Thank you both for your leadership toward ending new fossil fuel projects in Portland. It would be a huge relief to put an end to concerns around safety, health and longer term job creation for the citizens of our city.

I live in the Cully neighborhood, not far from the railroad tracks along the Columbia River. I'm concerned about health affects from coal dust, derailments that could pollute our river and air, and investment in an industry that is unsustainable and that contributes to climate change.

I'm grateful for your foresight and wisdom in looking out for Portland's future.

Bev Stadick
4805 NE Going St.
Portland, OR 97218
503-288-3534

Moore-Love, Karla

From: Leille Anne DeSpain <leilledespain@gmail.com>
Sent: Thursday, October 29, 2015 11:32 AM
To: Council Clerk – Testimony
Subject: Fossil Fuel Policy and Oil Train Resolution

Council Clerk,

I believe it is urgent to put an end to any new dangerous fossil fuel projects that jeopardize the health and safety of Portland's residence. it is imperative that the City of Portland pass both resolutions introduced by Mayor Hales and Commissioner Fritz on November 4th and to codify a legally binding policy that protect our neighborhoods and residents by passing a comprehensive ban on all new or expanded fossil fuel transport or storage infrastructure in Portland and it's surrounding waterways.

Sincerely, *Leille DeSpain*

Moore-Love, Karla

37164

From: Kim Winderman <kwinderman@gmail.com>
Sent: Thursday, October 29, 2015 1:16 PM
To: Council Clerk – Testimony
Subject: Please vote yes to stop new fossil fuel transport in PDX

Dear Commissioner Council Clerk,

I impede you to vote yes on the new resolution up for consideration next week to stop new fossil fuel projects in PDX. I believe as a progressive city we need to act like one and lead in shutting down the fossil fuel industry as a community. Please consider voting yes for your city to move forward, not backwards.

Best,

Kim Winderman
8776 NW Bridge Ave
Portland, OR 97231

--

K I M

Moore-Love, Karla

From: Inga Fisher Williams <ingafw@gmail.com>
Sent: Thursday, October 29, 2015 12:09 PM
To: Council Clerk – Testimony
Subject: Council Resolution re fuel transport infrastructure

I urge the Council to adopt the resolution that sets as City policy to stop new fossil fuel transport infrastructure in Portland and to consult / coordinate with tribal and other local governments in its implementation.

Adoption of this policy will fill a glaring gap in Portland's long-range Sustainability Plan already adopted by Council.

It is a visionary step that logically follows the divestment policy already adopted by Council.

It embraces values consistent with transforming Oregon and US toward a carbon-free emissions future.

It will bring us closer to achieving our State's emission goals.

It follows in the proud tradition of Oregon as a leader in land use planning, the bottle bill and sensible, people centered policies.

I am urging your yes vote in the hope that the Council's consensus vote will reflect the growing global urgency to limit carbon emissions.

THERE IS NO PLANET B.

Inga Fisher Williams
NE Portland

Moore-Love, Karla

From: ahardesty88@comcast.net
Sent: Thursday, October 29, 2015 12:51 PM
To: Council Clerk – Testimony
Subject: Fossil Fuel Infrastructure and Transport

Dear Council Clerk,
I have sent Commissioners Novick, Fish, and Saltzman the comment below.
Thank you.
Alice Suter

Dear Commissioners,

Please further the leadership of the City in its effort to combat climate change by voting YES on both resolutions coming before the Council on Nov. 4th.

By now we all should be aware of the catastrophic consequences of our overuse of fossil fuel, and what we need to do to prevent them. Certainly stopping new infrastructure like coal, oil, and gas terminals, and preventing dangerous coal and oil trains from running through our area would be good steps in the right direction.

Remember the words of Gov. McCall?
"... Oregon is demure and lovely, and it ought to play a little hard to get. And I think you'll be just as sick as I am if you find it is nothing but a hungry hussy, throwing herself at every stinking smokestack that's offered." (1982) (In this case, it's every leaking pipe or tank, and every potentially explosive rail car.)

Thanks for all the good work you do. We're counting on you.

Sincerely,

Alice Suter, Ph.D.
1106 NE Tillamook St.
Portland, OR 97212

Moore-Love, Karla

37164

From: lindagannon@cox.net
Sent: Friday, October 30, 2015 10:42 AM
To: Commissioner Novick; Commissioner Fish; Commissioner Saltzman
Cc: Council Clerk – Testimony
Subject: please support these two resolutions

As an Oregon homeowner, I urge you to support both the fossil fuel policy resolution and the resolution opposing oil trains that will be up for a vote at this coming week's meeting. Making both of these proposals part of binding city policy sends a strong statement that Oregon will not be subjected to outside interests preying upon our beautiful state to maximize their profits.

Thank you for your service and your consideration of these important resolutions.

Linda Gannon
162 W. Grand Avenue
Astoria, OR 97103

Moore-Love, Karla

37164

From: Claire Darling, LMT <claire@clairedarlinglmt.com>
Sent: Friday, October 30, 2015 6:57 AM
To: Council Clerk – Testimony
Subject: Fossil fuels in Portland- No thank you!

To Whom It May Concern:

As a native Portlander and a devout Cascadian who is truly worried about the near term effects of global climate change on all life, I am delighted to hear that Portland is finally stepping forward to LEAD THE WAY out of the antiquated dependence on fossil fuels and into a future of clean alternative energy sources.

I can not thank you enough for the bold move of striking out in front of the status quo to offer true leadership at this time of true urgency. Please support the strictest possible restrictions on fossil fuel, including zero investment in new fossil fuel infrastructure and a phase out of old reliance. I am passionately opposed to oil trains endangering communities all along their path from the destructive origins to the eventual burning of the products, usually in Asia.

Blessings on our bumpy road forward. Thank you for showing courage and leadership,

Jennifer Darling
First Unitarian Church, Portland Rising Tide, 350PdX.

Moore-Love, Karla

From: lileetfoleyrachel<lileet@spirione.com>
Sent: Friday, October 30, 2015 2:23 AM
To: Commissioner Novick
Cc: Council Clerk – Testimony
Subject: Vote Yes for Fossil Fuel & Oil Train Resolutions

Dear Commissioner Steve Novick,

I urge you to vote 'yes' on each of two landmark resolutions on November 4th - the Fossil Fuel Policy resolution and the Oil Train resolution. These two measures (and their effective implementation) will serve to:

- A. protect our community members health and well being,
- B. promote safety throughout the region, and
- C. significantly reduce this region's contributions to the very substantial expenses and dangers of climate disruption globally (including those that we already have experienced in our own region).

Portland has already demonstrated its commitment to significantly reducing carbon emissions with its adoption of CAP (Climate Action Plan). The proposals to prohibit any projects that would increase the amount of crude oil being transported by rail or to expand infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways puts real teeth in the CAP and will move us significantly closer to meeting Portland's climate action goals.

The frosting on the cake is the opportunity for Portland to be a leader of other cities in the movement to implement real and effective measures to combat climate change and our extreme over-dependence on fossil fuels. We will all be so proud of our city's leadership in this very important area when this becomes a reality!

Commissioner Novick, please cast your votes in favor of approving the Fossil Fuel Policy resolution and the Oil Train resolution.

Sincerely,
Rachel Lileet-Foley

Moore-Love, Karla

From: Schwab Mary Ann <e33maschwab@gmail.com>
Sent: Monday, November 02, 2015 12:26 PM
To: Moore-Love, Karla
Cc: Sallinger Bob; Planning and Sustainability Commission; Commissioner Fish; Hales, Charlie; Commissioner Saltzman; Novick, Steve; Commissioner Fritz; Crail, Tim; Alpert, Josh; Grumm, Matt; Warner, Chris
Subject: mas response to Fwd: Urgent: Call now to stop fossil fuels! CALL COMMISSIONER NICK FISH: 503-823-3589

Good Afternoon Mayor Hales and Commissioners Fish, Saltzman, Novick, and Fritz:

We Oregonian must continue to honor and respect the Treaty of 1855. Remember, as a matter of law, all of our rivers belong to the U.S. Government and the aboriginal treaty rights are sacrosanct. This was established in the 1950s litigation concerning the Pelton and Round Butte dams on the Deschutes.

Once again, Pembina another foreign investor with deep pockets is pushing your buttons -- calling for 39 jobs -- one per acre. But at what a Native American Cultural cost if your votes today will seriously impacting the iconic salmon migration? I am also asking you to review Bob Sallinger's testimony -- addressing impacts on the wildlife and salmon. As for where PDC stands on this issue -- I'm clueless.

And for the record, in ten-months not one person serving on PSC and/or City Council has responded to my questions below. Shame on me for not scheduling three-minutes in Council Chambers or fighting with staff for permission to see Commissioner Novick.

I urge each-of-you to VOTE YES on these two critical resolutions; to stop new fossil fuel transport in fracture in Portland, and second would oppose dangerous oil trains rolling through the Columbia River Gorge. Your votes will affirm Mayor Hales's decision to protect the Terminal 6 Environmental Overlay Zone Code and Map Amendment, based on Bob Sallinger's testimony -- and yours truly MASI!

Respectfully,

Mary Ann Schwab, Community Advocate
(503) 236-3522

From: Schwab Mary Ann [mailto:e33maschwab@gmail.com]
Sent: Wednesday, January 14, 2015 10:20 PM
To: Ocken Julie
Subject: Terminal 6 environmental Overlay Zone and Map Amendment Public Record

Like those of you serving on the Planning and Sustainability committee, I am also concerned that far too many issues are fast tracked from the PSC "advisory preview" to City Council's vote on policy.

I thank you for keeping the Public Hearing open to written testimony until Tuesday, January 20, 2015.

Please, let's take time out to ask ourselves the following questions:

1. Who really benefits in Pembina's "shared economy" proposal other than 40 employees, one per acre?

2. But at what cost to Portland's workforce in an explosion? I remember the gentleman who reported several tanker explosions within two minutes?
3. Has Pembina CEO and his/her Board of Directors agreed to purchase the special foam necessary to fight the 300 foot blasting area.
4. Has Pembina agreed to accept full liability for any health, medical or environmental effects of damage to persons or environment?
5. Will Pembina commit to a bond or fund that can be used should their operations result in a Brownfield or other damage?

Yes, Something to think about. Especially, when inviting another foreign investor to high-jack the our Nations's natural resources. Pembina a Canadian Investor is promoting "shared economy" by selling off the next generations natural resources. I am mindful that historically, Sovereign Nation Elders first consider how will this decision today effect the next (7) generations? During yesterday's Public Hearing, more than once, I heard Commissioner Smith asked for the same question, is Asia ready to accept the shipments? I also heard Commissioner Shapiro ask, "What happens when for whatever reason the ships arrive late? How long with tanker trains be held on tracks somewhere?"

Now for my personal concerns, surely Pembina's tanker railcars will not be parked in queue at the Brooklyn's Rail Yard, located inner-southeast between the HAND and Brooklyn Neighborhoods. Granted I am not an engineer, I wonder can the raised berms along the Columbia River hold the weight of mile+ long tanker trains without compromising that land fill under the railroad tracks? ...especially near Multnomah Falls?

Standing in City Hall this morning, I listened to Bob Sallinger talk about the length of railroad tanker cars -- filled with every fuel available currently "parked" on a liquified zone -- should there be a earthquake...

Yes, something for PSC and City Planners to seriously consider prior to supporting Terminal 6 Environmental Overlay Zone and Map Amendment.

I urge you to Vote "NO" on the Terminal 6 Environmental Overlay Zone Code and Map Amendment.

Respectfully yours,
Mary Ann Schwab, Community Advocate
605 SE 38th Avenue
Portland, OR 97214

PS: Pembina is not the only foreign investor promoting "shared economy" by selling of Oregon's natural resources.

[Battling the Giant Over Water Rights - Southeast Examiner](http://southwestexaminer.com/2014/01/battling-the-giant-over-water-rights/)
southwestexaminer.com/2014/01/battling-the-giant-over-water-rights/

Wednesday, January 7th. The **Southeast Examiner** of Portland Oregon · RSS ... **Battlingthe Giant Over Water Rights.**
January 1, 2014 8:37 pm0 commentsViews:

Begin forwarded message:

37164

37164

From: "Laura Stevens, Sierra Club" <reply@emails.sierraclub.org>
Date: November 2, 2015 7:31:23 AM PST
To: <e33maschwab@gmail.com>
Subject: Urgent: Call now to stop fossil fuels!
Reply-To: "Sierra Club" <reply-fec61577756c067a-418_HTML-43956240-7219454-4@emails.sierraclub.org>

EXPLORE. ENJOY. PROTECT.



Hello Mary Ann,

You may have heard that our Portland City Council is voting this Wednesday, November 4 on two resolutions regarding fossil fuels! The first resolution would stop new fossil fuel transport infrastructure in Portland, and the second would oppose dangerous oil trains rolling through our region.

This vote is not yet a done deal, however. So we're getting as many calls as we can to Commissioner Nick Fish, asking him to **vote yes on these two critical resolutions.**

Will you call Commissioner Fish right now?

It's easy! Call 1-888-430-7789. You'll hear some instructions from me, and then you'll be connected to Commissioner Fish's direct line. You'll likely get a staffer or an answering machine where can leave a message, telling Commissioner Fish to vote yes on the fossil fuel resolutions!

We need your help now to urge our city Commissioners to do the right thing. **Please call now at 1-888-430-7789!**

Thanks for your fast action,

Laura Stevens
Organizing Representative
Sierra Club Beyond Coal Campaign

P.S. We also need your help to pack City Hall on Nov. 4! [Click here to RSVP for the hearing.](#)

Call Commissioner Fish!
1-888-430-7789



This email was sent to: e33maschwab@gmail.com

This email was sent by the Sierra Club
85 2nd St San Francisco, CA 94105

37164

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Moore-Love, Karla

From: Malcolm Chaddock <malchaddock@gmail.com>
Sent: Friday, October 23, 2015 11:34 PM
To: Council Clerk – Testimony
Subject: I support the oil train resolution!

Dear Mayor Hales and Members of the Portland City Council:

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. Expecting no incidents when so many oil cars a day begin to move through the area is playing roulette. Sooner or later you land on a loaded chamber; that's math. Or do you believe that your good luck constitutes a safety measure? I don't

Sincerely,

Malcolm Chaddock
5210 SW Taylor's Ferry Rd
Portland, OR 97219

Moore-Love, Karla

From: Rob Cochran <worldcitizenrob@gmail.com>
Sent: Friday, October 23, 2015 5:46 PM
To: Commissioner Fish; Saltzman, Dan; Novick, Steve; Hales, Charlie; Council Clerk –
Testimony
Subject: Resolution to Oppose Oil-By-Rail through the Columbia River!

Dear Mayor Hales and Members of the Portland City Council:

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these are just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks

associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,

Rob Cochran

2019 SE 12th Ave

Portland, OR 97214

Moore-Love, Karla

From: Don Steinke <crVancouverUSA@gmail.com>
Sent: Friday, October 23, 2015 2:36 PM
To: Council Clerk – Testimony
Subject: I support the oil train resolution!

Thank you for stopping the propane terminal.

But we are fighting 9 terminals and refineries in SW WA representing a Tsunami of oil and risk.

1. We urge you to actively oppose these projects.

We have no hope of stopping the worst of climate change if we allow the oil industry to increase capacity.

Once the terminals are build, investors, such as your pension fund, will demand a return on investment for a lifetime.

2. Take a stand similar to Vancouver's but leave out the word Bakken.
3. Furthermore, issue a moratorium on fossil fuel infrastructure until you can change your land use laws to proscribe fossil fuel infrastructure.

It is much easier to stop bad stuff before the application lands on your desk, than after.

Don Steinke
POB 822393
PO Box 822393
Vancouver, WA 98682
360 892 1589

Moore-Love, Karla

From: Rob Cochran <worldcitizenrob@gmail.com>
Sent: Friday, October 23, 2015 5:46 PM
To: Commissioner Fish; Saltzman, Dan; Novick, Steve; Hales, Charlie; Council Clerk –
Testimony
Subject: Resolution to Oppose Oil-By-Rail through the Columbia River!

