

ORAL & WRITTEN

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MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE:

1/21/16

AGENDA ITEM # R.3 OR NON-AGENDA SUBJECT: OIL TRAINS

FOR: _____ AGAINST: X

NAME: Robert Didelius OREGON RAIL OILSEAS LEAGUE

CONTACT INFORMATION (OPTIONAL):

ADDRESS: _____

CITY/STATE/ZIP: Portland, OR

PHONE: _____ E-MAIL: _____

IF YOU WISH TO ADDRESS THE BOARD IN PERSON:

1. Fill out this form and submit to the Board Clerk 15 minutes before meeting begins.
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January 21, 2016

Multnomah County Board of Commissioners

Re: **Resolution R.3**

Dear Chair Kafoury and Honorable Board Members:

Thank you for the opportunity to provide comments about Multnomah County's proposed resolution R.3 addressing the movement of crude by rail. I am President of the Oregon Rail Users' League (ORULE) and live in Multnomah County.

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 more fuel efficient than trucks.
- Reduced pollution: moving freight by rail rather than on roads reduces greenhouse gas emissions an average of 75 percent.
- Reduced 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 \$115 billion to maintain and improve tracks, bridges, locomotives, freight cars and other infrastructure and equipment. In summary, moving cargo via freight railroads is 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 Board's resolution addresses 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 percent since 2000. Again, these statistics compare very favorably to transportation of the same commodities overland 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

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Page Two
From: Oregon Rail Users' League
To: Multnomah County Board of Commissioners
January 21, 2016

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. Consumer demand for these products is the single most significant reason for their use and movement, and history shows that railroads are the safest mode of overland transportation for their delivery.

From the perspective of rail users, our concern is that the resolution could have a chilling effect on rail infrastructure overall. 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 move 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 railroad cargo creates an immediate disincentive to investment.

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 governments 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 and trade overall.

Regarding this resolution and other materials, we find some factual inaccuracies about railroads and their movement of crude oil. For example:

- The briefing states that most oil is currently carried in outdated tank cars prone to puncture, spills, and fires in train accidents. In fact, the oil and rail industries are rapidly phasing out these cars for unit train movement of crude oil, and expect the cars to be phased out for this purpose by the end of 2016.
- The materials do not note a new law passed by the Oregon State Legislature passed last year regarding oil train safety and fire response funding.

In closing, we recognize the concerns expressed by the Board in this resolution. However, we are concerned that the resolution as drafted may trigger numerous unintended consequences. Furthermore, the measure would likely benefit from additional research and consideration as

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From: Oregon Rail Users' League

To: Multnomah County Board of Commissioners

January 21, 2016

many of the facts are incomplete or inaccurate. For these reasons, we urge the Board to table the current measure 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.

Thank you for your consideration.

Rob Didelius

President

Oregon Rail Users' League

Contact:

Oregon Rail Users' League (ORULE)

Lana Butterfield, Executive Director

P.O. Box 1517

Wilsonville, OR 97070

5043/682-3839 office

lanab@teleport.com

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**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

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MEETING DATE: 1/21/15

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: Cathryn Chudy

CONTACT INFORMATION (optional):

ADDRESS: 1506 E 29th ST

CITY/STATE/ZIP: Yonc, WA 98663

PHONE: 971-221-4180

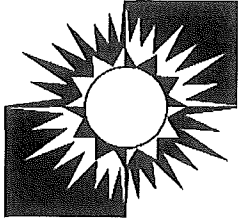
E-MAIL: Chudyca@spiritone.com

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The Oregon Conservancy Foundation

19140 SE Bakers Ferry Rd., Boring Oregon 97009-9158

P. O. Box 982, Clackamas, Oregon 97015

Email: cnsvncy@cascadeaccess.com

Phone: (503) 637- 6130

BEFORE THE MULTNOMAH COUNTY BOARD OF COMMISSIONERS

Testimony of Cathryn Chudy, Oregon Conservancy Foundation

January 21, 2016

My name is Cathryn Chudy and I work at Emanuel Hospital in Portland, Oregon, as a therapist with suicidal children. I am attuned to the despair these children feel when adults in their lives fail to make decisions protecting their present and future well being.

I am on the Board of the Oregon Conservancy Foundation, which works to raise awareness of the risks and costs of catastrophic climate change to all of us, and especially to our children in the years to come. I also volunteer with the Sierra Club's SW Washington Beyond Coal and Oil Task Force.

