

Board of Directors Meeting: November 17, 2021 – Public Comments

Date	Name	5. Public Comment on Non-Agenda Items
		None
Date	Name	6. Consent
		a. Accept Monthly Ridership Report – October 2021 b. Approval of 2022 Monthly Board of Directors Meetings
		None
Date	Name	7. Approve a Resolution to Authorizing the General Manager to Execute Contract Amendment No. 5 to Contract No. CV-PS-19-001 with GHD, Inc for Engineering Design and Support Services - Additional Vehicular Traffic Signal Design for an amount of \$119,000 and increasing the overall total contract amount to \$1,425,143.
		None
Date	Name	8. Authorize the General Manager to Award Contract No.OT-PS-21-001 to Van Scoyoc Associates, Inc. to provide federal advocacy services on SMART’s behalf with a not-to-exceed amount of \$60,000 for the initial one-year term and \$60,000 for each of the four (4) optional years available under the contract.
		None
Date	Name	9. Review and Accept SMART’s Fiscal Year 2020-21 Annual Financial Report, Federal Single Audit and Memorandum on Internal Control
		None
Date	Name	10. Approval of the Short-Range Transit Plan
		None
Date	Name	11. Status Report on Freight and Related Activities (<i>Provide Feedback and Direction</i>)
11/15 – 11/16, 2021	Various	Attached

From: [Susan Gorin](#)
To: [SUZANNE ONEILL](#)
Cc: [Leticia Rosas](#)
Subject: Re: LPG storage in Sonoma valley
Date: Monday, November 15, 2021 7:09:57 AM

Thanks Suzanne.

Susan Gorin

1st District Supervisor
County of Sonoma

*Be #SonomaSmart – Wash hands, wear masks, keep the distance.
It's all about community.*

575 Administration Drive, Room 100A
Santa Rosa, CA 95403
www.sonoma-county.org
susan.gorin@sonoma-county.org
Direct 707-565-2982
Cell 707-321-2788



On Nov 14, 2021, at 2:54 PM, SUZANNE ONEILL <suzyo707@aol.com> wrote:

EXTERNAL

To all it may concern:

These liquid petroleum gas storage units are an incredible fire hazard. Just referencing the recent Fremont fire which could have impacted these canisters is one example.

These should have been moved long ago. The list of environmental consequences if these leaked or were struck by falling wires trees etc is too vast to name. And they're unsightly but regardless they are dangerous hazards. These should have been outlawed and moved from our valley.

If they started a fire it would burn quickly and consume the exit roads. Plus what about flooding in that area.

The way this has been ignored and dismissed for so many years is egregious.

Please save our valley by removing these obvious potential disasters.

I don't think people know they're here or all would be writing letters in opposition.

We work all year on our properties to prevent fire danger and yet these blatant contradictions face us every day!

Thank you

Suzanne O'Neill
1208 Apple Tree Court
Sonoma 95476

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From: [Susan Gorin](#)
To: pklonsky@sonic.net
Cc: [Leticia Rosas](#)
Subject: Re: SMART track storage of LPG in Sonoma Valley
Date: Monday, November 15, 2021 7:11:42 AM

Thanks.

Susan Gorin

1st District Supervisor
County of Sonoma

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575 Administration Drive, Room 100A
Santa Rosa, CA 95403
www.sonoma-county.org
susan.gorin@sonoma-county.org
Direct 707-565-2982
Cell 707-321-2788



On Nov 13, 2021, at 9:45 PM, pklonsky@sonic.net wrote:

EXTERNAL

Writing to you as members of the SMART Board ...

It's come to my attention that SMART is about to make some decisions about the longterm storage of liquid petroleum gas in Sonoma Valley on SMART-owned tracks.

I urge you to end this practice. It is unsightly and an incredibly dangerous practice, if you think about it, considering earthquake faults, wildfire danger, sensitive marshlands nearby, not to mention the thousands of residents nearby.

Now that SMART has jurisdiction over this infrastructure, do the right thing and end this practice. Those that own the LPG need to find a better storage solution.

Thank you,

Paul Klonsky
1329 Maurice Ave.
Rohnert Park, CA 94928

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From: [c.davis](#)
To: [Farhad Mansourian](#)
Subject: Danger in Shellville
Date: Monday, November 15, 2021 6:46:17 AM

As Sonoma residents who vote on tax measures to fund SMART, we urge you to permanently remove the accident-waiting-to-happen that is the storage of millions of gallons of highly explosive liquid gas at SMART's Schellville rail-yard. A spill or chain explosion would cause multiple deaths and injuries to residents, workers and motorists; massive destruction and damage to properties; suspension of vital services such as sewage treatment for the city of Sonoma; and irreparable environmental damage to the surrounding Baylands marshland ecosystem.