Dear Mayor Hales and Members of the Portland City Council:

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these are just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks

associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,

Rob Cochran

2019 SE 12th Ave

Portland, OR 97214

Moore-Love, Karla

From: Malcolm Chaddock <malchaddock@gmail.com>
Sent: Friday, October 23, 2015 11:34 PM
To: Council Clerk – Testimony
Subject: I support the oil train resolution!

Dear Mayor Hales and Members of the Portland City Council:

I support the City of Portland resolution opposing dangerous crude-by-trail shipments through the Columbia River Gorge and the Portland Metro area. Expecting no incidents when so many oil cars a day begin to move through the area is playing roulette. Sooner or later you land on a loaded chamber; that's math. Or do you believe that your good luck constitutes a safety measure? I don't

Sincerely,

Malcolm Chaddock
5210 SW Taylor's Ferry Rd
Portland, OR 97219

Moore-Love, Karla

From: Barbara Pikus <basha@involved.com>
Sent: Saturday, October 24, 2015 9:41 AM
To: Council Clerk – Testimony
Subject: Speak up on dangerous oil-by-rail shipments

Barbara Pikus
 6109 SE Insley Street
 Portland, OR 97206

October 24, 2015

Dear Portland City Council,

As if oil trains are not already a huge risk at the number that are traveling now, the odds of a tragic accident increases with each trainload. Say goodbye to Sellwood, Westmoreland, and any number of communities in Portland that are in the explosion zone. Who could have imagined that they were buying a home in an EXPLOSION ZONE? Will realtors be obligated to divulge this information? How about insurance companies? What do you suppose they'll do with your home insurance rates? And gosh, what about your loved ones? Incineration of human life is just a "cost of doing business" for the Oil Industry. A big "oops!" What about the Columbia River, the second most threatened river in the US? How will it look when one of the oil trains derails on its banks. Then it's goodbye to Salmon, goodbye to tourism, and good bye to any humans in the vicinity and goodbye to a Native American tradition of salmon fishing. To the Oil Industry...just another unfortunate "cost of doing business." They'll still be just fine because they're mining the filthy Bakken crude oil which should be left in the ground. I haven't even mentioned "Unprepared", the NW campaign to get us to prepare for a 9.0 earthquake that could happen as soon as tomorrow. How can ANYONE in their right mind allow these trains to travel in this extreme earthquake zone? How can ANYONE in their right mind allow Tesoro and Savage to set up shop in Vancouver? I SUPPORT THE CITY OF PORTLAND RESOLUTION OPPOSING THIS OUTRAGEOUS CRUDE-BY-RAIL PROPOSITION. RENEWABLES NOW. WE CAN'T WAIT.

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide

analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,
Barbara Pikus

Moore-Love, Karla

From: Diane Luck <dianeluck@mac.com>
Sent: Saturday, October 24, 2015 10:19 AM
To: Council Clerk – Testimony
Subject: Speak up on dangerous oil-by-rail shipments

Diane Luck
3204 NE 27th Avenue
Portland, OR 97212

October 24, 2015

Dear Portland City Council,

I strongly urge the City of Portland to oppose dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. In the past two years, ten oil trains have derailed and exploded in North America. We do not want that to happen in our own Columbia River Gorge!
Please pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The City of Portland can help to protect the region from these hazards. Please protect us from this undo risk!

Sincerely,
Diane Luck

Moore-Love, Karla

From: Pamela Wood <pamarama2@yahoo.com >
Sent: Saturday, October 24, 2015 7:13 AM
To: Council Clerk – Testimony
Subject: Help us be an example to the rest of the world for how to get off fossil fuels!

Pamela Wood
5304 NE Mallory Ave
Portland, OR 97211

October 24, 2015

Dear Portland City Council,

We are in a huge transition as a society, and as a species learning how to live in a mutually beneficial relationship with our planet into the future. This will not happen without transitioning off of fossil fuels. We are in the beginning of that transition, and resolutions such as the one that the City of Portland is considering is key in showing our nation the kind of bold leadership which will be required to make this transition.

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,
Pamela Wood

Parsons, Susan

From: Jules Boykoff <boykoff@pacificu.edu>
Sent: Monday, October 26, 2015 7:50 AM
To: Council Clerk – Testimony
Subject: Please oppose dangerous oil-by-rail shipments

Jules Boykoff
3813 SE 10th Ave
Portland, OR 97202

October 26, 2015

Dear Portland City Council,

Portland has deservedly earned a reputation as an environmentally conscious city. I am living in Rio de Janeiro this fall (as a Fulbright research fellow) and when I meet people and tell them I'm from Portland, they often know about our environmental programs, bikeability, and overall green ethos.

Allowing oil shipments to pass through the Portland Metro area undermines our reputation as a green leader. Plus, it's just bad public policy. Oil trains are extremely dangerous, as recent history has amply demonstrated. And supporting free passage of oil trains continues our fossil-fuel-laden path rather than swerving us in an innovative, renewable direction.

In short, I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. Moreover, I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River.

Thank you for your consideration and for all your hard work.

Sincerely,
Jules

Jules Boykoff
Aug.-Dec. 2015, Fulbright Fellow in Brazil (Rio de Janeiro) Professor, Department of Politics and Government Pacific University in Oregon boykoff@pacificu.edu www.julesboykoff.org

Thank you
Jules Boykoff

Parsons, Susan

From: Darvel Lloyd <darvloyd@gmail.com>
Sent: Monday, October 26, 2015 10:24 AM
To: Council Clerk – Testimony
Subject: STOP THE OIL TRAINS!

Darvel Lloyd
54 SE 74th Ave.
Portland, OR 97215

October 26, 2015

Dear Portland City Council,

Since I may not make it to your public hearing on Nov. 4th, I'm sending you all this form letter in support of your passing a strong resolution to stop any mass shipments of crude oil through the Portland Metro area. Send a clear message that a gigantic oil terminal in Vancouver is definitely not in the best interests of Portland (and the entire Pacific Northwest) now or at any time in the future. For you intelligent folks, I don't need to list the reasons why you must take these actions!

Thank you very much.

Best regards,
Darvel Lloyd

Parsons, Susan

From: Dee Packard <deepackard66@gmail.com>
Sent: Sunday, October 25, 2015 5:15 PM
To: Council Clerk – Testimony
Subject: Speak up on dangerous oil-by-rail shipments

Dee Packard
1207 SE 72nd Ave
Portland, OR 97215

October 25, 2015

Dear Portland City Council,

I would be there on Wednesday if I wasn't care-taking my 7 year old godson. I mention him, Caleb, because I so want him to be able to grow up in this beautiful city that is not marred and scarred by noisy disruptive and ultimately life-threatening oil trains coming through our incomparable (really find another river with the history and power and beauty in America) Columbia Gorge and through our city.

The indisputable knowledge of the danger of fossil fuel to our future and the high risk of the crude-by-rail shipments alone should make this a no-brainer. Why would anybody say yes to such a suicidal idea in both the long and short term for us and our global kin? Surely you have not fallen for the "jobs" idea. In Germany, switching to solar and wind technologies is boosting the economy, the workforce.

Again, why would you say yes to the risk of what is becoming not only a possible, but, probable disaster?

Please protect us and get us on the path to a possible future, leaving fossil fuels in the ground.

Therefore, I implore you, Council members, to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Thank you for reading my letter.

Sincerely,
Dee Packard

Parsons, Susan

From: Jennifer Bevacqua <jbevacqua@gmail.com>
Sent: Sunday, October 25, 2015 6:12 AM
To: Council Clerk – Testimony
Subject: Oppose Oil-by-Rail shipments

Jennifer Bevacqua
4657 NE Killingsworth St
Portland, OR 97218

October 25, 2015

Dear Portland City Council,

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. It's time that we put our energies into energy endeavors that are healthy for people AND the earth. Opposing this oil-by-rail facility is a first step.

The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,
Jennifer Bevacqua

Parsons, Susan

From: ELIZABETH SHEPPARD <bethshep@me.com>
Sent: Tuesday, October 27, 2015 7:31 PM
To: Council Clerk – Testimony
Subject: [User Approved] resolution opposing the expansion of fossil fuel export infrastructure

Mayor Hales:

I thank you and Commissioner Fritz again for your resolution. I am sorry that my teaching schedule prevents me from attending your City Council Meeting on Wednesday, Nov. 4, but I wanted to reaffirm my support.

Do justice, love kindness, and walk humbly with your God, Micah 6:8

BETTY SHEPPARD
2007 SE Bybee Blvd.
Portland, OR 97202
(360) 521-8316

Parsons, Susan

From: Eldon Haines <Rain.Cat@comcast.net>
Sent: Wednesday, October 28, 2015 11:17 AM
To: Council Clerk – Testimony
Subject: Oil trains...

Already we've seen all the evidence that demonstrates climate disruption from global warming. Of course, the culprit is us because we can't bear to be without our energy-expensive lifestyle.

But there is something we can all do:

- Think conservation for our home and our transportation.
- Buy wind-powered electricity and get solar on our houses.
- Divest fossil fuels and nuclear from our investments.
- Stop the oil and coal trains, or the fuels will be burned in Asia.

And thank our city leaders for their strong efforts.

Eldon Haines, PhD
4343-B NE Ainsworth St
Portland OR 97218
Home: 503-719-6878
Cell: 971-409-2474
Email: Rain.Cat@comcast.net

Parsons, Susan

From: Josh Lake <joshlake1@mac.com>
Sent: Wednesday, October 28, 2015 3:35 PM
To: Commissioner Saltzman
Cc: Council Clerk – Testimony
Subject: No to Oil transports in our city! Yes to the safety of our children and the environment!

Dear Commissioner Saltzman,

I urge you to support the resolutions establishing a strong fossil fuel policy in Portland! We need to resist easy money and make the future of our city and children paramount in our decision making process. While I will not be able to be at the city council meeting next Wednesday, I know many of my fellow citizens will be there and will be asking you to do the right thing for our health and our environment and the safety of our city.

Thanks in advance for making the safe and intelligent choice to say no to fossil fuels transports through our city.

Thanks and be well,
Josh Lake
1849 SE 54th Ave
Portland, OR 97215
503-234-7289

Parsons, Susan

From: Kelly O'Hanley <kohanley@gmail.com>
Sent: Wednesday, October 28, 2015 3:43 PM
To: Council Clerk – Testimony
Subject: Support Amanda Fritz' two resolutions: on fossil fuel policy and on oil trains

Council Clerk,
I urge you to support Amanda Fritz' two resolutions: on fossil fuel policy and on oil trains. They are vital to a healthy and sustainable future for Portland

Sincerely,
Kelly O'Hanley, MD MPH

6134 NE Alameda Street, Portland, OR 97213
[503-880-8844](tel:503-880-8844)

Parsons, Susan

From: Suzanne Zuniga Architect <suzanne@zuniga-arch.com>
Sent: Tuesday, October 27, 2015 10:56 PM
To: Council Clerk – Testimony
Subject: crude oil train resolution and fossil fuel export resolution

To the City Council,

I am writing to express my full support for the crude oil train resolution to join other cities to protect our region from oil trains.

I am also writing to express support for the proposal to oppose expansion of fossil fuel export infrastructure in our region.

We need to move on to safe, just, sustainable energy already.

Thanks,

Suzanne Zuniga
301 NE 65th Ave
Portland OR 97213

Parsons, Susan

From: Tomoko Sekiguchi <tomokos@uoregon.edu>
Sent: Wednesday, October 28, 2015 6:42 PM
To: Commissioner Novick
Cc: Council Clerk – Testimony
Subject: Fossil Fuel Policy and Resolution Against Oil Trains

Dear Commissioner Novick,

I strongly hope that you will support the resolution establishing a strong fossil fuel policy in Portland. We are at a dangerous point in irreversible climate change and this resolution would make a difference. If we don't make changes in the way we have been living, big changes in livability will be made for us. Stopping transportation and storage of fossil fuels is a huge statement and will go far in curtailing rapid climate change. This is an opportunity to lead the whole country and set a good and right example.

with respect,

Tomoko Sekiguchi
Eugene, Oregon

Parsons, Susan

From: Tomoko Sekiguchi <tomokos@uoregon.edu>
Sent: Wednesday, October 28, 2015 6:42 PM
To: Commissioner Saltzman
Cc: Council Clerk – Testimony
Subject: Fossil Fuel Policy and Resolution Against Oil Trains

Dear Commissioner Saltzman,

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with respect,

Tomoko Sekiguchi
Eugene, Oregon

Parsons, Susan

From: Virginia Feldman <feldmanvi@gmail.com>
Sent: Wednesday, October 28, 2015 3:42 PM
To: Commissioner Fritz
Cc: Council Clerk – Testimony
Subject: Fossil Fuel Policy & Coal Train Resolution

Dear Commissioner Fritz:

As a Portland physician, I thank you for supporting the Fossil Fuel Policy and the Coal train Resolution. The lungs of our children need the protection these policies and resolutions will cause. They are truly landmark for health in the US, and I hope other cities will take courage from yours.

Thank you

Dr. Virginia Feldman MD
11230 SW COLLINA Ave.
Portland, 97219

--

regards,
ginny
503 635 4799
503 901 7329 cell

Parsons, Susan

From: Virginia Feldman <feldmanvi@gmail.com>
Sent: Wednesday, October 28, 2015 3:43 PM
To: Hales, Mayor
Cc: Council Clerk – Testimony
Subject: fossil fuel policy and coal train resolution

Dear Mayor Hales:

As a Pediatrician in Portland, I thank you for supporting the Fossil Fuel Policy and the Coal train Resolution. The lungs of our children need the protection these policies and resolutions will cause. They are truly landmark for maintaining health in the US, and I hope other cities will take courage from yours.

Thank you

Dr. Virginia Feldman MD
11230 SW COLLINA Ave.
Portland, 97219

--
regards,
ginny
503 635 4799
503 901 7329 cell

Parsons, Susan

From: Pam Neild <pam@robnpam.com>
Sent: Wednesday, October 28, 2015 5:12 PM
To: Hales, Mayor
Cc: Council Clerk – Testimony
Subject: Support fossil fuel and oil train resolutions

Dear Mayor Hales,

I strongly support the upcoming resolution on fossil fuel and oil train bans. Thank you keeping Portland thinking our children's future.

Pam Neild
Portland resident.

Parsons, Susan

From: margo salisbury <margoann@centurylink.net>
Sent: Thursday, October 29, 2015 11:02 AM
To: Hales, Mayor
Cc: Council Clerk – Testimony
Subject: Against fossil fuels

Dear Mayor Hales,

Thanks you for co-sponsoring the resolutions to prohibit the expansion of infrastructure to transport or store fossil fuels.

I believe renewable energy is the answer.

Sincerely,

Margo Salisbury, RN

Retired RN

37 years with Multnomah County Health Department

Parsons, Susan

From: Chris Bekemeier <cbekemeier@msn.com>
Sent: Thursday, October 29, 2015 11:35 PM
To: Council Clerk – Testimony
Subject: FW: Vote YES November 4 on Fossil Fuel Policy and oil train resolution!

Forgot to copy on this one. ☺

Chris Bekemeier
503-444-1984

From: Chris Bekemeier [mailto:cbekemeier@msn.com]
Sent: Thursday, October 29, 2015 11:33 PM
To: 'nick@portlandoregon.gov'
Subject: Vote YES November 4 on Fossil Fuel Policy and oil train resolution!

Commissioner Fish:

As you know, on November 4, the Portland City Council will consider two resolutions to stop new fossil fuel transport and storage projects in our region. The [Fossil Fuel Policy](#) will direct the City of Portland to oppose new fossil fuel infrastructure and to update City code to prohibit all projects that create new or expanded infrastructure to transport or store fossil fuels -- that means no bomb trains, no new pipelines, and no new fossil fuel terminals! At the same hearing, the City Council will also vote on an [oil train resolution](#) to protect us from dangerous and dirty oil trains rolling through our region.