There is no greater risk and cost associated with the Tesoro Savage oil terminal proposal than its impact on the escalation of catastrophic climate change. Yesterday the company intended shipping crude oil to West Coast Refineries - today the door is open to ship it overseas. On and on it goes, and there are countless ways this oil terminal proposal poses unacceptable risks, costs, and hazards to the Pacific Northwest that cannot be adequately mitigated, all contributing without a doubt to catastrophic climate change.

Governor Inslee in Washington is on record saying that "the costs of inaction are simply too high" referring to the costs of inaction in curbing carbon pollution in Washington. Those costs (to our environment, our health, our economy) are a burden our children should not have to bear in decades to come.

Governor Brown of Oregon is on record saying: "Clearly the public good of the state of Oregon is combating climate change by keeping fossil fuels in the ground..."

Our children are counting on elected officials to make the right decisions so as to not, yet again, betray them for short term profit and momentary gain. The resolution before you puts Multnomah County on record as standing to protect the future well being of our children, and I urge you to do the right thing for all of us by passing it today.

And the cost of a thing is the amount of what I will call life which is required to be exchanged for it, immediately or in the long run.

- Henry David Thoreau

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MEETING DATE: 1/21/2016

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: GREGORY MONAHAN

CONTACT INFORMATION (optional):

ADDRESS: 7225 SW 13TH AVE

CITY/STATE/ZIP: PORTLAND 97219

PHONE: 503-314-9647 E-MAIL: gregorymonahan29@gmail.com

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Please complete this form and return to the Board Clerk
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MEETING DATE:
1/21/16

AGENDA ITEM # R.3 OR NON-AGENDA SUBJECT: OIL TRAINS

FOR: Resolution AGAINST: _____

NAME: DR. THEODORA TSONGAS

CONTACT INFORMATION (OPTIONAL):

ADDRESS: 7374 SE. MADISON ST
CITY/STATE/ZIP: PORTLAND OR 97215
PHONE: _____ E-MAIL: tsongas@gmail.com

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To the Board of County Commissioners for Multnomah County, Oregon. Thursday,
January 21, 2016

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

I am Dr. Theodora Tsongas, an environmental health scientist, retired from the Oregon
Health Division, formerly Adjunct Associate Professor of Community Health at Portland
State University, member of the Environmental Health Working Group of Oregon
Physicians for Social Responsibility, member of the Climate and Health Topic
Committee of the American Public Health Association, and community member of the
Multnomah County Local Emergency Planning Committee.

I am here today to urge you to pass the resolution opposing oil trains in Multnomah
County and endorsing comments on the concerns of Multnomah County on the Tesoro
Savage Vancouver Energy oil export terminal.

My concerns include threats to public health and the climate. Many world leaders and
medical, public health, and scientific bodies have expressed deep concerns about
climate change as a threat to human health and well-being and are speaking out
about these threats with increasing urgency. [1-5]

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
reproductive and developmental disorders.

There is a very real potential for derailments, oil spills, fires and explosions of rail
cars transporting crude oil through the county, as shown in your Oil Train Brief, with
increased risks of injury and death. We have seen a close call in December when an oil
truck rolled over, collided with rail cars, and caught fire in the NW industrial area of
Portland, very near to facilities storing large quantities of extremely hazardous materials.

The effects of an accident, spill, fire, or explosion, or the threat of them, to
the impacted communities are immeasurable and include adverse health effects,
social disruption, mental health and spiritual degradation, and economic costs in
the billions. [6]

The resolution is timely and well founded, the basis for it is well researched and
documented. The demographic analysis of populations living, working, and going to
school near the rail lines is vital to our understanding of the risks with which we are
faced. I want to commend you and your staff for this excellent work and urge the
Commission to vote yes on the resolution. A unanimous vote would show responsible
climate and public health leadership.

Thank you for this opportunity to comment.

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.
6. American Public Health Association Policy on Climate and Health, 2015,
7. <http://www.evostc.state.ak.us/index.cfm?FA=facts.QA>

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MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
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MEETING DATE: 1/21

AGENDA ITEM # R-3 OR NON-AGENDA SUBJECT: oil trains

FOR: X AGAINST: _____

NAME: Marilee Dea PNP

CONTACT INFORMATION (optional): ("Day")

ADDRESS: 4613 NE Killingsworth #2

CITY/STATE/ZIP: Portland Oregon 97218

PHONE: 503-771-6088 E-MAIL: marileedea@comcast.net

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My name is Marilee Dea; I was the Lead PNP for Mult Co Health Dept. In that role I coordinated Pediatric Prevention programs for Lead, Immunization and Asthma.