Such a disaster would beset SMART with monetary claims for damages in the hundreds of millions of dollars.

*Sincerely,
The Davis family
Sonoma, CA*

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From: [Karen Thatcher-Smith](#)
To: [Farhad Mansourian](#)
Subject: GAS TANKERS ON SCHELLVILLE TRACKS
Date: Saturday, November 13, 2021 9:05:36 AM
Attachments: [SMARTletter.pdf](#)

Mr. Mansourian: Kindly read the attached letter (also pasted below) before Sunday's public meeting at the Schellville Fire Department, which I am unable to attend. Thank you — Karen Thatcher-Smith

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22088 Bonness Road
Sonoma, CA 95476

Farhad Mansourian November 12, 2021
General Manager - SMART
5401 Old Redwood Highway, Suite 200
Petaluma CA, 94954

Dear Mr. Mansourian,

I am writing to request that before retiring as General Manager of SMART, you make a decision that will both remove a potentially deadly hazard in Sonoma's 8th Street rail-yard AND protect SMART from sky-high claims for damages.

As you know, the rail-yard, located just south of a well-traveled intersection on Hwy 121, is home to rail-tanker cars that each winter are loaded with 5 million gallons of highly explosive liquid gas. In the quite likely event of an accident leading to a spill or chain explosion, we could expect the following disastrous effects:

- **Multiple deaths and injuries** to residents, workers and motorists;
- **Socio-economic harm** from the destruction and damage to properties including private homes, wineries, and popular businesses;
- **Suspension of vital services** provided by the the local fire station and the County sanitation plant that serves the entire City of Sonoma;
- **Irreparable environmental damage** from fire-fighting chemicals (or a spill) to the delicate Baylands marshland ecosystem that surrounds the site — and from there to the San Pablo National Wildlife Preserve and San Francisco Bay.

SMART itself would have to contend with the following:

- **Monetary claims** for clean-up, property damage in the hundreds of millions of dollars, and loss of life, as well as claims for damages and fines that would come from overflows of untreated sewage and the widespread, weeks-long,

evacuations throughout the valley that would be required for lack of sewage treatment services;

- **Lack of votes** for SMART taxes from Sonoma Valley residents who receive no direct service while shouldering a huge burden of social, economic, and environmental risk.

PLEASE make removing hazardous materials storage at the Schellville yard one of your final, legacy-building, acts before enjoying a well-earned retirement.

Thank you,

Karen Thatcher-Smith
cc: SMART Board of Directors

22088 Bonness Road
Sonoma, CA 95476
November 12, 2021

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5401 Old Redwood Highway, Suite 200
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PLEASE make removing hazardous materials storage at the Schellville yard one of your final, legacy-building, acts before enjoying a well-earned retirement.

Thank you,

Karen Thatcher-Smith
cc: SMART Board of Directors

From: [Todd Board](#)
To: [Farhad Mansourian](#)
Cc: [Susan Gorin](#); [David Rabbitt](#); dfudge@townofwindsor.com; senator.mcquire@senate.ca.gov; [Norman Gilroy](#)
Subject: LPG railcars in south Sonoma Valley
Date: Saturday, November 13, 2021 8:59:14 AM

Hello SMART stakeholders, and fellow Sonoma County citizens.

I am writing to vigorously encourage you to take steps to relocate the LPG railcar storage depot from its current location in the South Valley, to a place more appropriate for volatile contents, and ability to minimize impacts from a potentially catastrophic “bleve” accident.

I live up-valley, in Kenwood, and so am not in immediate, personal risk of a worst-case scenario here. However, my comments are motivated by “black swan” community risk – the type of scenario planning example where the odds may be long, but if it occurs the results can be disastrous and permanent.

Think of it. Before 2017 and the Tubbs/Nuns fires, the idea of a catastrophic wildfire destroying thousands of homes (and killing dozens) was the cliché “black swan.” The obscure discipline of behavioral economics has well-documented that our brains are not very good at anticipating the impacts of low-likelihood catastrophes – until they try to drown us or set us afire, when they become painfully obvious in hindsight. Had we all known that such a seemingly long-odds event would have such devastating and lasting effects, we might well have planned differently.