These resolutions follow the overwhelming public opposition to Pembina's proposed propane terminal, the 2015 Climate Action Plan Update, #ShellNo protests against arctic drilling, and recent resolutions to divest from fossil fuels.

But of course, you know this.

I am writing today to urge you to stand up for the future of our planet and VOTE YES on these important resolutions. This vote presents an incredible opportunity for Portland to be on the forefront in regards to Climate Change activism. We need to lead the nation. The time is NOW!

PLEASE – VOTE YES on November 4! I will be there to watch and (hopefully) cheer for Portland!

Thank you, Chris

Chris Bekemeier
503-444-1984

Parsons, Susan

From: Chris Bekemeier <cbekemeier@msn.com>
Sent: Thursday, October 29, 2015 11:40 PM
To: Hales, Mayor
Cc: Council Clerk – Testimony
Subject: Vote YES November 4 on Fossil Fuel Policy and oil train resolution!

Mayor Hales:

I'm thrilled that on November 4, the Portland City Council will consider two resolutions, co-sponsored by you and Commissioner Fritz, to stop new fossil fuel transport and storage projects in our region. The [Fossil Fuel Policy](#) will direct the City of Portland to oppose new fossil fuel infrastructure and to update City code to prohibit all projects that create new or expanded infrastructure to transport or store fossil fuels -- that means no bomb trains, no new pipelines, and no new fossil fuel terminals! At the same hearing, the City Council will also vote on an [oil train resolution](#) to protect us from dangerous and dirty oil trains rolling through our region.

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But of course, you know this.

I am writing today to thank you for your leadership and to urge you to continue to stand up for the future of our state, our world and our planet and VOTE YES on these important resolutions. This vote presents an incredible opportunity for Portland to be on the forefront in regards to Climate Change activism. Thank you for helping us lead the nation on this critically important issue!

VOTE YES on November 4! I will be there to watch and (hopefully) cheer for Portland!

Thank you, Chris

Chris Bekemeier
503-444-1984

Parsons, Susan

From: Chris Bekemeier <cbekemeier@msn.com>
Sent: Thursday, October 29, 2015 11:35 PM
To: Commissioner Saltzman
Cc: Council Clerk – Testimony
Subject: Vote YES November 4 on Fossil Fuel Policy and oil train resolution!

Commissioner Saltzman:

As you know, on November 4, the Portland City Council will consider two resolutions to stop new fossil fuel transport and storage projects in our region. The [Fossil Fuel Policy](#) will direct the City of Portland to oppose new fossil fuel infrastructure and to update City code to prohibit all projects that create new or expanded infrastructure to transport or store fossil fuels -- that means no bomb trains, no new pipelines, and no new fossil fuel terminals! At the same hearing, the City Council will also vote on an [oil train resolution](#) to protect us from dangerous and dirty oil trains rolling through our region.

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PLEASE – VOTE YES on November 4! I will be there to watch and (hopefully) cheer for Portland!

Thank you, Chris

Chris Bekemeier
503-444-1984

Parsons, Susan

From: Chris Bekemeier <cbekemeier@msn.com>
Sent: Thursday, October 29, 2015 11:34 PM
To: Commissioner Novick
Cc: Council Clerk – Testimony
Subject: Vote YES November 4 on Fossil Fuel Policy and oil train resolution!

Commissioner Novick:

As you know, on November 4, the Portland City Council will consider two resolutions to stop new fossil fuel transport and storage projects in our region. The [Fossil Fuel Policy](#) will direct the City of Portland to oppose new fossil fuel infrastructure and to update City code to prohibit all projects that create new or expanded infrastructure to transport or store fossil fuels -- that means no bomb trains, no new pipelines, and no new fossil fuel terminals! At the same hearing, the City Council will also vote on an [oil train resolution](#) to protect us from dangerous and dirty oil trains rolling through our region.

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But of course, you know this.

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PLEASE – VOTE YES on November 4! I will be there to watch and (hopefully) cheer for Portland!

Thank you, Chris

Chris Bekemeier
503-444-1984

Parsons, Susan

From: Chris Bekemeier <cbekemeier@msn.com>
Sent: Thursday, October 29, 2015 11:41 PM
To: Commissioner Fritz
Cc: Council Clerk – Testimony
Subject: Vote YES November 4 on Fossil Fuel Policy and oil train resolution!

Commissioner Fritz:

I'm thrilled that on November 4, the Portland City Council will consider two resolutions, co-sponsored by you and Mayor Hales, to stop new fossil fuel transport and storage projects in our region. The [Fossil Fuel Policy](#) will direct the City of Portland to oppose new fossil fuel infrastructure and to update City code to prohibit all projects that create new or expanded infrastructure to transport or store fossil fuels -- that means no bomb trains, no new pipelines, and no new fossil fuel terminals! At the same hearing, the City Council will also vote on an [oil train resolution](#) to protect us from dangerous and dirty oil trains rolling through our region.

These resolutions follow the overwhelming public opposition to Pembina's proposed propane terminal, the 2015 Climate Action Plan Update, #ShellNo protests against arctic drilling, and recent resolutions to divest from fossil fuels.

But of course, you know this.

I am writing today to thank you for your leadership and to urge you to continue to stand up for the future of our state, our world and our planet and VOTE YES on these important resolutions. This vote presents an incredible opportunity for Portland to be on the forefront in regards to Climate Change activism. Thank you for helping us lead the nation on this critically important issue!

VOTE YES on November 4! I will be there to watch and (hopefully) cheer for Portland!

Thank you, Chris

Chris Bekemeier
503-444-1984

Parsons, Susan

From: Sherry Hall <sherry@spiritone.com>
Sent: Thursday, October 29, 2015 8:30 PM
To: Council Clerk – Testimony
Subject: Vote yes on November4

I am a retired Multnomah County social worker and a resident of Portland. My letter is to urge a yes vote on the Fossil Fuel policy and the Oil Train resolution on November 4th.

I am proud of Portland and Multnomah as climate leaders, beginning with the Climate Action Plan and more recently fossil fuel divestment. There are enormous community health, safety, risks associated with increased shipments of coal, oil, and gas through our region. Also Climate Change is here and it is time to act to mitigate its worst affects.

Everyone has a moral responsibility to act in any way possible. This is the next step for Portland. Please vote yes.

Sherry Hall
3722 SE Elllis
Portland 97202

Parsons, Susan

From: ahardesty88@comcast.net
Sent: Thursday, October 29, 2015 12:51 PM
To: Council Clerk – Testimony
Subject: Fossil Fuel Infrastructure and Transport

Dear Council Clerk,
I have sent Commissioners Novick, Fish, and Saltzman the comment below.
Thank you.
Alice Suter

Dear Commissioners,

Please further the leadership of the City in its effort to combat climate change by voting YES on both resolutions coming before the Council on Nov. 4th.

By now we all should be aware of the catastrophic consequences of our overuse of fossil fuel, and what we need to do to prevent them. Certainly stopping new infrastructure like coal, oil, and gas terminals, and preventing dangerous coal and oil trains from running through our area would be good steps in the right direction.

Remember the words of Gov. McCall?

"...Oregon is demure and lovely, and it ought to play a little hard to get. And I think you'll be just as sick as I am if you find it is nothing but a hungry hussy, throwing herself at every stinking smokestack that's offered." (1982) (In this case, it's every leaking pipe or tank, and every potentially explosive rail car.)

Thanks for all the good work you do. We're counting on you.

Sincerely,

Alice Suter, Ph.D.
1106 NE Tillamook St.
Portland, OR 97212

Parsons, Susan

From: Leille Anne DeSpain <leilledespain@gmail.com>
Sent: Thursday, October 29, 2015 11:32 AM
To: Council Clerk – Testimony
Subject: Fossil Fuel Policy and Oil Train Resolution

Council Clerk,

I believe it is urgent to put an end to any new dangerous fossil fuel projects that jeopardize the health and safety of Portland's residence. it is imperative that the City of Portland pass both resolutions introduced by Mayor Hales and Commissioner Fritz on November 4th and to codify a legally binding policy that protect our neighborhoods and residents by passing a comprehensive ban on all new or expanded fossil fuel transport or storage infrastructure in Portland and it's surrounding waterways.

Sincerely, *Leille DeSpain*

Parsons, Susan

From: Emily Herbert <ewh1960@gmail.com>
Sent: Thursday, October 29, 2015 5:02 PM
To: Council Clerk – Testimony
Subject: Fwd: Fossil Fuel Policy

copy of letter sent to Councilors Novick, Fish and Saltzman

Dear Councilor,

Your work for the City has been impressive and I know you care deeply about the welfare of Portland going forward.

While there are some things that could devastate us, with little for us to do in prevention, such as "The Big One", playing the odds against fossil fuel disasters does give us some leverage. My reaction to a careful reading of the proposed Policy led to applause. This is really a doable piece of work, not halting the delivery of supplies to local citizens but considering the danger and impacts world-wide when huge volumes of dangerous fuels are moved across the region.

Now is the time to join Vancouver WA in saying "no" to more use of our area as a hub for delivery of what we know is going to kill us if not halted. (We've known for some time that we must keep 60-80% of what is already identified in the ground to avoid catastrophic warming.) While our efforts may seem puny in the face of a world of warming gases, Portland can lead the way for others to join in taking back control of a livable future. I urge you to join Mayor Hales and Councilor Fritz in voting for the fossil fuel policy you promised citizens when we were considering Pembina some months ago. Our values require policies that fit them.

Best for All Creatures,
Emily Herbert
2120 NE Halsey #29
Portland, Oregon 97232
[541-408-1516](tel:541-408-1516)

"Sing our love for the land and our obligations to it" Aldo Leopold

Parsons, Susan

From: stadick <stadick@aracnet.com>
Sent: Thursday, October 29, 2015 11:22 AM
To: Hales, Mayor; Commissioner Fritz
Cc: Council Clerk – Testimony
Subject: Huge thank you

Dear Mayor Hales and Commissioner Fritz,

Thank you both for your leadership toward ending new fossil fuel projects in Portland. It would be a huge relief to put an end to concerns around safety, health and longer term job creation for the citizens of our city.

I live in the Cully neighborhood, not far from the railroad tracks along the Columbia River. I'm concerned about health affects from coal dust, derailments that could pollute our river and air, and investment in an industry that is unsustainable and that contributes to climate change.

I'm grateful for your foresight and wisdom in looking out for Portland's future.

Bev Stadick
4805 NE Going St.
Portland, OR 97218
503-288-3534

Parsons, Susan

From: Teresa Epstein <teresanlp@aol.com>
Sent: Thursday, October 29, 2015 6:55 PM
To: Council Clerk – Testimony
Subject: I happily support the fossil fuel policy resolutions!

Dear Mayor Hales and Members of the Portland City Council:

I strongly support the City of Portland's resolution to adopt a landmark, binding policy to prohibit new fossil fuel transport infrastructure in Portland. The fossil fuel export policy shows that the City is serious about curbing dangerous greenhouse gas emissions. Rather than allowing Portland to become a thoroughway for dirty fossil fuels, the fossil fuel policy resolution empowers the City to lead the region towards a cleaner energy future. I also support the resolution opposing dangerous oil trains.

I urge the City Council to establish a fossil fuel export policy that opposes all projects that increase risky, polluting fossil fuel transportation and storage. The City of Portland can help to protect our communities from oil and propane train hazards, the Columbia River from oil spills, and our climate from increased fossil fuel consumption, by adopting the fossil fuel export policy resolution.

Portland can walk the talk. This resolution is another positive step in the city's effort to reduce our consumption and investment in fossil fuels. Strongly opposing the export of dirty fuel through our city is a critical and necessary action.

Sincerely, Teresa Epstein, Longview, Ilwaco, Seaside

Teresa Epstein
2516 Mason St
Seaside, OR 97138
5037170742

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Thursday, October 29, 2015 11:45 AM
To: Council Clerk – Testimony
Subject: I Strongly Support the Fossil Fuel Policy and Oil Train Resolution

From: Diane
Email: dianeluck@mac.com

Dear Mayor Hales and Members of the Portland City Council --

I strongly support the City of Portland resolution opposing new fossil fuel infrastructure in Portland and surrounding waterways and the resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. I urge the City of Portland to pass both resolutions introduced by Mayor Hales and Commissioner Fritz on November 4th and to codify a legally binding policy that protect our neighborhoods and residents by passing a comprehensive ban on all new or expanded fossil fuel transport or storage infrastructure in Portland and it's surrounding waterways. Let us keep our tradition of protecting our city and our environment!

Sincerely,

Parsons, Susan

From: Rick Rappaport <rick@rickrappaport.com>
Sent: Friday, October 30, 2015 4:57 PM
To: Commissioner Novick; Commissioner Fish; Commissioner Saltzman
Cc: Hales, Mayor; Commissioner Fritz; Council Clerk – Testimony
Subject: In Support of Fossil Fuel and Oil Train Resolutions

Dear Commissioners Fish, Novick and Saltzman,

After a 40 year career running my own business I became an active member of both the Climate Action Coalition and 350PPDX, and am so proud of the efforts of these groups and others in bringing to light the climate crisis and the impact of fossil fuel infrastructure on the citizens of Portland, Oregon and the world.

These are easy issues to politically duck or shoo down the road. How are we ever going to turn around a fossil fuel dependent economy into one that chooses renewable energy sources. There's just too much money and power against that kind of effort. Shell will drill wherever the hell they want to drill, Pembina will build its massive LNG storage and transshipment facilities anywhere it wants with Port suitors lining up to kowtow.

But through our efforts supporting Mayor Hales' bold initiatives and with the Council's support look at what the hell is happening! I'm going to run through the streets and shout it but I better curb my enthusiasm as this fight has really just begun. Portland and Oregon are the thin green line that is holding back the fossil fuel flood waters. We are asked to be the spigot for all the earth destroying fracked gas so that billionaires from Calgary can sell it overseas.

My hat is off to Mayor Hales and Commissioner Fritz for their history making resolutions on fossil fuel and oil train policies. We can turn all of this around and leave it in the ground but more and more must be done with constant vigilance and activism. The cat is out of the science bag and there's no going back. We are at a critical juncture in human history where the wake up call is meeting the biggest extraction push the world has ever known. As the prices go down the need to drill, frack, extract grows not slows.

The biggest company in the world has just been exposed as covering up what it knew about climate change when something much less dramatic could have been done to ward off its most disastrous effects. And Exxon is still being subsidized while fish are dying in overheated rivers caused by rising temperatures in turn caused by burning fossil fuels. Everything is on the table: forests, seas, plains, mountains, streams, jungles and there is dwindling refuge for animals.

Once we stop fossil fuel infrastructure or cause oil trains to go somewhere else we'll, other communities will follow our lead. But even that will

not be enough. Utility companies will still choose fossil fuels over renewables---and fight like hell to pound those renewable energy industries into regulatory submission. We cannot stop until renewable energy industries have a fighting chance. Everyone understands that the change to renewables will be fossil fuel intensive, no switch will be flipped to make this happen, but cities must take the lead.

Please continue your enlightened voting pattern and pass these two resolutions.

Thank you, Rick Rappaport

Rick Rappaport

rick@rickrappaport.com

<http://www.rickrappaport.com>

503.730.5554

"I went out for a walk and finally concluded to stay out till sundown. For going out, I found, was really going in."

---John Muir

Concerned about Climate Change? You are not alone.

Here's one thing to do about it: Sign the Oregon Climate Declaration

<http://campaigns.350.org/petitions/oregon-climate-declaration-polishuk>

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Friday, October 30, 2015 5:48 PM
To: Council Clerk – Testimony
Subject: Portland should support the fossil fuel export policy

From: Danny
Email: dgt211@gmail.com

Dear Mayor Hales and Members of the Portland City Council --

Hello,

Lets use our silicon forest (Hillsboro/Portland area) to protect our forests, families, and economies. I work in silicon forest out in the Hillsboro area and live in Portland. A lot of people are excited about the technology and job opportunities that are possible in an economy where we start investing more in renewables and alternative energy. I strongly support the City of Portland resolution opposing new fossil fuel infrastructure in Portland as a first step towards building a stronger, long-term economy.