Oregon has the highest burden of Asthma in the nation- at 11%. Case analysis found asthma occurs predominately in neighborhoods near industrial areas including diesel truck and train corridors - neighborhoods with affordable housing- where young families, the elderly and communities of color experience environmental injustice.

Oil unit trains can contribute to the prevalence of asthma. These trains are over a mile long and are propelled by 3 to 4 huge diesel engines that emit diesel soot. This soot, also called diesel particulate matter, contains butane, formaldehyde, benzene and a whole family of compounds called polycyclic aromatic hydrocarbons. These tiny particulates penetrate the lungs, heart and brain, cause asthma, cancer and serious cardiac and neural damage.

- For their size, children eat, drink and breathe more; meaning they have the greatest exposure to these compounds. Even if your child doesn't have asthma, their exposures to diesel particulate matter in childhood could be setting them up for cancers in the future

I am proud to live in the diverse Cully Neighborhood. However I now fear living 5 blocks from the Union Pacific train tracks, in the oil train blast zone. Two months ago the number of volatile Bakken oil trains, increased on our UP line. How do we know? We can see them day and night. Yet no one notified us. Why not? Probably because Bakken oil, laden with both butane and propane, is so explosive, only first responders and firefighters are allowed to know the trains' itineraries.

These oil trains are not only causing serious negative diesel impacts they are putting Cully in danger of a derailment and explosion, Last year 12 oil trains derailed in North America. In Lac Megantic a Bakken train derailed, exploded and destroyed Main Street and killed 47 residents. Last month a Portland gasoline truck exploded after hitting a non-volatile train, only the driver was killed- if it had hit a Bakken oil train instead, it could have been game over for much of Portland's NW Industrial neighborhood. These diesel fueled oil trains should not go through our neighborhoods.

Please protect Multnomah county residents, set higher standards for all diesel transportation and pass the No Oil Train Resolution so we can all breath easier.

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AGENDA ITEM # R-3 OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: DR. Kelly O'Hanley

CONTACT INFORMATION (optional):

ADDRESS: 6134 NE Alameda St Port

CITY/STATE/ZIP: Portland OR 97217

PHONE: 503-880-8844 E-MAIL: kohanley@gmail.com

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7

WRITTEN
TESTIMONY
ATTACHED

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MEETING DATE:
1/21/16

AGENDA ITEM # R.3 OR NON-AGENDA SUBJECT: OIL TRAINS

FOR: _____ AGAINST: _____

NAME: Mark McLeod ("McCloud")

CONTACT INFORMATION (OPTIONAL):

ADDRESS: 2602 SE 28TH PL
CITY/STATE/ZIP: Portland, OR 97202
PHONE: 510-757-4954 E-MAIL: SustainableMcLeod@gmail.com

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My name is Mark McLeod.

I live at 2602 SE 28th Place, Portland, OR 97202.

I serve on the Coordinating Committee of 350PDX. 350PDX supports the Healthy Climate bill that will be seeking passage in the Oregon State Legislature in February, 2016

I also serve on the Steering Committee of the Sierra Club Beyond Coal to Clean Energy campaign, that will be campaigning for the Clean Electricity and Coal Transition bill in the Oregon State Legislature in February, 2016.

I fully support the Board of County Commissioners for Multnomah County in their opposition to oil by rail transportation through and within Multnomah County. I also encourage the Board's opposition to the Tesoro Savage Vancouver Energy Distribution Terminal.