Now that we’ve regretfully internalized the reality of the annual “risk burden” of climate-induced wildfire risk, we see more clearly the impacts on not just Sonoma County ecology, but also its seasonal economy. We’re taking steps to try to mitigate the risks attached to this new regime, while humbly recognizing the limits of our ability to predict and control when (and whence) the next wildfire will come (and it will).

In contrast, the risks of these LPG tankers – currently stored on squishy, shakable soil, near critical ecosystem and sanitation resources, and let’s also agree not likely to ever grace the screens/pages of tourism marketing content – are in-our-face foreseeable, and manageable. If we experience an obviously deeply undesirable accident at this location, there will be literally zero room for anyone to say “who knew?”

While not minimizing the procedural mechanics in moving forward, I join many others in encouraging you to expedite relocation of the LPG tanker cars to a more appropriate, risk-mitigating location. As we’ve seen, catastrophe is very bad marketing for Sonoma County.

Thanks for your work on behalf of SMART and Sonoma County, and thanks for reading.

Todd Board

Kenwood

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From: [EILEEN/RICHARD PHARO](#)
To: [Farhad Mansourian](#)
Subject: SMART
Date: Friday, November 12, 2021 7:39:31 PM

November 11, 2021

Dear Board of Directors for SMART Train,

Thank you for the opportunity to express our concerns regarding the tankers and the explosive materials contained within. It has troubled me for many years that we live in such close proximity to such a dangerous and avoidable situation. One of our neighbors is a firefighter and he explained to me that if the rail cars should ignite it would cause a blenvy which is a continuous explosion that could take out the entire Schellville area and wreak havoc on the entire infrastructure of Sonoma. I understand that this is a money-making endeavor for SMART, however, I would imagine that SMART would be liable for any damages incurred while storing the tankers. That could include loss of lives, property damage, and environmental cleanup. I do not believe that anybody would trade profit over human lives.

A year-and-a-half ago when there was a fire near Cornerstone I called my students' families who literally live adjacent to the rail cars and urged them to evacuate just in case the fire spread. Since fire is such a continual concern and since these rail cars contain explosive materials, I would urge you to make a decision in the best interest of your constituents and fellow citizens.

Thank you for your kind attention.

Eileen Pharo

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To: David Rabbit, SMART Chair and SMART Boardmembers; Heather McKillop
From: Mike Arnold
Subject: Agenda Item #21: Comments on the Status Report on Freight
Date: November 17, 2021

In a two-part article published in the *Bohemian* (Sonoma Co.) and *PacificSun* (Marin Co.), the article reports on the behind the scenes negotiations between SMART and Doug Bosco, among other issues related to the freight purchase. None of this was reported in the summary memo provided in the Board packet. The two part article is provided below in full.

Railroaded: Behind the Scenes of SMART's Freight Takeover

Two Press Democrat owners deeply involved in North Bay rail politics

By [Will Carruthers](#) Nov 3, 2021, *The A Story in Two Parts, Part I*

On the muddy banks of the Petaluma River in downtown Petaluma, a new housing complex is rising. Crews employed by the A.G. Spanos Corporation, a Stockton-based developer, are constructing a 184-unit apartment complex on a lot sandwiched between a row of historic businesses and the tidal slough.

Before laying out the concrete foundations, the crews ripped out a few hundred feet of railroad tracks that crossed the lot. The old rails were part of a spur located less than a mile off the century-old main line running between Sausalito and Eureka. Planning and construction could not commence until Spanos controlled the legal "rights of way" on the tracks.

Rights of way are contractual easements that allow their owners to travel across another's property. In this case, the easements on the riverfront tracks had value because the developer needed to extinguish them in order to build. That fact cost Spanos millions of dollars.

Public records reveal that lengthy negotiations between the Spanos corporation and two state-created rail transportation agencies for

ownership of the rights of way preceded breaking ground for the construction project. One right of way was owned by a passenger line, Sonoma-Marin Area Rail Transit district — SMART. A second right of way was owned by a state-owned freight line, North Coast Railroad Authority (NCRA). Both railway agencies saw the sale of the easements as potential cash cows.

In April 2017, Spanos reached an agreement with the two agencies, shelling out \$2.4 million for the right to remove the track. But that is not the end of the story. Millions of taxpayer dollars have been deployed to bail out and close down the NCRA, which leases the right to use its rails to a private company called Northwestern Pacific Railroad Company, or NWP Co.

Public records reveal that two Sonoma County businessmen — Darius Anderson and Doug Bosco — played central roles in the backdoor negotiations for the easement sales.

Who are they and why does this story matter?

Darius Anderson is a real estate developer who owns Platinum Advisors, a powerful California lobbying and political consulting firm. He also owns the *Press Democrat*.