The temperature difference between now and the last ice age is five degrees. If we do not cut fossil fuel infrastructure, we are on track for a 4 degree warmer world by the end of this century. We already have a strong silicon forest around Portland that could jump at an economy investing in new, alternative technology infrastructure. Let's build this!

Together, these resolutions provide the City of Portland an opportunity to put an end to new dangerous fossil fuel projects that jeopardize the health, safety and wellbeing of Portland's residents, neighborhoods and surrounding waterways.

From extraction to transportation to storage to combustion, fossil fuels pose a threat to watersheds, air quality, human health and climate stability. Current proposals throughout the region for new pipelines, rail lines and terminals would drastically increase the volume of coal, oil and gas in the Portland area, exposing Portland residents to direct and immediate risks from train derailment and storage tank explosions, dangerous pipeline leaks and toxic coal dust. These resolutions are also consistent with our City's values, vision and goals in the Portland-Multnomah County Climate Action Plan to create healthy, equitable, resilient and prosperous communities.

For these reasons and more it is imperative that the City of Portland pass both resolutions introduced by Mayor Hales and Commissioner Fritz on November 4th and to codify a legally binding policy that protect our neighborhoods and residents by passing a comprehensive ban on all new or expanded fossil fuel transport or storage infrastructure in Portland and it's surrounding waterways.

Sincerely,

DANNY

Danny

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Friday, October 30, 2015 10:45 PM
To: Council Clerk – Testimony
Subject: You'll make me proud when you pass the Fossil Fuel Policy and Oil Train Resolution

From: Sandy
Email: sandypolishuk@gmail.com

Dear Mayor Hales and Members of the Portland City Council --

I strongly support the City of Portland resolution opposing new fossil fuel infrastructure in Portland and surrounding waterways and the resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

Together, these resolutions provide the City of Portland an opportunity to put an end to new dangerous fossil fuel projects that jeopardize the health, safety and wellbeing of Portland's residents, neighborhoods and surrounding waterways.

From extraction to transportation to storage to combustion, fossil fuels pose a threat to watersheds, air quality, human health and climate stability. Current proposals throughout the region for new pipelines, rail lines and terminals would drastically increase the volume of coal, oil and gas in the Portland area, exposing Portland residents to direct and immediate risks from train derailment and storage tank explosions, dangerous pipeline leaks and toxic coal dust. These resolutions are also consistent with our City's values, vision and goals in the Portland-Multnomah County Climate Action Plan to create healthy, equitable, resilient and prosperous communities.

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Sincerely,

Sandy

Parsons, Susan

From: RAND SCHENCK <randschenck@msn.com>
Sent: Friday, October 30, 2015 2:50 PM
To: Commissioner Novick
Cc: Council Clerk – Testimony
Subject: Ban on Fossil Fuel Infrastructure and Oil Trains

Dear Commission Novick,

I urge you to support the proposed ban on new fossil fuel infrastructure in and oil trains through Portland. I am especially worried about making things much worse when (not if) the big earthquake hits Portland. To have more oil and gas terminals in Portland would make a terrible potential catastrophe much worse.

This action will build nicely on our divestment from fossil fuels and help us lead other cities by example toward a future less dependent on fossil fuels and more reliant on re-newables. This will help us ensure we have a habitable planet in the future as well as make for a stronger economy.

Rand Schenck
2947 NE 31st Ave
Portland, Or 97212

Parsons, Susan

From: Courtney Frisse <courtneyfrisse@gmail.com>
Sent: Friday, October 30, 2015 9:49 AM
To: Council Clerk – Testimony
Subject: dangerous oil-by-rail shipments

Courtney Frisse
15500U NW Ferry Rd
Portland, OR 97231

October 30, 2015

Dear Portland City Council,

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,
Courtney Frisse

Parsons, Susan

From: Greg Jacob <jacobgk@comcast.net>
Sent: Friday, October 30, 2015 11:35 AM
To: Commissioner Fish; Commissioner Novick; Commissioner Saltzman
Cc: Council Clerk – Testimony
Subject: Fossil Fuel Policy

Dear Commissioners Fish, Novick, and Salesman,

All of us must do our part to reign in fossil fuels and transition immediately to solar and wind. I hope that you will oppose new fossil fuel infrastructure—particularly the two LNG terminals. If we're serious about global warming and the environment our grandchildren will inherit, we will do all we can to stop new fossil fuel transport and storage projects in Oregon.

Sincerely,

Greg Jacob, Ph.D
1331 NE Parkside Dr.
Hillsboro, OR 97124
503-747-8005

Parsons, Susan

From: Claire Darling, LMT <claire@clairedarlinglmt.com>
Sent: Friday, October 30, 2015 6:57 AM
To: Council Clerk – Testimony
Subject: Fossil fuels in Portland- No thank you!

To Whom It May Concern:

As a native Portlander and a devout Cascadian who is truly worried about the near term effects of global climate change on all life, I am delighted to hear that Portland is finally stepping forward to LEAD THE WAY out of the antiquated dependence on fossil fuels and into a future of clean alternative energy sources.

I can not thank you enough for the bold move of striking out in front of the status quo to offer true leadership at this time of true urgency. Please support the strictest possible restrictions on fossil fuel, including zero investment in new fossil fuel infrastructure and a phase out of old reliance. I am passionately opposed to oil trains endangering communities all along their path from the destructive origins to the eventual burning of the products, usually in Asia.

Blessings on our bumpy road forward. Thank you for showing courage and leadership,

Jennifer Darling
First Unitarian Church, Portland Rising Tide, 350Pdx.

Parsons, Susan

From: Jeff Stookey <jstookey108@gmail.com>
Sent: Friday, October 30, 2015 2:58 PM
To: Council Clerk – Testimony
Subject: oppose fossil fuels infrastructure

Dear Council Clerk,

I urge the City of Portland to adopt the resolution actively opposing expansion of infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways.

We must keep fossil fuels in the ground.

We currently have all the scientific and technical knowledge and the physical resources to get all of the energy we need from renewables, according to Mark Z. Jacobson, Director of the Atmosphere/Energy Program and Professor of Civil and Environmental Engineering at Stanford University. Now add to that a new analysis, called "World Energy Revolution: A Sustainable World Energy Outlook 2015", produced by Greenpeace in collaboration with researchers from the German Aerospace Center, that says our world can make the switch to 100% renewable energy by 2050. Feed-in-tariffs--which have helped put Germany and Ontario, Canada at the forefront of the transition to green energy--are promoted by Oregonians for Renewable Energy Progress (OREP) as an important policy tool to incentivize this transition.

America's path to prosperity lies in a rapid switch-over to abundant, homegrown, renewable energy to power our homes, businesses, and vehicles--NOT in facilitating extracting and exporting of dirty, polluting coal, oil, and gas, which represents a retreat from the 21st Century economy. Renewable energy already employs 2.7 million workers (more than the fossil fuel industry) and studies have shown that green energy will continue to create far more jobs than the fossil fuel industries. [see: *Sizing the Clean Economy, A National and Regional Green Jobs Assessment* by the Metropolitan Policy Program at the Brookings Institute, 2011.] A U.S.-led, green, industrial revolution will move our economy forward, create millions of new jobs, and help ensure a livable planet for future generations.

Regards,

Jeff Stookey
 3656 NE Wasco St
 Portland, OR 97343
jstookey108@gmail.com
 503-232-6867

“A society grows great when its elders plant trees whose shade they know they shall never sit in.”—a Greek proverb

Parsons, Susan

From: lindagannon@cox.net
Sent: Friday, October 30, 2015 10:42 AM
To: Commissioner Novick; Commissioner Fish; Commissioner Saltzman
Cc: Council Clerk – Testimony
Subject: please support these two resolutions

As an Oregon homeowner, I urge you to support both the fossil fuel policy resolution and the resolution opposing oil trains that will be up for a vote at this coming week's meeting. Making both of these proposals part of binding city policy sends a strong statement that Oregon will not be subjected to outside interests preying upon our beautiful state to maximize their profits.

Thank you for your service and your consideration of these important resolutions.

Linda Gannon
162 W. Grand Avenue
Astoria, OR 97103

Parsons, Susan

From: RAND SCHENCK <randschenck@msn.com>
Sent: Friday, October 30, 2015 2:39 PM
To: mayorcharleshales@portlandoregon.gov
Cc: Council Clerk – Testimony
Subject: Thanks for Fossil Fuel Ban

Dear Mayor Hales,

Thanks so much for supporting the fossil fuel ban. This is a much needed improvement to the Portland Climate Action Plan. My big worry is when (not if) the earthquake hits. A terrible catastrophe would be made much worse with fossil fuel terminals near by.

Your actions will help us move away from dependence on fossil fuels and towards a future economy based on renewables.

This will benefit our planet - and keep it habitable! - and our economy.

Thanks,

Rand Schenck
2947 NE 31st Ave
Portland, Oregon 97212

BTW, I sent you a campaign check earlier - respect greatly your decision to focus on the work ahead as Mayor.

Parsons, Susan

From: leslepohl@comcast.net
Sent: Friday, October 30, 2015 2:14 PM
To: Commissioner Novick
Cc: Council Clerk – Testimony
Subject: Two resolutions about fossil fuel

Commissioner Novick,

I urge you to vote for the Resolution at City Council opposing an increased amount of crude oil to be transported by rail through Portland and Vancouver, and also for the Resolution to oppose building more infrastructure for the purpose of storing and transporting fossil fuels through our city or on adjacent waterways.

We cannot risk the health and well being of our communities for the benefit of profits on fossil fuels that contribute to the ruin of our climate.

Thanks for looking out for our people and the ecosystems upon which we depend.

Leslie Pohl-Kosbau
7136 SW 3rd Ave.
Portland, OR 97219

Parsons, Susan

From: lileet foley rachel <lileet@spiritone.com>
Sent: Friday, October 30, 2015 2:23 AM
To: Commissioner Novick
Cc: Council Clerk – Testimony
Subject: Vote Yes for Fossil Fuel & Oil Train Resolutions

Dear Commissioner Steve Novick,

I urge you to vote ‘yes’ on each of two landmark resolutions on November 4th - the Fossil Fuel Policy resolution and the Oil Train resolution. These two measures (and their effective implementation) will serve to:

- A. protect our community members health and well being,
- B. promote safety throughout the region, and
- C. significantly reduce this region’s contributions to the very substantial expenses and dangers of climate disruption globally (including those that we already have experienced in our own region).

Portland has already demonstrated its commitment to significantly reducing carbon emissions with its adoption of CAP (Climate Action Plan). The proposals to prohibit any projects that would increase the amount of crude oil being transported by rail or to expand infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways puts real teeth in the CAP and will move us significantly closer to meeting Portland’s climate action goals.

The frosting on the cake is the opportunity for Portland to be a leader of other cities in the movement to implement real and effective measures to combat climate change and our extreme over-dependence on fossil fuels. We will all be so proud of our city’s leadership in this very important area when this becomes a reality!

Commissioner Novick, please cast your votes in favor of approving the Fossil Fuel Policy resolution and the Oil Train resolution.

Sincerely,
Rachel Lileet-Foley

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Saturday, October 31, 2015 4:55 PM
To: Council Clerk – Testimony
Subject: Why I support the Fossil Fuel Policy

From: Sonja
Email: snusser32@4j.lane.edu

Dear Mayor Hales and Members of the Portland City Council --

I strongly support the City of Portland resolution opposing new fossil fuel infrastructure in Portland and surrounding waterways, and the resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

I am an Eugene, Oregon youth, and I have lived in the Pacific Northwest for my entire life. From the time I was about 2, my parents have taken me on trips in the wilderness, and instilled in me a love of the great outdoors. I believe that climate change is a serious issue; one that my generation will have to deal with. Sadly, when we get handed stewardship of the earth, it may be too late. It is wonderful seeing adults take this issue seriously, and doing something about it. In general, the older generation has been doing a lousy job.

I want to be able to take my kids to see the beautiful wilderness that I see now. This measure may be a small step, but it will have a lasting effect.

Please vote to adopt this resolution, if not for yourself, then for me.

Sincerely,
Sonja Nusser, age 12

Sonja

Parsons, Susan

From: Jonnel covault <jonnelcovault@gmail.com>
Sent: Saturday, October 31, 2015 7:43 PM
To: Council Clerk – Testimony
Subject: c Oil Trains

Dear Portland City Council,

I am so proud of you for considering the resolution to stop further fossil fuel development in Portland. For some time now I have been very concerned about the number of trains carrying Bakken crude and coal along the beautiful and historic Columbia River Gorge. It seems hypocritical that we ban housing and commercial building in the Gorge, but allow trains spewing coal dust and dangerous Bakken crude. What is even worse is that most of this dirty fossil fuel is going through Oregon communities to EXPORT terminals! These projects line the pockets of fossil fuel companies, while increasing local pollution, increasing the chance of spills and disasters in our communities, and increasing the unhealthy warming of our planet for future generations.

I want access to affordable Solar energy NOW! Please set a precedent and say No to more fossil fuel export projects.

Thank you!

Jonnel Covault

503 407 2144

Parsons, Susan

From: Diane Winn <dgwinnuci@gmail.com>
Sent: Saturday, October 31, 2015 8:05 AM
To: Commissioner Novick
Cc: Council Clerk – Testimony
Subject: Please Support the Fossil Fuel Policy and Oil Train Resolution

Dear Commissioner Novick,

As a retired public health nurse, I strongly support the City of Portland resolution opposing new fossil fuel infrastructure in Portland and the resolution opposing crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

The entire process of extracting, storing and combusting coal, oil and gas is a threat to human health, the environment and climate stability. These resolutions provide Portland an opportunity to put an end to new dangerous fossil fuel projects that jeopardize the health, safety and wellbeing of Portland's residents, neighborhoods and surrounding waterways.

With my nursing background and understanding all of the dangers associated with fossils fuels and knowing that you have the power to take a stand to make a difference, I therefore urge you to support both resolutions introduced by Mayor Hales and Commissioner Fritz on November 4th.

Sincerely,
Diane Winn, retired RN, MPH 1500 SW 11th Ave, 401 Portland, OR

Parsons, Susan

From: Kelly O'Hanley <kohanley@gmail.com>
Sent: Saturday, October 31, 2015 9:10 PM
To: Council Clerk – Testimony
Subject: Speak up on dangerous oil-by-rail shipments

Kelly O'Hanley
6134 NE Alameda Street
Portland, OR 97213

November 1, 2015

Dear Portland City Council,

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,
Kelly O'Hanley

Parsons, Susan

From: Christopher Kuttruff <kuttruff@gmail.com>
Sent: Saturday, October 31, 2015 1:52 AM
To: Hales, Mayor; Commissioner Novick; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman; Council Clerk – Testimony
Subject: Mayor Hales, Commissioners, Please Support Upcoming Fossil Fuel Resolutions!

On November 4th our beautiful city will have the opportunity to demonstrate proper environmental leadership. The decision to ban new fossil fuel infrastructure and dangerous oil-by-rail transport is a critical moment in a larger fight for climate justice. If Portland is the city that works, then let us work together for a future that respects our environment and the well-being of future generations.

We must take bold action now! Our planet is on the brink of climate catastrophe and we must take radical steps to avoid the most devastating consequences of humanity's impact on earth.

The evidence around us is clear... unprecedented forest fires in the pacific northwest, declining salmon populations, drought, deforestation, melting polar ice, toxic projects poisoning communities. We have seen the repercussions of unchecked fossil fuel projects; we must change course and demand accountability!

I would like to thank Mayor Hales and Commissioner Fritz for bringing these resolutions before the City Council and I truly hope that they are approved.

Thank you for your time and consideration,

Christopher Kuttruff

Moore-Love, Karla

From: Malcolm Chaddock <malchaddock@gmail.com>
Sent: Friday, October 23, 2015 11:34 PM
To: Council Clerk – Testimony
Subject: I support the oil train resolution!