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AGENDA ITEM # _____ OR NON-AGENDA SUBJECT: _____

FOR: _____ AGAINST: X - OIL TRAINS FOR RESOLUTION

NAME: Deborah Romerein ("Romeran")

CONTACT INFORMATION (optional):

ADDRESS: 3512 N.E. 23rd #2

CITY/STATE/ZIP: Dorland OR

PHONE: 503 887-8302 E-MAIL: dromerein@gmail.com

IF YOU WISH TO ADDRESS THE BOARD IN PERSON:

1. Fill out this form and submit to the Board Clerk 15 minutes before meeting begins.
2. Comment for Non-Agenda items will be called immediately after the vote on the Consent Agenda.
3. Comment for Agenda items will be called during that item's presentation, before the vote is taken.
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1. Complete this form and submit it along with your written testimony to the Board Clerk at the meeting, or by e-mail at: lynda.grow@multco.us
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**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: Jan 21, 2016

AGENDA ITEM # _____ OR NON-AGENDA SUBJECT: Oil train resolution

FOR: X AGAINST: _____

NAME: Nancy Crumpacker, MD

CONTACT INFORMATION (optional):

ADDRESS: 2351 NW Westover, #701

CITY/STATE/ZIP: Portland OR 97210

PHONE: 503-292-1035 E-MAIL: nancycrumpacker@comcast.net

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X

(10)

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

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MEETING DATE: Jan 21, '16

AGENDA ITEM # R-3 OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: Nick Fones

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: Portland, OR 97219

PHONE: _____ E-MAIL: _____

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W/D

(11)

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

1:42am
HAD TO LEAVE

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 1-21-10

AGENDA ITEM # 3 OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: Nancy Newell

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

Please complete this form and return to the Board Clerk

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MEETING DATE: 1/21/2016

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: Rose Christopherson MD

CONTACT INFORMATION (optional):

ADDRESS: 14707 NW Cedar St

CITY/STATE/ZIP: Portland, OR 97231

PHONE: _____ E-MAIL: rose.christopherson@cornwest.net

IF YOU WISH TO ADDRESS THE BOARD IN PERSON:

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10 I have to leave (to go to work) at 10:30am *Thank you*
MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

WITH DREW DUE TO TIME. LEFT @ 10:40am. LEFT WRITTEN TESTIMONY.
Please complete this form and return to the Board Clerk
This form is a public record

MEETING DATE: 1/21/16

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____
FOR: the Resolution Against Oil AGAINST: _____

NAME: Marjorie Kircher

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: Portland

PHONE: _____ E-MAIL: _____

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Regarding the Proposal to Oppose Oil Trains and the Tesoro Savage Oil Terminal project in the Port of Vancouver

Public hearing Jan. 21, 2016, Multnomah county

I am Marjorie Kircher. Thank you for this opportunity to comment on the proposed resolution in Multnomah County.

There are many serious health, safety, environmental, and economic concerns around the oil trains and proposed terminals, and you are hearing those in detail from many concerned citizens ~~in the past two~~ *today* ~~weeks~~. I have a particular health concern, from greatly increasing diesel pollution throughout the region.

I've worked as a pediatric occupational therapist in special education here in Vancouver for over 25 years. We in public education have witnessed a profound increase in the number and severity of children (per capita) with neurodevelopmental disorders such as autism and learning impairments. The Centers for Disease Control and Prevention corroborates this increase in their recent counts of pediatric disorders.

This is likely due in part to increased exposures to neurotoxic chemicals in the environment. Recent studies have correlated prenatal and early life exposure to diesel particulate exhaust with autism, ADHD, lowered IQ and cognitive function, and increased behavioral symptoms of anxiety, depression, and aggressive behavior. Diesel components can cause permanent damage to the developing nervous systems of embryonic and young children, even at low levels. The proposed terminal, which would increase the number of mile-and-a-half-long trains carrying 120 oil-tanker cars (4 full and 4 empty) through the region daily, would add cumulative impacts of further diesel emissions, estimated in the draft Environmental Impact Statement (Table 3.2-9 on page 3.2.23) as an additional tonnage per year of 12% for airborne particulates and 14% for nitrous oxide, predictably increasing neurodevelopmental impairments in our children and other adverse health effects in adults and children, such as asthma, cancer, heart attacks and strokes. Over time, this is likely to have a major health impact and cost to the population. Unlike other potential disaster scenarios, additive air toxins from increased trains transporting oil would be a certainty, with well-studied human health effects. I am attaching a reference list of medical journal articles supporting my statements.