Records show that during the negotiations over the railway easement sales price, Anderson apparently leveraged Platinum Advisor's position as a SMART lobbyist to, in effect, benefit the aforementioned Northwestern Pacific Railroad Company or NWP Co, which is controlled by another *Press Democrat* owner, former congressman Doug Bosco.

Records obtained by the *North Bay Bohemian* and *Pacific Sun* using the California Public Records Act reveal that SMART director Farhad Mansourian allowed Anderson to guide SMART’s participation in the Petaluma right of way deal, even though that task was outside of the scope of Platinum Advisor’s state lobbying contract with SMART. Mansourian also asked Anderson to lobby federal lawmakers, another task outside the scope of Platinum’s original contract.

During his five years representing SMART, Anderson’s firm lobbied for state and federal legislation involving the fate of Bosco’s private freight company. SMART paid Platinum Advisors \$600,000 before the contract ended in February 2020.

In order to grasp why the lobbying contract and the railway right of way deals stink of conflicts of interest, we must take a step back into the recent history of rail freighting in the North Bay, a domain which Bosco and his allies have overseen for at least 15 years, with financial consequences that are not in the public’s best interests.

1 How It All Began

Our story starts with the gradual demise of a once-lucrative railroad line stretching about 300 miles from Sausalito to Humboldt Bay that chugged into existence in 1914.

At first, sections of the Northwestern Pacific Railroad were operated by a potpourri of privately owned companies that profitably hauled lumber and other commodities up and down the North Coast, while also operating passenger trains.

However, the rail line’s profitability was ultimately doomed by the decline of the North Coast’s resource extraction industries, a catastrophic tunnel fire in 1978, and an endless series of floods. In the 1980s, storm-induced landslides destroyed the mid-section of the line, running through the Eel River Canyon. Increasingly, the railway appeared to have no future.



Figure 4. Map of Northwestern Pacific Railroad - Southern Section

Trying to preserve the viability of the defunct rail line for freighting, state lawmakers created the North Coast Railroad Authority in 1989. Over the next two decades, state and federal agencies spent \$124 million purchasing the railroad from various private companies and funding the NCRA’s efforts to restore sections of the decaying track for use by freight trains. But the hoped-for regeneration of the historic railroad was stymied by the failure of the California government to consistently fund the substantial costs of restoring the entire rail line and the NCRA’s ongoing operating costs.

2 Enter Bosco

In June 2006, a group of businessmen formed the privately owned Northwestern Pacific Railroad Company or NWP Co. The venture was designed to rejuvenate the freight line by creating a “public-private partnership” with the flailing NCRA to reopen the entire line. In short, NCRA and NWP Co would collaborate to improve and maintain the rail infrastructure using public and private funds. NWP Co would privately lease the right to operate freight trains from the NCRA and (somehow) make money.

Among NWP Co’s founders was Doug Bosco, a former state assemblyman and congressman who had worked on transportation issues at the

state and federal levels during his time in office.

According to the NWP Co business plan submitted to the California Transportation Commission in October 2006, Bosco and his partners had grand plans. The document outlined multiple business prospects which NWP Co claimed would allow the company to generate annual revenues of more than \$3 million within a few short years.

First, on the southern end of the line, NWP Co projected annual revenues of about \$1.1 million hauling lumber and agricultural products. The company estimated revenues of about \$2 million transporting garbage from Sonoma County's landfill to a solid waste dump in Nevada, with which it claimed to have an "exclusive right to negotiate" for 200 years.

If reopened, the northern end of the line would be even more lucrative, NWP Co claimed. The company asserted that it would partner with Evergreen Natural Resources to transport rail cars packed with gravel from the Island Mountain Quarry at the border of Mendocino and Trinity counties. Once the decaying rail lines to the quarry were reopened, the gravel shipping business could generate revenues of "at least \$30 million per year," the business plan stated.

As the general counsel for NWP Co, Bosco would "assist in the interface between NWP Co. and NCRA and various funding agencies in order to ensure ... that the public agencies' reimbursement funding flows smoothly to NCRA," according to the NWP Co business plan. Public records show that Bosco now also serves as CEO of NWP Co.

If the company's Island Mountain plans had panned out, NWP Co — and the NCRA in turn — would have gained a rich stream of income. At the time, the NCRA estimated the capital cost of rehabilitating 300 miles of rails was \$150.6 million — \$42.6 million for the portion south of the Russian River, and \$108 million for the northern Eel River Division, according to NWP Co's plan. A Los Angeles Times report in 2001

was less optimistic, citing a federal study which calculated the cost of reopening the entire line for freight and passenger rail at \$642 million.