Dear Mayor Hales and Members of the Portland City Council:

I support the City of Portland resolution opposing dangerous crude-by-trail shipments through the Columbia River Gorge and the Portland Metro area. Expecting no incidents when so many oil cars a day begin to move through the area is playing roulette. Sooner or later you land on a loaded chamber; that's math. Or do you believe that your good luck constitutes a safety measure? I don't

Sincerely,

Malcolm Chaddock
5210 SW Taylor's Ferry Rd
Portland, OR 97219

Moore-Love, Karla

From: Rob Cochran <worldcitizenrob@gmail.com>
Sent: Friday, October 23, 2015 5:46 PM
To: Commissioner Fish; Saltzman, Dan; Novick, Steve; Hales, Charlie; Council Clerk – Testimony
Subject: Resolution to Oppose Oil-By-Rail through the Columbia River!

Dear Mayor Hales and Members of the Portland City Council:

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these are just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks

associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,

Rob Cochran

2019 SE 12th Ave

Portland, OR 97214

Moore-Love, Karla

From: Don Steinke <crVancouverUSA@gmail.com>
Sent: Friday, October 23, 2015 2:36 PM
To: Council Clerk – Testimony
Subject: I support the oil train resolution!

Thank you for stopping the propane terminal.

But we are fighting 9 terminals and refineries in SW WA representing a Tsunami of oil and risk.

1. We urge you to actively oppose these projects.

We have no hope of stopping the worst of climate change if we allow the oil industry to increase capacity.

Once the terminals are build, investors, such as your pension fund, will demand a return on investment for a lifetime.

2. Take a stand similar to Vancouver's but leave out the word Bakken.
3. Furthermore, issue a moratorium on fossil fuel infrastructure until you can change your land use laws to proscribe fossil fuel infrastructure.

It is much easier to stop bad stuff before the application lands on your desk, than after.

Don Steinke
POB 822393
PO Box 822393
Vancouver, WA 98682
360 892 1589

Moore-Love, Karla

From: Rob Cochran <worldcitizenrob@gmail.com>
Sent: Friday, October 23, 2015 5:46 PM
To: Commissioner Fish; Saltzman, Dan; Novick, Steve; Hales, Charlie; Council Clerk – Testimony
Subject: Resolution to Oppose Oil-By-Rail through the Columbia River!

Dear Mayor Hales and Members of the Portland City Council:

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these are just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks

associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,

Rob Cochran

2019 SE 12th Ave

Portland, OR 97214

Moore-Love, Karla

From: Malcolm Chaddock <malchaddock@gmail.com>
Sent: Friday, October 23, 2015 11:34 PM
To: Council Clerk – Testimony
Subject: I support the oil train resolution!

Dear Mayor Hales and Members of the Portland City Council:

I support the City of Portland resolution opposing dangerous crude-by-trail shipments through the Columbia River Gorge and the Portland Metro area. Expecting no incidents when so many oil cars a day begin to move through the area is playing roulette. Sooner or later you land on a loaded chamber; that's math. Or do you believe that your good luck constitutes a safety measure? I don't

Sincerely,

Malcolm Chaddock
5210 SW Taylor's Ferry Rd
Portland, OR 97219

Moore-Love, Karla

From: Barbara Pikus <basha@involved.com>
Sent: Saturday, October 24, 2015 9:41 AM
To: Council Clerk – Testimony
Subject: Speak up on dangerous oil-by-rail shipments

Barbara Pikus
6109 SE Insley Street
Portland, OR 97206

October 24, 2015

Dear Portland City Council,

As if oil trains are not already a huge risk at the number that are traveling now, the odds of a tragic accident increases with each trainload. Say goodbye to Sellwood, Westmoreland, and any number of communities in Portland that are in the explosion zone. Who could have imagined that they were buying a home in an EXPLOSION ZONE? Will realtors be obligated to divulge this information? How about insurance companies? What do you suppose they'll do with your home insurance rates? And gosh, what about your loved ones? Incineration of human life is just a "cost of doing business" for the Oil Industry. A big "oops!" What about the Columbia River, the second most threatened river in the US? How will it look when one of the oil trains derails on its banks. Then it's goodbye to Salmon, goodbye to tourism, and good bye to any humans in the vicinity and goodbye to a Native American tradition of salmon fishing. To the Oil Industry...just another unfortunate "cost of doing business." They'll still be just fine because they're mining the filthy Bakken crude oil which should be left in the ground. I haven't even mentioned "Unprepared", the NW campaign to get us to prepare for a 9.0 earthquake that could happen as soon as tomorrow. How can ANYONE in their right mind allow these trains to travel in this extreme earthquake zone? How can ANYONE in their right mind allow Tesoro and Savage to set up shop in Vancouver? I SUPPORT THE CITY OF PORTLAND RESOLUTION OPPOSING THIS OUTRAGEOUS CRUDE-BY-RAIL PROPOSITION. RENEWABLES NOW. WE CAN'T WAIT.

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide

analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,
Barbara Pikus

Moore-Love, Karla

From: Diane Luck <dianeluck@mac.com>
Sent: Saturday, October 24, 2015 10:19 AM
To: Council Clerk – Testimony
Subject: Speak up on dangerous oil-by-rail shipments

Diane Luck
3204 NE 27th Avenue
Portland, OR 97212

October 24, 2015

Dear Portland City Council,

I strongly urge the City of Portland to oppose dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. In the past two years, ten oil trains have derailed and exploded in North America. We do not want that to happen in our own Columbia River Gorge!
Please pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The City of Portland can help to protect the region from these hazards. Please protect us from this undo risk!

Sincerely,
Diane Luck

Moore-Love, Karla

From: Pamela Wood <pamarama2@yahoo.com >
Sent: Saturday, October 24, 2015 7:13 AM
To: Council Clerk – Testimony
Subject: Help us be an example to the rest of the world for how to get off fossil fuels!

Pamela Wood
5304 NE Mallory Ave
Portland, OR 97211

October 24, 2015

Dear Portland City Council,

We are in a huge transition as a society, and as a species learning how to live in a mutually beneficial relationship with our planet into the future. This will not happen without transitioning off of fossil fuels. We are in the beginning of that transition, and resolutions such as the one that the City of Portland is considering is key in showing our nation the kind of bold leadership which will be required to make this transition.

I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. The City of Portland has an opportunity to speak up on dangerous crude-by-rail shipments. Portland should join Columbia River cities like Vancouver, Scappoose, Rainier, Hood River, Washougal, Camas and The Dalles – these just a few dozens of cities that have already taken action on crude by rail. Now, it's time for Portland to join in.

This can't wait. In the past two years, ten oil trains have derailed and exploded in North America. Unless we take action, we are inviting that risk into our region. Right now in Vancouver, Tesoro and Savage companies are proposing the largest crude-by-rail facility in the United States, capable of handling over 360,000 barrels of oil per day. That volume of oil is over 42% of the Keystone XL Pipeline, and it would generate at least four 100-car, mile-long, potentially explosive trains full of crude oil through our area. And over a dozen other new and expanded crude-by-rail projects could ship as many as 100 dangerous oil trains per week through the Columbia River Gorge.

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,
Pamela Wood

Parsons, Susan

From: Jules Boykoff <boykoff@pacificu.edu>
Sent: Monday, October 26, 2015 7:50 AM
To: Council Clerk – Testimony
Subject: Please oppose dangerous oil-by-rail shipments

Jules Boykoff
3813 SE 10th Ave
Portland, OR 97202

October 26, 2015

Dear Portland City Council,

Portland has deservedly earned a reputation as an environmentally conscious city. I am living in Rio de Janeiro this fall (as a Fulbright research fellow) and when I meet people and tell them I'm from Portland, they often know about our environmental programs, bikeability, and overall green ethos.

Allowing oil shipments to pass through the Portland Metro area undermines our reputation as a green leader. Plus, it's just bad public policy. Oil trains are extremely dangerous, as recent history has amply demonstrated. And supporting free passage of oil trains continues our fossil-fuel-laden path rather than swerving us in an innovative, renewable direction.

In short, I support the City of Portland resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area. Moreover, I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River.

Thank you for your consideration and for all your hard work.

Sincerely,
Jules

Jules Boykoff
Aug.-Dec. 2015, Fulbright Fellow in Brazil (Rio de Janeiro) Professor, Department of Politics and Government Pacific University in Oregon boykoff@pacificu.edu www.julesboykoff.org

Thank you
Jules Boykoff

Parsons, Susan

From: Darvel Lloyd <darvlloyd@gmail.com>
Sent: Monday, October 26, 2015 10:24 AM
To: Council Clerk – Testimony
Subject: STOP THE OIL TRAINS!

Darvel Lloyd
54 SE 74th Ave.
Portland, OR 97215

October 26, 2015

Dear Portland City Council,

Since I may not make it to your public hearing on Nov. 4th, I'm sending you all this form letter in support of your passing a strong resolution to stop any mass shipments of crude oil through the Portland Metro area. Send a clear message that a gigantic oil terminal in Vancouver is definitely not in the best interests of Portland (and the entire Pacific Northwest) now or at any time in the future. For you intelligent folks, I don't need to list the reasons why you must take these actions!

Thank you very much.

Best regards,
Darvel Lloyd

Parsons, Susan

From: Dee Packard <deepackard66@gmail.com>
Sent: Sunday, October 25, 2015 5:15 PM
To: Council Clerk – Testimony
Subject: Speak up on dangerous oil-by-rail shipments

Dee Packard
1207 SE 72nd Ave
Portland, OR 97215

October 25, 2015

Dear Portland City Council,

I would be there on Wednesday if I wasn't care-taking my 7 year old godson. I mention him, Caleb, because I so want him to be able to grow up in this beautiful city that is not marred and scarred by noisy disruptive and ultimately life-threatening oil trains coming through our incomparable (really find another river with the history and power and beauty in America) Columbia Gorge and through our city.

The indisputable knowledge of the danger of fossil fuel to our future and the high risk of the crude-by-rail shipments alone should make this a no-brainer. Why would anybody say yes to such a suicidal idea in both the long and short term for us and our global kin? Surely you have not fallen for the "jobs" idea. In Germany, switching to solar and wind technologies is boosting the economy, the workforce.

Again, why would you say yes to the risk of what is becoming not only a possible, but, probable disaster?

Please protect us and get us on the path to a possible future, leaving fossil fuels in the ground.

Therefore, I implore you, Council members, to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Thank you for reading my letter.

Sincerely,
Dee Packard

Parsons, Susan

From: Jennifer Bevacqua <jbevacqua@gmail.com>
Sent: Sunday, October 25, 2015 6:12 AM
To: Council Clerk – Testimony
Subject: Oppose Oil-by-Rail shipments

Jennifer Bevacqua
4657 NE Killingsworth St
Portland, OR 97218

October 25, 2015

Dear Portland City Council,

I urge the City Council to pass a resolution opposing all projects that increase risky, polluting oil trains along the Columbia River. It's time that we put our energies into energy endeavors that are healthy for people AND the earth. Opposing this oil-by-rail facility is a first step.

The resolution should recognize the exceptional health, safety, environmental and climate risks associated with dramatically increased crude oil shipments. Critically, the resolution would allow the City to voice its concerns in upcoming permit hearings for the Tesoro Savage oil terminal, which would be the largest oil-by-rail facility in the United States. Through this resolution and future actions, the City of Portland can support a thorough, region-wide analysis of oil train risks by local, state, and federal permitting agencies as well as a comprehensive health impact assessment for oil-by-rail projects under review.

The City of Portland can help to protect the region from these hazards by lending its voice in a strong resolution to the effort to stop crude oil trains.

Sincerely,
Jennifer Bevacqua

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Sunday, November 01, 2015 12:50 PM
To: Council Clerk – Testimony
Subject: Please vote in favor of the Fossil Fuel Policy and Oil Train Resolution

From: Bonnie
Email: bnew1@live.com

Dear Mayor Hales and Members of the Portland City Council --

I am writing to urge you in the strongest possible way to pass the City of Portland resolution opposing new fossil fuel infrastructure in Portland and surrounding waterways, and to pass the resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

I am so excited about these resolutions because they will head off new dangerous fossil fuel projects that jeopardize the health, safety and wellbeing of Portland's residents, neighborhoods and surrounding waterways. We have recognized for some time that fossil fuels pose a threat to watersheds, air quality, human health and climate stability, yet Big Oil, Coal, and Gas continue to propose new pipelines, rail lines and terminal projects. Upstream communities like Hood River (where I live) will benefit as much as Portland from your approval of these new restrictions.

Please, help all of us! Pass both resolutions introduced by Mayor Hales and Commissioner Fritz on November 4th, and codify a legally binding policy that protect our neighborhoods and residents by passing a comprehensive ban on all new or expanded fossil fuel transport or storage infrastructure in Portland and it's surrounding waterways. Let Portland lead!

Sincerely,

Bonnie

Parsons, Susan

From: Craig Heverly <heverlyjc@hevanet.com>
Sent: Sunday, November 01, 2015 8:21 PM
To: Commissioner Fish; Saltzman, Dan; Council Clerk – Testimony; Commissioner Novick
Subject: Fossil fuels

I am writing as a resident of Portland who is concerned about our future and the future of those who come after us.

Please join Mayor Hales and Commissioner Fritz in supporting two resolutions -- the one banning further infrastructure to transport fossil fuels through our city and the second opposing the bomb trains bringing fossil fuels into our city.

Portland has a world-wide reputation as a leader in the transition to sustainable power sources. It makes no sense to reverse that wonderful leadership and give in to the greedy demands of the fossil fuel giants. Just because they are frantic doesn't mean we should turn our city into a funnel for dirty, dangerous, and deadly fossil fuels.

Please vote "yes" on these two resolutions.

Thank you.

Craig Heverly
4814 SE 30th Ave #131
Portland, OR 97202

Parsons, Susan

From: Dr. Irvin Forbing <drforbing@hotmail.com>
Sent: Sunday, November 01, 2015 6:55 PM
To: Commissioner Fish
Cc: Commissioner Fritz; Commissioner Saltzman; Council Clerk – Testimony
Subject: Fuel storage

Ladies and Gentlemen,

If your support the Fossil Fuel Policy and Oil Train Resolution is because you believe there is global warming due to fossil fuels, I would then have to draw your attention to NASA's satellite, radiosonde balloons, and NOAA's own USCRN weather data that tells us there has been NO global warming for the past two decades in spite of a 40% increase in CO2.

Sincerely,

Dr. Irvin H. Forbing

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Monday, November 02, 2015 11:19 PM
To: Council Clerk – Testimony
Subject: I Support the Fossil Fuel Policy and Oil Train Resolution

From: Aaliyah
Email: aaliyahjoseph381@gmail.com

Dear Mayor Hales and Members of the Portland City Council --

It is estimated that by 2033 the Earth would have gone up in temperature by 2 degree. That means that we humans need to act fast. The Fossil Fuel Policy will help slow the rapid climb in temperature.

I am a 15 year old African American girl that will grow up on this planet for the rest of my life, as will your kids their kids and their kids. We will be around the time this huge crisis will continue.

My Grandma had been living in New Orleans during the time Katrina was expected to happen. She had been living in New Orleans since my father Nigel Joseph was born. In other words she had been living in New Orleans for over 50 years. My Grandma knew this storm was going to be like no other so she left. She packed up all her belonging, her life, toke my dad's and uncle's baby pictures with her for that was all she could manage to get and she left. She left the one and only home my dad's family knew, and loved. When the storm hit it destroyed the house that my father and uncle grew up in. My Grandma was devastated. To this day she hasn't gone back never went back to New Orleans.

We all know Katrina was unusually strong storms. Some may say it was one of the worst storms to ever happen in the record of the United States. How? How could a storm that bad effect that many people? Climate Change. If you ever take a visit to New Orleans you will see that the places most impacted by the storm were

communities of color and areas of low socioeconomic development. Climate Change directly affects my people and where we live. Such as other local events like the great Vanport flood of 1948 that displaced hundreds of people of color and caused severe levels of unemployment.

A climate change denier may try and say that Climate Change has nothing to do with anything in our daily lives. But I, we are affected. And the people not feeling or seeing it now will see it soon. At this rate it is estimated that in 2050 Greenland will melt and crack in half raising water level along the east coast by 20-30 feet. Flooding out where the Twin Towers once stood and more.