This will be at large cost to our society. It creates jobs for special education professionals and ultimately, for long term care facilities. *Key American medical societies and the world health organization have issued positions on reducing air pollution for the health of the population, noted below.*

Please consider the health and safety of our children who represent the next generations, and *vote to pass a resolution opposing oil transportation and storage in our county and on the Columbia River.*

Thank you,
Marjorie Kircher, MS OTR
Occupational Therapist, Registered

SPECIFIC DISEASES ASSOCIATED WITH EXPOSURE TO HIGHER LEVELS OF PARTICULATE MATTER IN AIR POLLUTION

Cancer—Studies relating cancer risk and particulate matter:

- exposure to ozone and PM correlated with development of and mortality from lung cancer (Beeson, Dockery, Pope)
- increased biological markers associated with risk of lung cancer (Demetriou)
- increased oxidative DNA damage predictive of cancer risk (Avogbe)
- increased rates of breast cancer (Crouse, Wei)

Cardiovascular—Studies have linked increased particulate matter with increased cardiac disease:

- increased cardiovascular disease mortality and morbidity in both short term and long term exposures to PM 2.5 (Brook)
- increased hospital admissions for serious cardiac arrhythmias (Peters 2000)
- increased probability of admission for acute myocardial infarction (Mustafic, Peters 2001)
- increased ischemic heart disease, arrhythmias, congestive heart failure (Dominici) and bio markers (HRV) associated with increased cardiac morbidity and mortality (Pieters)
- increased hospital admissions and death from heart failure (Shaw)
- increased risk of congenital cardiac anomalies in children (Vrijheid)

Cerebrovascular — Studies have shown links between particulate matter and adult brain effects:

- increased hospital admissions for strokes (Dominici, Lue, Wellenius 2005)
- significant increase in stroke mortality associated with increase in PM (Chen, Qian)
- increased risk of stroke associated with increased exposure to small PM, black carbon, and nitrous dioxide (Wellenius 2012)
- increased risk of stroke and death from stroke for post menopausal women (Miller)
- structural brain damage and cognitive deficits in middle-aged and older adults (Wilker)

Neurodevelopmental—Studies associating in-utero exposure to particulate matter and:

- increased incidence of autism spectrum disorder (ASD)—(Becerra, Kalkbrenner, Raz, Roberts, Volk 2013, Volk 2011)
- increased incidence of behaviors associated with attention deficit hyperactivity disorder (ADHD) (Chiu, Newman, Perera 2014, Peterson)
- lowered IQ (Calderón-Garcidueñas, Perera 2009, Jedrychowski)
- increased behavioral symptoms of anxiety, depression, social problems, rule breaking, and aggression (Perera 2013)
- neurobehavioral development in children benefited from the shutdown of a coal-burning plant (Perera 2008, Tang)

Pulmonary—Studies have demonstrated the effects of particulate matter on the lungs:

- decreased lung function (WHO 3)
- inhibited lung development in children and adolescents and measurable airway inflammation (Gauderman)
- increased asthma rates and worsening of preexisting asthma and chronic obstructive pulmonary disease (COPD), resulting in increased hospitalization (Carlsten et al., Gowers, Delamater, 2012; HEI Panel, Pandya, Trasande)

General—

- increased mortality from cardiac, respiratory and kidney disease in all members of communities with coal exposure (15,16,17,18 Hendryx 2007, Hendryx 2010, Hendryx 2008, Hendryx 2009)
- long term exposure linked to decreased life expectancy from cardiopulmonary mortality (Krishnan, WHO 4)
- prenatal exposures linked to altered immune system development (Hertz-Picciotto)

KEY AMERICAN MEDICAL SOCIETIES AND THE WORLD HEALTH ORGANIZATION HAVE ISSUED POSITIONS ON REDUCING AIRBORNE PARTICULATE MATTER (LARGELY COMPOSED OF DIESEL EXHAUST):

The *American Heart Association's* 2010 Scientific statement updated and summarized its 2004 position: "It is the opinion of the (AHA) writing group that the overall evidence is consistent with a *causal* relationship between PM_{2.5} exposure and cardiovascular morbidity and mortality. This body of evidence has grown and has been strengthened substantially since publication of the first AHA scientific

above)

The American College of Obstetricians and Gynecologists (ACOG) together with the American Society of Reproductive Medicine (ASRM) in October 2013 issued a statement, "The evidence that links exposure to toxic environmental agents and adverse reproductive and developmental health outcomes is sufficiently robust, ... individuals alone can do little about exposure to toxic environmental agents, such as from air and water pollution, ... calling for timely action to identify and reduce exposure." (ACOG, see references)

The *American Academy of Pediatrics* (AAP) issued a policy statement linking ambient air pollution to adverse health outcomes in children and recommended the National Ambient Air Quality Standards (NAAQS) be promptly reviewed and revised to protect children. (AAP, 2004, reaffirmed 2009, see references)

In October 2013, *WHO's International Agency for Research on Cancer (IARC)*, classified both outdoor air pollution, as a whole, and particulate matter, on its own, as carcinogenic. Therefore, it is vital to implement efficient policies to reduce exposure to pollution worldwide. (World Health Organization (WHO 2) and American Cancer Society, see references above).

