

**RESOLUTION NO. \_\_\_\_\_ - 2015**

**A RESOLUTION TO PROTECT PUBLIC SAFETY,  
ECONOMIC WELLBEING, THE ENVIRONMENT, AND THE FLOW OF  
COMMERCE FROM POTENTIAL SPILLS AND OTHER CATASTROPHIC EVENTS  
AS A RESULT OF INCREASED CRUDE OIL TRANSPORT BY RAIL AND VESSEL**

**BACKGROUND**

A. The state of Washington is a destination for crude oil produced in western states, due to our refining capacity and shipping infrastructure.

B. The primary source of the crude oil transported by rail is the Bakken formation, for which the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration issued a major safety alert on January 2, 2014, stating that crude oil obtained from Bakken Shale may be more explosive than other crude oils, as illustrated by the number of derailments resulting in spills, explosions, fires, immeasurable loss of life, and property and environmental damage, including the 2013 explosion of derailed tank cars in Lac Megantic, Quebec, which killed 47 people.

C. The increase in crude oil transportation by rail to ports and refineries in Washington State increases the disruption of the transport of other goods and services and increases the likelihood of rail accidents.

D. Rail accidents along San Juan County's essential goods and services supply chain could have a severe impact on San Juan County's economy, citizens, and visitors.

E. San Juan County has a total area of 621 square miles, of which 174 square miles are land and 447 square miles are water. These waters of San Juan County have been designated as a Marine Stewardship Area. San Juan County has 408 linear miles of shoreline, more shoreline than any other county in the continental United States. A catastrophic spill of crude oil in or near San Juan County, whether from a rail accident or a maritime casualty, would be devastating.

F. The quality of San Juan County's marine environment and marine-related natural resources are major drivers of the tourism, construction, real estate, and retail industries that represent nearly 80% of San Juan County's total economy.

**NOW, THEREFORE, BE IT RESOLVED** by the County Council of San Juan County, state of Washington, as follows:

1. We strongly urge rail companies operating in the state of Washington to share with emergency management agencies and first responders the following, so that the state and local communities can be fully informed of and plan for the risks posed by the transport of petroleum by rail: types of petroleum, petroleum products and petroleum derivatives; transportation routes; the frequency

and duration of transfers of petroleum; and efforts and actions to ensure the safe transport of such commodities.

2. We urge the Washington State Department of Ecology and the Military Department of Emergency Management Division, in collaboration with Washington State Department of Revenue's Research and Fiscal Analysis Division, the Washington State Department of Fish and Wildlife, the US Coast Guard, NOAA Fisheries, National Park Service, Bureau of Land Management and local government emergency response entities, to assess and publish the impacts to public safety, the economy, and the environment from the crude oil transport by rail through and along the coast of Washington State.

3. We request that the Governor of Washington State, the Washington State Department of Ecology, the Washington State Energy Facility Site Evaluation Council, and any other relevant state agencies to refrain from permitting projects that would expand the capacity for petroleum export out of state or otherwise increase the number of vessels, trains, or pipelines carrying oil near the Salish Sea and Washington communities until the cumulative economic, environmental and safety impacts of these projects are studied and addressed.

ADOPTED this \_\_\_\_ day of \_\_\_\_\_ 2015.

ATTEST: Clerk of the Council

**COUNTY COUNCIL**  
**SAN JUAN COUNTY, WASHINGTON**

\_\_\_\_\_  
Ingrid Gabriel, Clerk Date

\_\_\_\_\_  
Bob Jarman, Chair  
District 1

REVIEWED BY COUNTY MANAGER

\_\_\_\_\_  
Michael J. Thomas Date

\_\_\_\_\_  
Jamie Stephens, Vice-Chair  
District 3

RANDALL K. GAYLORD  
APPROVED AS TO FORM ONLY

By: \_\_\_\_\_  
Date

\_\_\_\_\_  
Rick Hughes, Member  
District 2