If you feel as if you can't stop Climate Change for yourself do it for the future. Do it for the future Teachers, Presidents, and simple humans to come. The majority of my peers do not know how to do something about Climate Change giving them some direction on what do or how to stop Climate Change will help us shape the future everything Earth deserves.

Aaliyah

Parsons, Susan

From: Craig Heverly <heverlyjc@hevanet.com>
Sent: Monday, November 02, 2015 9:46 PM
To: Commissioner Fish; Saltzman, Dan; Council Clerk – Testimony; Commissioner Novick
Subject: Fossil Fuel Resolutions

sPlease add your names to the "yes" votes for the two resolutions coming before the council on Wednesday. These are important step toward saying the city of Portland is hitching our wagon to a 21 st Century ecology of sustainable sources of energy and rejecting a sad and sick dependence on 19th Century source of power. Yes to renewables. No to fossil fuels.

Thank you.

Craig Heverly
4814 SE 30th Ave #131
Portland, OR 97202

Parsons, Susan

From: Sr. Marilyn LeDoux <srmarilyn@ssmo.org>
Sent: Monday, November 02, 2015 7:25 PM
To: Council Clerk – Testimony
Subject: fossil fuels

I am against fossil fuel infrastructure in and around Portland.

Marilyn LeDoux

Parsons, Susan

From: barbara stross <bcstross@hotmail.com>
Sent: Monday, November 02, 2015 8:41 AM
To: Commissioner Fish; Saltzman, Dan; Commissioner Novick
Cc: Council Clerk – Testimony
Subject: yes to ban on fossil fuel transport

I am a resident of Portland and am urging you to vote yes on both measures banning any new infrastructure for fossil fuel transport in Portland, and specifically opposing oil trains running through our region.

We should continue to be leaders in developing alternative clean and renewable energy sources and not continue investing tax money to provide transportation of dirty and dangerous fossil fuels.

Thank you.

Barbara Stross
2939 S.E. 17th Avenue
Portland OR 97202

Parsons, Susan

From: deborah lynn field <deblyfield@gmail.com>
Sent: Monday, November 02, 2015 7:51 AM
To: Saltzman, Dan
Cc: Council Clerk – Testimony
Subject: YES on stopping Fossil Fuel transport

Dear Commissioner Saltzman,

As a Oregon Trail pioneer ancestor, I want Oregon to remain a beautiful, safe, and progressive state. This means playing a dominant role in decreasing fossil fuel extraction, transport, and usage in our state. Please vote YES on Nov 4th!

Deborah Field
3437 NE 48th Ave
Portland, Oregon
503-475-0980

Parsons, Susan

From: Gary Joaquin <gary.joaquin@comcast.net>
Sent: Monday, November 02, 2015 11:15 AM
To: Commissioner Fritz
Cc: Council Clerk – Testimony
Subject: Support the Resolution to Stop New Fossil Fuel Transport Infrastructure in Portland

Dear Commissioner Fritz,

I am proud to express my support for the resolution to oppose the expansion of infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways. The justifications listed in the resolution itself are comprehensive so I will not take up your time by reiterating them. I would like to share three of my own personal perspectives as a Portland area homeowner, as a professional with 20 years of facilities management experience, and as a new Oregon resident.

I recently learned from a neighbor that he had installed active solar panels on this home sufficient to satisfy 2/3 of his electricity needs along with a bi-directional meter to sell excess electricity generated back to PGE. I was stunned to learn that the total cost of his investment was only \$17,000, the cost of my Honda Fit automobile, with a return on investment breakeven point of only 5 to 7 years. Try getting that kind of a return today without taking on excessive risk. It does appear that we have finally reached the point locally where solar is affordable and soon to be ubiquitous making the need for future investments in old fossil fuel technologies unnecessary and unwise.

Professionally, the organization from which I retired pursued and attained LEED Gold certification for their 2.5 million SF campus through improved maintenance methods guided by analytics derived from a data warehouse that aggregated live HVAC equipment performance data. Our initial returns were energy cost reductions in excess of \$1,000,000 annually. Such savings are the tip of the iceberg that can be achieved through more efficient operation of our built infrastructure, further reducing our reliance upon fossil fuels.

Finally, the most personal note, in July of 2014, I moved my family from Northern Virginia where we had resided for 28 years to Oregon because we were so taken with the natural beauty of this state and the Northwest. The people that I have met here share these values. They treasure their environment. I urge you to do the same and to pass this resolution.

Sincerely,

Gary Joaquin

11675 SW Bel Aire Ln
Beaverton, OR 97008
971-407-8759

Parsons, Susan

From: Ivan green <igneous987@yahoo.com>
Sent: Monday, November 02, 2015 2:52 PM
To: Council Clerk – Testimony
Subject: Items 1156 and 1157 on Board Agenda 03 Nov

Thanks to Mayor Hales and Commish Fritz for introducing these. I want to support an Aye vote on both; the potential for major disaster is too great for all of us to assume.
Ivan Green (8), 1212 NE 26th Ave, P 97232

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Monday, November 02, 2015 8:10 AM
To: Council Clerk – Testimony
Subject: Make the future generations secure. Our childrens' children deserve it. Our planet requires it. There is no future for our children if you don't act. This is not speculation. This is not alarmism.

From: John
Email: jaythieneyer@yahoo.com

Dear Mayor Hales and Members of the Portland City Council --

I strongly support the City of Portland resolution opposing new fossil fuel infrastructure in Portland and surrounding waterways and the resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

Together, these resolutions provide the City of Portland an opportunity to put an end to new dangerous fossil fuel projects that jeopardize the health, safety and wellbeing of Portland's residents, neighborhoods and surrounding waterways.

From extraction to transportation to storage to combustion, fossil fuels pose a threat to watersheds, air quality, human health and climate stability. Current proposals throughout the region for new pipelines, rail lines and terminals would drastically increase the volume of coal, oil and gas in the Portland area, exposing Portland residents to direct and immediate risks from train derailment and storage tank explosions, dangerous pipeline leaks and toxic coal dust. These resolutions are also consistent with our City's values, vision and goals in the Portland-Multnomah County Climate Action Plan to create healthy, equitable, resilient and prosperous communities.

For these reasons and more it is imperative that the City of Portland pass both resolutions introduced by Mayor Hales and Commissioner Fritz on November 4th and to codify a legally binding policy that protect our neighborhoods and residents by passing a comprehensive ban on all new or expanded fossil fuel transport or storage infrastructure in Portland and it's surrounding waterways.

Sincerely,

John

Parsons, Susan

From: Jill Riebesehl <riebes@gmail.com>
Sent: Monday, November 02, 2015 10:42 AM
To: Commissioner Fish; Commissioner Novick; Saltzman, Dan; Council Clerk – Testimony
Subject: Fossil fuel votes Nov. 4

I urge you to vote yes on two issues coming before you Wednesday. One would stop fossil fuel transport infrastructure in the city and the other opposes oil trains running through our region.

I see the long oil trains are now using the tracks that run adjacent to the new beautiful bridge across the Willamette and beside OMSI, to name two wonderful marks of our city's wise and civilized ways. This is blatant. It's almost like the transport corporations are setting up a dare.

Such yes votes would set another good national example. Certainly, in effect these are "no" votes and don't suggest positive ways to create jobs and offset use of toxic fuels. But we have to start somewhere, and should not use the excuse given by a city council candidate in Vancouver, to the effect that if we don't allow this, someone else will.

We need to work harder on conservation of resources. Our modern building standards are good measures, as are developing renewable energy resources, encouraging fuel-efficient vehicles, urban density and so on.

I hope you will consider my concerns.

Sincerely,

Jill Riebesehl
3203 SE 24th Ave.
Portland, OR 97202

Parsons, Susan

From: Darvel Lloyd <darvloyd@gmail.com>
Sent: Monday, November 02, 2015 7:06 AM
To: Commissioner Novick; Commissioner Fish; Commissioner Dan Saltzman
Cc: Council Clerk – Testimony
Subject: Resolutions on Wednesday

Dear Commissioners:

On Wednesday, the 4th, I urge you all to vote YES on both the fossil fuel policy resolution and the oil train resolution!
Portland must set an example for the U.S.A. and the world.

Thank you!

Darvel Lloyd
54 SE 74th Ave.
Portland, OR 97215-1443
503-251-2784

Parsons, Susan

From: Robert E. <reverhart40@comcast.net>
Sent: Monday, November 02, 2015 3:41 PM
To: Commissioner Novick; Commissioner Saltzman; Commissioner Fish; Council Clerk – Testimony
Subject: fuel transportation in Portland

As citizens of Portland, we are concerned about fuels that would be transported via rail that is dangerous to our city. We believe these fuels should not be shipped within our city, wherein thousands of citizens whose health could be negatively effected.

There is currently legislation before the city council to ensure that citizens are not dangerously affected by this transportation. We ask that you support it.

Robert and Shelley Everhart
4122 SW 44th Ave.
Portland 97221

Parsons, Susan

From: david shapiro <buypenasco@hotmail.com>
Sent: Monday, November 02, 2015 12:42 PM
To: Commissioner Novick; Commissioner Fish; Saltzman, Dan; Council Clerk – Testimony
Subject: Please support Nov 4 fossil fuel and oil train resolutions

Dear Commissioners;

I'm sure you understand the threat fossil fuels pose to our planet's future. I urge you to make our city a leader in reducing the use of carbon-based fuels by supporting the upcoming Nov 4 resolutions. Transporting vast quantities of oil through Portland makes us vulnerable to ruinous spills, or, even worse, devastating fires in the case of an oil train accident. The danger to Portland mirrors the danger to the whole world that occurs should this oil be burned as fuel.

I hope you will seriously consider the proposed resolutions and do the right thing for Portland residents and all the people of the world.

Sincerely,

David Shapiro
1403 SE Salmon 97214

Parsons, Susan

From: Jane Stackhouse <jane@janestackhouse.com>
Sent: Monday, November 02, 2015 11:03 AM
To: Commissioner Saltzman
Cc: Council Clerk – Testimony
Subject: Please vote yes on the two resolutions to limit fossil fuel infrastructure and oil trains.

Hello Commissioner Saltzman.

I feel so proud of the Portland City Council. It is admirable that we are considering such a bold and exemplary move to limit the expansion of infrastructure used by fossil fuels. I urge you to vote for the Fossil Fuel Policy and Oil Train Resolution.

The short term view is to protect us citizens from fossil fuel disasters and air pollution will increase with increased shipments of fossil fuels through our city. The long term need is to ameliorate climate change. This can only happen if communities act now and act with courage to set an example for other communities. Portland can again be on the forefront of this important environmental action.

Restricting expansion of fossil fuel infrastructure and oil trains will encourage renewable alternatives. It will also improve the quality of life and the safety of our citizens. I know that safety is an important topic for you.

Please vote yes to limit the expansion of fossil fuel infrastructure and to limit oil trains. I also called and left a message with your office.

Jane Stackhouse
503.284.1049

jane@janestackhouse.com

Parsons, Susan

From: Joseph Stenger <joseph.stenger@gmail.com>
Sent: Monday, November 02, 2015 7:01 AM
To: Commissioner Novick
Cc: Council Clerk – Testimony
Subject: Stenger - Fossil fuel Infrastructure ban vote

Dear Commissioner Novick,

I urge a vote in favor of the fossil fuel infrastructure vote on Wednesday. With rising temperatures, we know that climate change is already well in motion. As a father and grandfather, I am frightened about the future we are leaving. To prevent the worst damage, we need to prevent further extraction of fossil fuels. Portland has an opportunity and, as I see it, an obligation to play an important role in this by stopping new construction of terminals, pipelines, and rail-lines that support more of the same. Instead, we need to invest heavily in renewables. This is in our economic, safety and environmental interest.

Please help us be on the right side of history!

Thank you,
Joe

Joseph Stenger MD
4420 NE 36th Ave, Portland OR 97211

Parsons, Susan

From: Betty Barker <bettybarker70@yahoo.com>
Sent: Tuesday, November 03, 2015 10:07 PM
To: Hales, Mayor
Cc: Council Clerk – Testimony
Subject: Fossil Fuel Policy & Oil Train Resolution

Dear Mayor Hales:

Thank you so much for sponsoring the ban on new infrastructure for fossil fuels in Portland. For years I have tried to reduce my "carbon footprint" by taking the bus or walking, weatherizing the house, wearing more sweaters--but the crisis of global warming will require more than individual scattered efforts to make a difference. The ban will avert danger and destruction in our city. Thank you for your foresight and your courage.

Sincerely,

Elisabeth Barker
3003 N.E. 25th Avenue
Portland

Parsons, Susan

From: Diane Winn <dgwinnuci@gmail.com>
Sent: Wednesday, November 04, 2015 7:36 AM
To: Hales, Mayor; Commissioner Fritz
Cc: Council Clerk – Testimony
Subject: Fossil Fuel Policy and Oil Train Resolution

Dear Mayor Hales and Commissioner Fritz,

As a retired public health nurse, I support the two resolutions that you are bringing before the city council that will oppose new fossil fuel infrastructure in Portland and crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

As you already know, the entire process of extracting, storing and combusting coal, oil and gas is a threat to human health, the environment and climate stability. These resolutions provide Portland with an opportunity to put an end to new dangerous fossil fuel projects that jeopardize the health, safety and wellbeing of Portland's residents, neighborhoods and surrounding waterways.

With my nursing background and understanding all of the dangers associated with fossil fuels. I thank you for taking a stand to make a difference!!

Sincerely,
Diane Winn, retired RN, MPH 1500 SW 11th Ave, 401 Portland, OR

Parsons, Susan

From: Peter Ford <conford4@yahoo.com>
Sent: Wednesday, November 04, 2015 7:00 AM
To: Council Clerk – Testimony
Subject: I support keeping fossil fuel export and transit out of Portland

Dear Council

Please approve the resolutions restricting new fossil fuel export infrastructure and regulating the oil trains passing through Portland. First, they're dangerous. Second, we are doing irreparable harm to the planet through our use of these fuels and it's time to cut back. I am glad the city council is considering such helpful measures. Please voete in favor of them.

Thank you
Peter Ford
114 NE 65th Ave
Portland OR 97213
503-231-3830

Peter Conner Ford
Family member, Youth Librarian, Friend, Musician and Model Railroader
Cheerfully walking upon this sacred earth

Parsons, Susan

From: janierson@aol.com
Sent: Wednesday, November 04, 2015 7:49 AM
To: Commissioner Fritz
Cc: Council Clerk – Testimony
Subject: Support of Fossil Fuel Policy and Oil Train Resolution

Commissioner Fritz,

We are writing to ask you to support the two resolutions regarding fossil fuel infrastructure and transportation.

We are excited at Portland's opportunity to be a leader in this area. This is one small thing we can do in keeping with the values of our Climate Action Plan in response to the enormous threat posed by global climate change. We believe that communities like ours must take these steps wherever we can and build on them in partnership with other communities to create an effective response.

We also believe these resolutions provide immediate protection for the people and ecosystems of our region. Minimizing transit and storage of fossil fuels in our region means less coal dust in the air and less risk of what could be catastrophic damage from a derailment, leak or explosion.

We hope you will vote in favor of these resolutions.

Thank you,

Gary and Jan Pierson
9638 SW 50th Ave.
Portland, OR 97219

Parsons, Susan

From: Martha Neuringer <martha.neuringer@gmail.com>
Sent: Tuesday, November 03, 2015 9:12 PM
To: Council Clerk – Testimony
Subject: Please support the fossil fuel policy resolutions

Dear Commissioners Novick, Fish and Saltzman:

I am proud of Portland's environmental leadership. The resolutions to prohibit new fossil fuel transportation infrastructure, and to oppose a dangerous increase in oil trains through the city, are important opportunities to strengthen our city's leadership and provide a model for other cities across the country. They are also a moral imperative. We cannot continue to allow the fossil fuel industry to reap profits while they threaten our local environment and the health of our citizens and imperil the planet. Now is the time to take a clear and courageous stand for the people and our natural world. Therefore I strongly urge your support of these policies.