Local Washington agencies and medical professionals have taken positions on oil transportation:
In the spring of 2015, a letter was presented to Governors Inslee and Brown, signed by 300 Washington and Oregon health professionals, opposing crude oil transportation and storage.

In September 2015, the Washington State Medical Association in a unanimous vote by the House of Delegates, passed a resolution (C-8) in opposition to the transport and storage of oil in Washington State.

The Washington Department of Health has issued a request that an environmental impact study on the Tesoro Vancouver Terminal include "an analysis of potential impacts on the health of people in Washington State."

Relationship to Climate Change:

Transportation and storage of crude oil not only causes releases of huge amounts of CO₂, but also facilitates further emissions from the end-use of the crude oil, releasing greenhouse gases upon combustion:

The Lancet, a well-respected international medical journal, expressed the need for urgent attention to the health threats of climate change.

The *American Academy of Pediatrics* in Nov. 2015 came out with a strongly worded statement of concern linking global climate change and threats to children's health.

References:

(Includes all illnesses associated with airborne particulate matter in air pollution)

statement and, ... because the evidence reviewed supports that there is no safe threshold, it appears that public health benefits would accrue from lowering PM_{2.5} concentrations even below present-day (EPA standards), if feasible, to optimally protect the most susceptible populations.” (Brook, see references

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EPA 2— http://www.epa.gov/teach/chem_summ/BENZ_summary.pdf

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N/D

13

MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

11:45 WITHDRAWN
HAD TO LEAVE

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 1-21-14

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____

FOR: ☒ AGAINST: _____

NAME: Ryan Rittenhouse

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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14

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 1/21/16

AGENDA ITEM # R-3 OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: BORIS POPOVIC ("Pop-o-vik")

CONTACT INFORMATION (optional):

ADDRESS: REPRESENTING BUSINESS IN VANCOUVER

CITY/STATE/ZIP: VANCOUVER WASH

PHONE: _____ E-MAIL: INFORMAL COALITION

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MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

Please complete this form and return to the Board Clerk
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MEETING DATE: _____

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____

FOR: _____ AGAINST: _____

NAME: SANDY POLISHUK ("Polisha")

CONTACT INFORMATION (*optional*):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

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MEETING DATE: Jan. 21, 2016

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____

FOR: ☒ _____ AGAINST: _____

NAME: Ann Haroun (Ha-roon)

CONTACT INFORMATION (optional):

ADDRESS: 2812 SE 22nd Ave -

CITY/STATE/ZIP: Portland 97202

PHONE: 503-235-0580 E-MAIL: haroun@fastmail.fm

IF YOU WISH TO ADDRESS THE BOARD IN PERSON:

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**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

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MEETING DATE: 1/21/16

AGENDA ITEM # R-3 OR NON-AGENDA SUBJECT: _____

FOR: _____ AGAINST: _____

NAME: Karon Boyer TEACHER

CONTACT INFORMATION (optional):

ADDRESS: 736 SE Lambert St

CITY/STATE/ZIP: DA OR 97202

PHONE: 9715700169 E-MAIL: emasual@gmail.com

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150
SHOW

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MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

Please complete this form and return to the Board Clerk

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MEETING DATE: 1/21/16

AGENDA ITEM # ✓ OR NON-AGENDA SUBJECT: _____

FOR: ✓ AGAINST: _____

NAME: Chiquita ROLLINS

CONTACT INFORMATION (optional):

ADDRESS: 5725 NE 17th

CITY/STATE/ZIP: Portland, OR 97211

PHONE: _____ E-MAIL: _____

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**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

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MEETING DATE: 1/21/2016

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____

FOR: ✓ AGAINST: _____

NAME: BEN POE

CONTACT INFORMATION (optional):

ADDRESS: 7047 N. Pierce Ave

CITY/STATE/ZIP: Portland OR 97203

PHONE: 360 521 7544 E-MAIL: benpoe17@hotmail.com

IF YOU WISH TO ADDRESS THE BOARD IN PERSON:

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MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

Please complete this form and return to the Board Clerk

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MEETING DATE: 1/21/2011

AGENDA ITEM # 3 OR NON-AGENDA SUBJECT: _____

FOR: _____ AGAINST: _____

NAME: HARLAN Shtober (sho-ber)

CONTACT INFORMATION (optional):

ADDRESS: 2280 SE 34

CITY/STATE/ZIP: PTLD OR

PHONE: 972270478 E-MAIL: _____

IF YOU WISH TO ADDRESS THE BOARD IN PERSON:

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X

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**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

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MEETING DATE: _____

AGENDA ITEM # _____ OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: DICK HARMON

CONTACT INFORMATION (*optional*):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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For:

County Commission Chair Deborah Kafoury

Commissioner Jules Bailey

Commissioner Loretta Smith

Commissioner Judy Shiprack

Commissioner Diane McKeel

From: Dick Harmon

Re: Upcoming Resolutions on halting fossil fuel facility expansion

January 16, 2016

I write in support of the strongest possible resolutions in this question. JB1.15

I'm Dick Harmon, a resident of Portland. I'm 79, and my spouse and I have children, grandchildren and great-grandchildren in both Oregon and Washington.

I've reflected long and hard on this question. I've listened carefully to my friends in the building trades. I understand the nation's need to change our balance of trade numbers.

But I also understand the powerful evidence of significant threats from expanding fossil fuel transmission and use to the safety and health of our rivers, marine animals, forests, farmlands, communities and neighborhoods. And I've been studying, for the past five years, the science of our climate system and its relationships with the other earth systems, and with our economic, cultural and political systems; so I believe I have a clear picture of the very real emissions impact of expanding fossil fuel shipments and use through and within our county.

From trying to look at all sides, I've been confronted with a simple question: What is the strategic and values meaning of this issue? What does it mean for our families, our communities, states, our region and our planet?

Here is what I see:

First, strong legislation to halt fossil fuel expansion in our county adds to the powerful precedent set a few weeks ago by the Portland City Council. These two major votes can serve as models for other Oregon counties, and perhaps, as momentum builds, for the state as well.

Second, NOT halting fossil fuel expansion locally gives a green light to the industry, which will turn our region into the *pacified* Northwest, soaked with an unlimited flood of fossil fuel cash for the purchase of our media outlets, our political officials, and our academics—matching Texas and Louisiana for public corruption and ruined communities, landscapes and shorelines, trashing our region's century-long struggle to restore and conserve our habitat.

Third, if we do not halt fossil fuel expansion, we betray our own children, grandchildren and great-grandchildren. It's simple: What is our *legacy* to them—life or death? Life-supporting, or galloping physical and spiritual suffering unto death? What is their *birthright*? Do our beloved offspring, simply through the fact of being born, have the *right to flourish*—not just with stuff, but with clean, temperate air to breathe, pure water

to drink, affordable and safe food to eat, and enough physical, social and economic security to sustain their well-being?

I'm neither an extremist nor a denialist. The physical reality of earth's systems and our carbon emissions' impact on those systems—especially climate—is now confronting us, and is insisting that we shed our denial, and face reality squarely.

For me, the issue comes down to our relationship with our young: do we love them or not? If we care about our young, then we have to move beyond empty talk, beyond denial, beyond trusting corporate sales pitches, beyond shedding some of our familiar habits.

The overriding physical reality is that we've run out of time. We have passed the emissions limit— thanks in great part to the lies and cover-up by Exxon and its allies; we've lost thirty years, three decades stolen from our own young. Now the question is not our off-springs' sustainability, but their *survival*.

Therefore, now we have one option: stop all expansion of fossil fuel production and use locally. Keep it in the ground.

We should thank the oil-hauling rail firms, the oil producers in Bakken and the Tar Sands, and Pembina. Their fossil fuel projects have helped awaken us to the immensity and immediacy of their industry's threat to our families, communities, region and planet.

Fossil fuel firms are *obsolete*, in product, business plan and worldview. Their lens on reality is profit regardless of cost, including the devastation of our own young. Their product creates climate and ocean chaos, which in turn threatens in our lifetime our *survivability*, our ability as a species to flourish.

Both Pope Francis and the Paris signatories have called us to mature, to grow up, to recognize reality, dump our denial, and to organize— saying yes, not no, to creation. That means acting here, in our region and state, in Metropolitan Vancouver-Portland, in Multnomah County.