Portland has a critical choice: to become a pipeline for export of fossil fuels to Asia, with no real benefit to our region but a host of dangers to health, safety and the environment, and in the process abet the process of impending climate catastrophe; or to become a leader in moving toward the new and better world that we seek.

Please stand up for your constituents and the welfare of the planet and support these resolutions.

Respectfully,

Dr. Martha Neuringer
4140 SE 37th Ave #9
Portland, OR 97202

Martha Neuringer
4140 SE 37th Ave Apt 9
Portland, OR 97202
5034757217

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Tuesday, November 03, 2015 12:26 PM
To: Council Clerk – Testimony
Subject: Please Approve the Fossil Fuel Policy and Oil Train Resolution!

From: Andrew
Email: andrewcrosby1@gmail.com

Dear Mayor Hales and Members of the Portland City Council --

I contacted your offices recently to voice my strong support for the City of Portland resolution opposing new fossil fuel infrastructure and the resolution opposing rail shipments of oil and coal through the Columbia River Gorge and the Portland Metro area.

There is intense carbon industry momentum right now, running headlong into deeper oil dependency, vast environmental degradation, dangerous risk taking with human health and safety, and imminent climate chaos. Almost every aspect of our economy is pointed in the wrong direction, one that will lead to unimaginable human suffering and irreversible damage to our ecosystems. This is not the way of things. It is simply the way we have allowed our society to wander for the past 35 years or so, following the failed experiment of corporate deregulation, uninhibited energy use and resource exploitation. Our way of organizing ourselves has been different in the past and it can, and must, be different in the future.

All signs tell us to take notice and stop NOW; to release our adherence to this failed dream; to make different choices. We can do this together, but we need strong leadership from people in positions of power. We need our leaders to see beyond the illusion of politics to the signs of deeper trouble that is unfolding. We need you to take bold action. Your action on these important resolutions will place Portland in the center of a national movement to turn our economy around and begin to build a healthy, sustainable, and just society. This is right where Portland should be. Visionary leadership is one of the things that makes our city so special.

Saying NO to making Portland a conduit for reckless carbon extraction is a great place to start! Please, join in this fresh vision for a healthy and sustainable world. Please vote yes on both resolutions.

Sincerely,

Andrew

Parsons, Susan

From: Jack Bohl <wxmanjb@gmail.com>
Sent: Tuesday, November 03, 2015 1:06 PM
To: Council Clerk – Testimony
Subject: Portland Fossil Fuels Bills

I am unable to attend the City Council meeting November 4 when the two proposed fossil fuels bills will be voted on, but I would like to register my support for passage of these examples of visionary, historic, and hopefully precedent setting legislation. Portland will be more secure without oil and/or natural gas pipelines and trains, and hopefully these steps will encourage moving toward more sustainable energy sources that will lead to more long term good paying jobs and a more livable future climate for Portland and our planet.

Jack Bohl
1000 A NE 53rd Ave
Portland, OR 97213

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Tuesday, November 03, 2015 4:51 PM
To: Council Clerk – Testimony
Subject: Please vote yes on Fossil Fuel Policy and Oil Train Resolution

From: Christopher
Email: clowe@igc.org

Dear Mayor Hales and Members of the Portland City Council --

It heartens me to know that you may resolve to oppose new fossil fuel infrastructure in Portland's associated waterways, and to oppose dangerous crude-by-rail shipments through the Metro areas, including the rail line near 99E that runs near my home.

Oregon has recent devastating experience with building our jobs and economy on a wasting, unsustainable primary resource. Why on earth would we want to do that again? Fossil fuels are the energy economy of the past. Oregon should go full in on investments in the energy economy of the future.

As a citizen trained in public health, the health costs of the fossil fuel regime matter to me as well. They include the health consequences of global warming climate disruption, but also the continuing issues with poisonous pollution affecting all areas of life created by reliance on petroleum for transportation, heating, and agriculture.

Please vote yes on the resolutions offered by Mayor Hales and Commissioner Fritz. We need binding, enforceable policies to protect our communities and all Portlanders, which these resolutions offer.

Sincerely,

Christopher

Parsons, Susan

From: Jeanne Roy <jeanneroy62@gmail.com>
Sent: Tuesday, November 03, 2015 2:28 PM
To: Council Clerk – Testimony
Subject: resolutions on fossil fuel shipments

To The Mayor and City Council:

I am in favor of the resolutions you will be considering on November 4 regarding fossil fuel infrastructure in and transportation through Portland. The primary reason is because of the need to reduce CO2e emissions to meet our City and State goals. The Oregon Global Warming Commission has issued a report saying that Oregon will fail to meet our 2020 goal unless we take significant action.

The Oregonian editorial board's argument that the targeted fossil fuels will "find their way to markets" anyway is not correct. They will not find their way to markets if the costs are too high. The industry is attempting to ship the fuels through west coast ports because that's the cheapest route to Asia. If communities reject the new facilities, costs for the industry will rise.

The secondary reason for supporting these resolutions is the danger such shipments pose to our community. The few jobs that would result are not worth the environmental and human health risks.

Sincerely,
Jeanne Roy

Parsons, Susan

From: Lynn <lm.rl.baker@comcast.net>
Sent: Tuesday, November 03, 2015 3:19 PM
To: Saltzman, Dan; Commissioner Fish; Commissioner Novick
Cc: Council Clerk – Testimony
Subject: fossil fuel trains; oil trains

Commissioners Salzman, Fish, Novik,

Please add your considerable voices to what is in the best interests of all Portlanders and indeed those in the Northwest.

On November 4, please support the resolutions that will prove again we are a climate leader in recognizing that fossil fuels are hurting our planet. We cannot support the industry by allowing shipments of coal, gas and oil to come through.

For the sake of our own health and the health of the planet, please say no to this by refusing to abet corporate greed, and support the resolutions standing against fossil fuel infrastructure and oil trains.

Thank you.
Lynn Baker
2025 N.E. 16th
Portland 97212

Parsons, Susan

From: Nancy Crumpacker <ncrumppacker@comcast.net>
Sent: Tuesday, November 03, 2015 3:59 PM
To: Council Clerk – Testimony
Subject: Testimony in support of resolutions from Mayor Hales and Commissioner Fritz

Big Oil, Coal and Gas are targeting the Pacific Northwest as a fossil fuel corridor.

All stages of fossil fuels present health hazards. Extraction, transport, refining, and burning of fossil fuels introduce toxics into our water, soil, and air. Diesel train engines spew carcinogens into the air and their exhaust is linked to asthma in children and cardiac disease in adults.

Recent derailments and explosions show that even modern projects are extremely dangerous. Banning fossil fuel infrastructure avoids deadly and costly storage tank explosions, oil and coal train derailments, pipeline leaks or explosions, and toxic coal dust in our air.

Preventing expansion of fossil fuel infrastructure reduces the risk to our communities posed by this infrastructure during an earthquake.

The economic benefits from fossil fuel projects are modest and do not create lasting, safe jobs. Portland should put our investments and industrial lands in projects that offer long term, safe economic opportunities.

Please support both resolutions and keep our future out of the hands of the fossil fuel industry.

Nancy Crumpacker, MD
2315 NW Westover, #701
Portland OR 97210

Parsons, Susan

From: Natalie Leavenworth <nateaven@yahoo.com>
Sent: Tuesday, November 03, 2015 2:23 PM
To: Council Clerk – Testimony
Subject: Oil terminal

Hi, I would like to ask all of you to vote against the expansion of oil trains coming through Portland. The trains go right through St. Johns very close to houses and it is just an accident waiting to happen. Our city and area are known for being exceptionally beautiful and clean. In the long run that will be much more beneficial to us financially than some quick profits from cheap oil.

Thank you,
Nataie

Natalie Leavenworth

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Tuesday, November 03, 2015 6:26 AM
To: Council Clerk – Testimony
Subject: Philip Fensterer supports the Fossil Fuel Policy and Oil Train Resolution

From: Philip
Email: fensterer3@mac.com

Dear Mayor Hales and Members of the Portland City Council --

With a growing solar industry and a strong biofuels (Sequential) producer. Oregon does not need to contribute any more to the human caused climate change by supporting any sort of fossil fuel industry. As does Portland, so goes Oregon. Set the right example Portland. Let us go above and beyond everyone's expectations and be leaders in reversing human caused climate change.

I strongly support the City of Portland resolution opposing new fossil fuel infrastructure in Portland and surrounding waterways and the resolution opposing dangerous crude-by-rail shipments through the Columbia River Gorge and the Portland Metro area.

Together, these resolutions provide the City of Portland an opportunity to put an end to new dangerous fossil fuel projects that jeopardize the health, safety and wellbeing of Portland's residents, neighborhoods and surrounding waterways.

From extraction to transportation to storage to combustion, fossil fuels pose a threat to watersheds, air quality, human health and climate stability. Current proposals throughout the region for new pipelines, rail lines and terminals would drastically increase the volume of coal, oil and gas in the Portland area, exposing Portland residents to direct and immediate risks from train derailment and storage tank explosions, dangerous pipeline leaks and toxic coal dust. These resolutions are also consistent with our City's values, vision and goals in the Portland-Multnomah County Climate Action Plan to create healthy, equitable, resilient and prosperous communities.

For these reasons and more it is imperative that the City of Portland pass both resolutions introduced by Mayor Hales and Commissioner Fritz on November 4th and to codify a legally binding policy that protect our neighborhoods and residents by passing a comprehensive ban on all new or expanded fossil fuel transport or storage infrastructure in Portland and it's surrounding waterways.

Sincerely,

Philip

Parsons, Susan

From: Sheelagh Oliveria <shee0106@msn.com>
Sent: Tuesday, November 03, 2015 11:16 AM
To: Commissioner Fish; Saltzman, Dan; Novick, Steve; Hales, Charlie; Council Clerk – Testimony
Subject: Oil Train Resolution

Dear Mayor Hales and Members of the Portland City Council:

I support the City of Portland resolution opposing explosive crude oil trains through the Columbia Gorge and the Portland Metro area. When the City of Portland takes action on oil trains, it creates a united front with Vancouver, Scappoose, Rainier, Hood River, Washougal, Canas and The Dalles.

We know these oil trains will derail. They will explode. Tesoro and Savage want to ship 360,000 barrels of oil a day. These companies have proven to cause environmental degradation wherever they go. They never do adequate cleanup leaving the bill with the government aka the people.

I urge the City Council to pass a resolution opposing all projects that increase polluting archaic oil trains along the Columbia River.

Sincerely,

Sheelagh Oliveria

Parsons, Susan

From: Joseph Stenger <joseph.stenger@gmail.com>
Sent: Tuesday, November 03, 2015 6:11 AM
To: Commissioner Fritz
Cc: Council Clerk – Testimony
Subject: Fossil fuel Infrastructure ban vote

Dear Commissioner Fritz,

I thank you deeply for bringing the fossil fuel infrastructure vote on Wednesday.

With rising temperatures, we know that climate change is already well in motion. As a father and grandfather, I am frightened about the future we are leaving. To prevent the worst damage, we need to prevent further extraction of fossil fuels. Portland has an opportunity and, as I see it, an obligation to play an important role in this by stopping new construction of terminals, pipelines, and rail-lines that support more of the same. Instead, we need to invest heavily in renewables. This is in our economic, safety and environmental interest.

Thank you for helping us be on the right side of history!

With gratitude,
Joe

Joseph Stenger MD
4420 NE 36th Ave, Portland OR 97211

Parsons, Susan

From: Steve Hanrahan <steve@miradorkitchenandhome.com>
Sent: Tuesday, November 03, 2015 11:59 AM
To: Council Clerk – Testimony
Subject: Fossil Fuel Policy Resolution

Steve Hanrahan
2718 SE Brooklyn St
Portland, OR 97202-2023

November 3, 2015

Dear Portland City Council,

I support the City of Portland resolution banning fossil fuel infra-structure projects.

This resolution is based on the solid science that human-caused global warming is going to make the planet increasingly unlivable if we do not reduce greenhouse gas emissions.

Our infra-structure needs to be re-tooled to using wind and solar along with a big emphasis on using less energy. This resolution will put Portland on record to supporting this change.

Sincerely,
Steve Hanrahan

Parsons, Susan

From: Tami Dean <tamidean8@gmail.com>
Sent: Tuesday, November 03, 2015 2:45 PM
To: Council Clerk – Testimony
Subject: fossil fuels transport through Portland

I'm writing to register my strong opposition to any possible plan to transport fossil fuels through my beautiful city!

I am in complete support of the Mayor's resolution to prohibit such activity, because I treasure the gifts that our city has to offer its citizens and its visitors. We are so fortunate to live in a place that the whole world holds up as an example of how to achieve livability and peace in a fast-paced age. I hate to think that it could be completely wiped out by a de-railed train accident. These accidents have occurred, and it's not a scenario I want to happen anymore, anywhere--least of all my beloved Portland.

I urge all city council members who may be sitting on the fence about this issue, to vote to support Mayor Hales' proposal to prohibit all new or expanded storage or transport of fossil fuels through Portland. Let's continue taking the lead on issues of livability that we can be proud of!

Thank you,
Tamara E Dean
972229

Parsons, Susan

From: Ann Hargraves <annwe2@mac.com>
Sent: Wednesday, November 04, 2015 9:58 AM
To: Council Clerk – Testimony
Subject: vote YES

Please protect the citizens and the environment of our beautiful, productive area by voting YES on the fossil fuel resolution.

Thank you.

Ann Hargraves
Citizen of Portland, Oregon and Earth

Parsons, Susan

From: Carolyn McDade <surtsey@comcast.net>
Sent: Wednesday, November 04, 2015 9:23 AM
To: Commissioner Fritz; Council Clerk – Testimony
Subject: Thank you for leadership in resolutions

Nov. 4, 2015

Thank you Commissioner Fritz for your leadership in putting forth the resolution opposing oil trains and for your support of the resolution opposing new fossil fuel transport and storage infrastructure. I am very supportive of these resolutions.

Carolyn McDade Portland resident

Parsons, Susan

From: Carolyn McDade <surtsey@comcast.net>
Sent: Wednesday, November 04, 2015 9:19 AM
To: Commissioner Saltzman; Council Clerk – Testimony
Subject: Resolution support

Nov. 4, 2015

Dear Commission Saltzman,

I support and urge you to support the resolution opposing new fossil fuel transport and storage infrastructure, and the resolution opposing oil transport. These are an expression of the citizens of this city and region and increasingl this whole country. It is essential for health and for the health and beauty of our planet, which is what we leave to future generations of people and all life. Thank you. I will see you at the hearing. Carolyn McDade Portland resident

Parsons, Susan

From: 350PDX <webmaster@350pdx.org>
Sent: Wednesday, November 04, 2015 8:25 AM
To: Council Clerk – Testimony
Subject: Fossil Fuel Policy Resolution

From: David
Email: dkennedy@350pdx.org

Dear Mayor Hales and Members of the Portland City Council --

The resolution opposing new fossil fuel projects in Portland, as well as the resolution against oil train shipments, should most definitely be passed in a strong and unequivocal manner. You, as city council members, are at a crossroads: you may either heed the call of the overwhelming majority of Portlanders who support a strong policy against fossil fuels, or allow fossil fuel companies to continue to damage the climate with their unwavering resistance to progress. You have an opportunity to both protect the health and safety of Portland's people and environment, but also to establish this city as a national (and global) leader in the climate change battle. I moved to Portland at the beginning of the summer, specifically because I saw it as a city that progressively and proactively addressed societal issues. With climate change being the single biggest problem facing our world today, I would expect our city to do nothing less than work aggressively toward solutions. The science is clear: fossil fuels are incompatible with a sustainable future.

Fossil fuels are a great risk to waterways, air quality, human health, and climate stability. Current proposals throughout the region for new fossil fuel projects would significantly increase the amount of coal, oil, and gas in the Portland area, exposing Portlanders to serious risks from train explosions, pipeline leaks and poorer air quality. These resolutions are aligned with Portland's cultural ideals, not to mention with the Portland-Multnomah County Climate Action Plan, and will be one step toward creating a sustainable future for this city and beyond.

Because of this, it is crucial that the City of Portland pass both resolutions introduced by Mayor Hales and Commissioner Fritz on November 4th and formalize a legally-binding policy that protects our city. I fully support an all-encompassing ban on any new or expanded fossil fuel infrastructure in Portland and its waterways.

Sincerely,

David Kennedy

David

Parsons, Susan

From: Isaac Vergun <isaacvergun@gmail.com>
Sent: Wednesday, November 04, 2015 6:10 PM
To: Council Clerk – Testimony
Subject: I am 13 and I support the fossil fuel policy resolutions!

Dear Mayor Hales and Members of the Portland City Council:

My name is Isaac Vergun, and I go to the International School of Beaverton. I asked you to support the resolutions introduced by Mayor Hales. I represent Plant for the Planet, Climate Change Recovery, Climate Change for Families, and Our Children's Trust.

My sister and I are 2 of 21 plaintiffs from around the country who filed a lawsuit in August against the federal government for promoting the use of fossil fuels, despite the government's knowledge since at least 1965 that fossil fuel use was causing dangerous climate change.

While this case is ongoing, it is imperative that local and state governments also do their part to stop new fossil fuel project and put in place science-based climate recovery plans.

I strongly support the City of Portland's resolution to adopt a landmark, binding policy to prohibit new fossil fuel transport infrastructure in Portland. The fossil fuel export policy shows that the City is serious about curbing dangerous greenhouse gas emissions. Rather than allowing Portland to become a thoroughway for dirty fossil fuels, the fossil fuel policy resolution empowers the City to lead the region towards a cleaner energy future. I also support the resolution opposing dangerous oil trains.

I urge the City Council to establish a fossil fuel export policy that opposes all projects that increase risky, polluting fossil fuel transportation and storage. The City of Portland can help to protect our communities from oil and propane train hazards, the Columbia River from oil spills, and our climate from increased fossil fuel consumption, by adopting the fossil fuel export policy resolution.

Portland can walk the talk. This resolution is another positive step in the city's effort to reduce our consumption and investment in fossil fuels. Strongly opposing the export of dirty fuel through our city is a critical and necessary action.

Sincerely,

Isaac Vergun
3545 NW Ashland Place
Beaverton, OR 97006

Parsons, Susan

From: jake brown <elgallopdx@gmail.com>
Sent: Wednesday, November 04, 2015 6:34 PM
To: Council Clerk – Testimony
Subject: oil trains and the petroleum storage facility on NW Portland.

jake brown
4205 se long st
portlandor, OR 97206

November 4, 2015

Dear Portland City Council,

I hope the city council can make an intelligent and informed decision in regards to the oil trains and also to force the gas companies to address the vulnerability to earthquakes that the storage facilities in NW Portland face. Both subjects need attention and strongly support any decision limiting/ banning oil train transport through our beautiful region. I also support any action by the council to hold the gas and oil companies responsible for seismic upgrades to prevent what could be the worst environmental disaster ever in the event of a large earthquake, already expected by experts and scientists.

Sincerely,
Jake Ray Brown

Parsons, Susan

From: Joseph Miller <jmiller@saintmarys.edu>
Sent: Wednesday, November 04, 2015 12:07 PM
To: Commissioner Novick; Commissioner Fish; Commissioner Saltzman
Cc: Council Clerk – Testimony
Subject: Support Both Fossil Fuel Policy Recommendations

Dear Commissioners Novick, Fish, and Saltzman,

For all the compelling reasons outlined in the proposed Resolutions, I strongly encourage you to add your votes to those of Mayor Hales and Commissioner Fritz:

1. to put the city on record as opposing oil-by-rail transportation through Portland, and
2. to direct the Portland Bureau of Planning and Sustainability to develop policy options blocking the expansion and new construction of large-scale fossil fuel infrastructure for oil trains, pipelines, storage tanks and transfer stations in Portland.

Sincerely,

Joe Miller
1030 SW Jefferson St., Apt. 534
Portland, Oregon 97201

Parsons, Susan

From: Judith Eda <judyeda@gmail.com>
Sent: Wednesday, November 04, 2015 11:22 AM
To: Council Clerk – Testimony
Subject: I STRONGLY support the fossil fuel policy resolutions!

Dear Mayor Hales and Members of the Portland City Council:

I strongly support the City of Portland's resolution to adopt a landmark, binding policy to prohibit new fossil fuel transport infrastructure in Portland. The fossil fuel export policy shows that the City is serious about curbing dangerous greenhouse gas emissions. Rather than allowing Portland to become a thoroughway for dirty fossil fuels, the fossil fuel policy resolution empowers the City to lead the region towards a cleaner energy future. I also support the resolution opposing dangerous oil trains.

I urge the City Council to establish a fossil fuel export policy that opposes all projects that increase risky, polluting fossil fuel transportation and storage. The City of Portland can help to protect our communities from oil and propane train hazards, the Columbia River from oil spills, and our climate from increased fossil fuel consumption, by adopting the fossil fuel export policy resolution.

Portland can walk the talk. This resolution is another positive step in the city's effort to reduce our consumption and investment in fossil fuels. Strongly opposing the export of dirty fuel through our city is a critical and necessary action.

Sincerely,

Judith Eda
4655 NE Killingsworth St
Portland, OR 97218
971-276-2789

Parsons, Susan

From: Tom Griffin-Valade <tom@npnscommunity.org>
Sent: Wednesday, November 04, 2015 1:50 PM
To: Council Clerk – Testimony
Subject: November 4, 2015 Testimony on Council Items 1156 and 1157
Attachments: North Portland Chair Network Oil Train Res No New Fossil Fuels 11 2 2015.doc

Tom Griffin-Valade
Director

North Portland Neighborhood Services
*Serving 11 N/NE Neighborhood Associations &
North Portland Community Works
and Its Family of Community Building Programs*
503.823.4513



www.npnscommunity.org

www.facebook.com/NorthPortlandNeighborhoodServices

To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-4524, TTY 503-823-6868 with such requests or visit <http://www.portlandoregon.gov/bids/48899>



North Portland Neighborhood Chairs Network 2209 N. Schofield Street Portland Oregon 97217 info@npncommunity.org

*Council Resolutions on No New Fossil Fuels Facilities and Oil Train Safety
Position of the
North Portland Neighborhood Chairs Network
November 2, 2015*

The North Portland Neighborhood Chairs strongly supports and encourages the Mayor and Council Members to pass the two resolutions before the Portland City Council calling for No New Fossil Fuels Facilities and the Oil Train Safety Measures.

Over the past several years, the North Portland Neighborhood Chairs Network has expressed before the Portland City Council its opposition to increased oil train activity and to a proposal to site a new fossil fuel storage facility in North Portland. The North Portland Neighborhood Chairs Network believes that the Council has carefully listened to our community's presentation of facts and concerns in the past and appreciates the City Council taking this proactive stance by passing these two important resolutions.

Bob Greene, Chair, Arbor Lodge Neighborhood Association
Doug Larson, Chair, Cathedral Park Neighborhood Association
Gary Kunz, Chair, East Columbia Neighborhood Association
Jeff Geisler, Chair, Hayden Island Neighborhood Network
Dannielle, Chair, Overlook Neighborhood Association
Linda Martinson, Chair, Piedmont Neighborhood Association
Mar-Margaret Wheeler-Webber, Chair, Portsmouth Neighborhood Association
Tom Karwaki & Mike Salvo, Chair, University Park Neighborhood Association

Parsons, Susan

From: Pam and Rob and Miko and Isaac Vergun <vergun@alumni.stanford.edu>
Sent: Wednesday, November 04, 2015 6:01 PM
To: Council Clerk – Testimony
Subject: I support the fossil fuel policy resolutions--my testimony I planned to give today

Dear Mayor Hales and Members of the Portland City Council:

This is the testimony I came with my children to give, but am happy to let you vote.

Testimony to the Portland City Council in Support of the Resolutions Banning All New Fossil Fuel Projects and Forbidding Oil Trains from Passing through Portland and Vancouver By Pam Vergun November 4, 2015

Councilors Salzman, Fish, Novick, and Fritz, and Mayor Hales,

My name is Pam Vergun, and I speak to you to implore you to support the resolutions that ban all new fossil fuel projects and Forbid Oil Trains from Passing through Portland and Vancouver without amendments to weaken them.

I share my own experience so that you may do what is right.

When I told my friend from Japan about this meeting, she asked: "But won't the City want the business from these industries?" When I explained, she immediately understood that by moving to keep fossil fuel corporations out, we protect other business, as well as attract cleaner jobs to Portland. I myself was attracted to Portland because of its reputation for being wise enough to see both diversity and the environment as priceless assets.

That's why I am giving my children the gift I wish my parents could have given me: I am named as their mother who supports them and the other 19 youth plaintiffs in suing the federal government for its promotion of fossil fuels to the detriment of all else. I was only one year old when President Johnson's report told the country that our fossil fuel use was causing climate change and that this would be extremely dangerous.

Councilors, please support these resolutions without any amendments designed to weaken them, in order to protect our fundamental constitutional rights to life, liberty, property, and the equal protection of the laws. If, as Brown v. Board of Education found, our children have a right to education, surely, as Kelsey Juliana & Xiutezcatl Tonatiuh M., et al. v. United States & President Barack Obama, et al. implies, we have a right to a viable planet. While Miko and Isaac's case is going through the courts, you, Members of the Portland City Council must do all in your power to stop new fossil fuel projects. We will work with you to implementing science-based climate recovery plans to protect us and especially our community's children from experiencing the kind of nightmarish impacts of climate change felt already in places like the Marshall Islands. In the Marshall Islands, where my daughter was born, high tides already flood homes.... And, Our Islands may not exist in 50 years.

Please act now, for the benefit of future generations.

Before I conclude, I would like to give you the gift of a recent article that includes my children's work with Mayor Doyle of Beaverton.

Last night my children and I worked on testimony to save ourselves and our planet, as our nighttime, before-bed activity. My dream is to be able to go back to reading stories to my children before bed. Please help me to be able to do that.

I strongly support the City of Portland's resolution to adopt a landmark, binding policy to prohibit new fossil fuel transport infrastructure in Portland. The fossil fuel export policy shows that the City is serious about curbing dangerous greenhouse gas emissions. Rather than allowing Portland to become a thoroughway for dirty fossil fuels, the fossil fuel policy resolution empowers the City to lead the region towards a cleaner energy future. I also support the resolution opposing dangerous oil trains.

I urge the City Council to establish a fossil fuel export policy that opposes all projects that increase risky, polluting fossil fuel transportation and storage. The City of Portland can help to protect our communities from oil and propane train hazards, the Columbia River from oil spills, and our climate from increased fossil fuel consumption, by adopting the fossil fuel export policy resolution.

Portland can walk the talk. This resolution is another positive step in the city's effort to reduce our consumption and investment in fossil fuels. Strongly opposing the export of dirty fuel through our city is a critical and necessary action.

Sincerely,

Pam and Rob and Miko and Isaac Vergun
3545 NW Ashland Place
Beaverton, OR 97006
5036456642

Parsons, Susan

From: peggy bruton <ginleteye@comcast.net>
Sent: Wednesday, November 04, 2015 12:50 PM
To: Parsons, Susan
Subject: Council Agenda

Hope the Council will do the right thing and pass the proposed ordinances that will lead the way to switching from fossil fuels to clean alternatives. A great opportunity, not to be squandered. Thank you Portland.

Peggy Bruton
ginleteye@comcast.net

Olympia WA

Parsons, Susan

From: Roberta Badger Cain <emilysing@aol.com>
Sent: Wednesday, November 04, 2015 11:13 AM
To: Council Clerk – Testimony
Subject: Support resolutions to Stop all new fossil fuel transport infrastructures in Portland

Dear Council Clerk,

Please record our written testimony to Commissioners Novick, Fish, and Saltzman, sent a few minutes ago today. Thank you.

Dear Commissioner,

We trust that you will support two policy resolutions up for your vote today that put a stop to oil, gas, coal, and propane terminals in Portland, and that permanently ban oil and coal trains from our region. As you know, both are health and safety hazards to our citizens and to our environment upon which all life depends.

Your vote will reflect the will of most of the people of Portland and the greater Metro area, and put people and Creation above money and power. It is the right thing to do, and these decisions will also be an encouragement to move faster on developing and using renewable and clean energy sources, a beacon to the rest of the state, country, and world.

Thank you,

Roberta Badger-Cain
Leonard Cain
3118 SE Schiller St.
Portland, OR 97202-4402

Parsons, Susan

From: Tad Everhart <tad.everhart@comcast.net>
Sent: Wednesday, November 04, 2015 4:01 PM
To: Commissioner Fish; Commissioner Novick; Commissioner Saltzman
Cc: Council Clerk – Testimony; Hales, Mayor; Commissioner Fritz
Subject: Please support sensible local legislation to avert a global crisis: Portland Fossil Fuel Policy.
Please support the Oil Train Resolution after amendment.

Commissioners Nick Fish, Steve Novick, and Dan Saltzman
City of Portland

Dear Commissioners,

Please support the Fossil Fuel Policy.

It is reasonable local legislation which effectively limits local investment expanding fossil fuel infrastructure. An investment which we must avoid if we and our descendants are to escape the worst ravages of climate change.

Please amend and then adopt the Oil Train Resolution. The amendment I recommend is to strike the first sentence of the resolution: NOW, THEREFORE, BE IT RESOLVED that the City of Portland opposes oil-by-rail transportation through and within the City of Portland and the City of Vancouver, WA.

Please replace this blanket, over broad opposition with a resolution supporting further study including EIS and other actions listed in the resolution.

Please replace it with: NOW, THEREFORE, BE IT RESOLVED that the City of Portland 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.

The balance of the Oil Train Resolution is reasonable.

Finally, I thank Commissioner Armanda Fritz and Mayor Charlie Hales for their leadership on these important matters. Although national and international governments and agreements have been ineffective to date in slowing our global suicide by climate changing emissions, perhaps local legislation which is specific, targeted, and sensible will solve our crisis. Or slow climate change and/or lessen its effects. At the very least, it is everyone's responsibility to act within their own sphere of influence to preserve the environment. I hope the City of Portland will limit our investment in fossil fuel infrastructure consistent with its local police and planning powers right up to, but within the limits of, state and federal laws and regulations.

Thank you.

Sincerely,

Tad Everhart
539 SE 59th Court
Portland, OR 97215-1969
503 239 8961

Parsons, Susan

From: Terry Griffiths <treeterry@yahoo.com>
Sent: Wednesday, November 04, 2015 12:06 PM
To: Council Clerk – Testimony
Subject: Fw: Please vote in favor of Fossil Fuels Policy

On Wednesday, November 4, 2015 11:43 AM, Terry Griffiths <treeterry@yahoo.com> wrote:

Dear Commissioners Fish and Saltzman,

As a constituent, I strongly urge you to vote in favor of the proposed fossil fuels policy being considered today.

Any financial benefits to be gained by Portland and the Northwest becoming a fossil fuels corridor would be greatly outweighed by long and short term environmental damage, not to mention what could happen given the potential for earthquakes in this region.

Sincerely,

Terry Griffiths
4128 SE Reedway

Parsons, Susan

From: Tina K <tinaisis@gmail.com>
Sent: Wednesday, November 04, 2015 1:57 PM
To: Commissioner Fish; Commissioner Novick; Commissioner Saltzman
Cc: Council Clerk – Testimony
Subject: Fossil Fuel Policy - Vote YES!

Steve! Nick! Dan!

Today is the day for the important vote on Fossil Fuel Policy here in Portland!

I will be there in RED because it's one of the most important things Portland can do to stop the insidious scourge of climate change. We can set a model for the rest of the nation and the world!

Please join Charlie and Amanda in voting to keep fossil fuels in the ground! For all of us!

Thanks!

Tina



Tina Kolpakowski
Body-Centered Counseling and Coaching
ADD/ADHD Comprehensive Care
503 490 4000

The body is the vessel in which the transformation process takes place. -James Hillman