Finally, in this situation, I can clearly see an unprecedented opportunity—to get beyond no, beyond fossil fuels, to help build a full employment economy through a clean energy system. We can say—and act—YES to that course.

We're in a Yes/No situation: YES to creation; NO to the threat to creation from fossil fuel emissions; YES to getting on with the great work of building a new, life-serving economy.

Thank you.

Dick Harmon
1023 SE Bidwell Street
Portland, Oregon 97202

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X

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk
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MEETING DATE: _____

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____

FOR: _____ AGAINST: _____

NAME: Alexandra Anderson Beaulieu ("Bow -100")

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 1/21/16

AGENDA ITEM # 23 OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: Edith Gills

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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24

X

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 8-21-2011

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____

FOR: ✓ AGAINST: _____

NAME: Steve Staloff (Sta-loff)

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

Please complete this form and return to the Board Clerk

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MEETING DATE: 1/21/2016

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: Oil by rail ban

FOR: _____ AGAINST: X

NAME: Willy Myers

CONTACT INFORMATION (optional):

ADDRESS: 3535 SE 86th Ave

CITY/STATE/ZIP: Portland, OR 97266

PHONE: 503-318-7691 E-MAIL: Willy@cpbctc.com

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(26)

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

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MEETING DATE: 1/21/16

AGENDA ITEM # 23 OR NON-AGENDA SUBJECT: _____

FOR: 4 AGAINST: _____

NAME: Micah Messel ("Mess-kal")

CONTACT INFORMATION (optional):

ADDRESS: Audubon Society

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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27

X

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

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MEETING DATE: 1/21/16

AGENDA ITEM # _____ OR NON-AGENDA SUBJECT: _____

FOR: _____ AGAINST: _____

NAME: Jack Herbern

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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X

MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

Please complete this form and return to the Board Clerk
This form is a public record

MEETING DATE: 1/21/16

AGENDA ITEM # 13 OR NON-AGENDA SUBJECT: _____

FOR: _____ AGAINST: _____

NAME: Gar Tuyls

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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(No
DAPL)
WRITTEN COMMENTS ON THE REVERSE SIDE.

MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

Please complete this form and return to the Board Clerk

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MEETING DATE: 1-21-16

TESORO-SAVAGE

AGENDA ITEM # X OR NON-AGENDA SUBJECT: _____

FOR: _____ AGAINST: _____

NAME: KATE SCHMITT

CONTACT INFORMATION (optional):

ADDRESS: HOMEOWNER IN CATHEDRAL PARK NEIGHBORHOOD

CITY/STATE/ZIP: _____

PHONE: _____

E-MAIL: ~~KS.PACIFIC~~ KS.PACIFIC@
GMAIL.COM

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INSURANCE:

THE RAILROADS ARE WOEFULLY UNINSURED AGAINST CATASTROPHIC ^{OIL SPILL AND} ACCIDENTS. YET THEY ARE THE LIABLE PARTIES. OIL COMPANIES DO NOT BEAR RESPONSIBILITY. IN THE WAKE OF THE QUEBEC ACCIDENT, THE LOCAL RAILROAD HAULING THE OIL DECLARED BANKRUPTCY. CITIZENS OF QUEBEC WILL BE IN COURT FOR A DECADE (IT IS ESTIMATED) TO GET SOME COMPENSATION.

IN OREGON AND WASHINGTON, WE ARE BASICALLY UNINSURED AGAINST OIL DISASTER. LOCAL GOVERNMENT AND INDIVIDUAL CITIZENS WILL BE LEFT TO PICK UP THE PIECES WITH NO COMPENSATION.

~~PLEASE~~

written testimony.
on back

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

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MEETING DATE: 1/21/16

AGENDA ITEM # R3 OR NON-AGENDA SUBJECT: _____

FOR: X AGAINST: _____

NAME: Stephanie Potter

CONTACT INFORMATION (optional):

ADDRESS: 3226 NE Davis

CITY/STATE/ZIP: Portland

PHONE: _____ E-MAIL: _____

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Please Support resolution
~~to~~ against oil terminal.

The Climate crisis, threat
earthquake, diesel fumes -
We must wake up and do
all we can to end our
reliance on fossil fuels,
and the burning of them,
Save the Pacific NW and
Save the planet!