The NCRA-NWP Co main lease agreement was signed in September 2006. In 2011, the NCRA and NWP Co started running freight cars along 62 miles of refurbished track in the North Bay. But, according to a recent report by SMART, the freight revenue appears to be lower than the amounts originally projected by NWP Co. Nor did Bosco's company secure a contract to ship Sonoma County's waste to Nevada. And the Island Mountain quarry project, and other shipping opportunities potentially served by rejuvenation of the northern two-thirds of the line, never materialized.

To make up for the shortfall between revenues and capital, legal and operating costs, the NCRA entered into a complex series of loans and contracts with NWP Co, which somehow resulted in the publicly chartered rail agency owing millions of dollars to the privately owned NWP Co.

"AN IMPARTIAL OUTSIDE OBSERVER ... COULD CONCLUDE THAT ... THE PUBLIC IS NOT CURRENTLY GETTING — AND MAY NOT EVER GET — THE BENEFIT OF TENS OF MILLIONS OF TAX-PAYER DOLLARS USED IN THE LINE'S REHABILITATION." **Bernard Meyers**

But a 2020 state assessment of the NCRA — in effect, an autopsy — examines how the public rail agency's intertwined relationship with the private NWP Co came to pass. Remember, the NCRA was theoretically created for the purpose of saving the publicly owned railroad, but it became, in effect, forever indebted to Bosco's privately owned company, according to government reports and a former NCRA board member.

According to the report, prepared by a handful of state agencies, including the California State Transportation Authority and California Department of Finance, "When the Legislature created NCRA, it did not designate NCRA as a state or local agency and did not appropriate funding for its operations. Since its inception,

NCRA has covered its expenses from rail revenues; state grant funding; public and private loans; loan forgiveness; proceeds from lease agreements; and leasing or sale of assets.” (Since it never received much revenue from its lease agreement with NWP Co, NCRA’s most valuable assets became the excess properties and rights of way it owned up and down the line, including the property rights on the Spanos lot bordering the Petaluma river — and we shall return to *that* story.)

For decades, California agencies have been wary of funding the NCRA due to its convoluted accounting practices, which are intertwined with the accounts of NWP Co. CalTrans and FEMA have long branded the NCRA a “high risk” recipient of state and federal funds.

3 A Sweet Deal

Bernard Meyers, a former NCRA board member, says that the NCRA’s long-running debts to NWP Co and its myriad financial problems can be directly traced to the problematic 2006 lease agreement with NWP Co.

Mitch Stogner has served as executive director of NCRA since 2003. Stogner worked as Bosco’s chief of staff for 15 years, first in the California Assembly (1976-1982), and then in Congress (1983-1991).

Remarkably, the 2006 agreement states that NWP Co is not required to pay rent on the tracks *until* the company has booked \$5 million in net revenue in a single year — “net” meaning \$5 million after taxes and other expenses. Because NWP Co has not met the \$5 million threshold, it has paid very little to the NCRA for the use of the tracks.

Between 2006 and 2019, the NCRA “entered into 8 agreements, 7 amendments, and 1 informal financing arrangement with NWP Co. to fund NCRA’s operations,” according to the 2020 state assessment. The partially revealed paper trail delineates a strange relationship between the two, with NCRA acting as landlord and NWP Co acting as tenant. It’s a relationship in which the tenant does not pay rent, because

it does not net more than \$5 million a year, but it has enough, somehow, to loan the landlord millions of dollars to cover rail maintenance and capital construction costs.

Without the investment of hundreds of millions of dollars, however, reaching the \$5 million annual revenue benchmark was clearly a pipe dream.

Meyers represented Marin County on the board of the NCRA for six years. In 2013, he wrote a brutally accusatory and detailed exit memo to his colleagues laying out a litany of complaints about the way the NCRA was run — and whom the oddly crafted agency seemed designed to benefit.

“An impartial outside observer coming afresh to the NCRA’s books and the NWP lease could conclude that this organization is primarily run for the benefit of its lessee, NWP Co., that the public is not currently getting — and may not ever get — the benefit of tens of millions of taxpayer dollars used in the line’s rehabilitation, and that public benefit was not a primarily intended consequence,” Meyers wrote.

Four years later, in June 2017, the California Transportation Commission revisited the financial status of the NCRA after state staff noticed that a recent audit had raised “substantial doubt about NCRA’s ability to continue as a going concern.” Testifying to the Commission, Stogner did not deny the charge of insolvency. Instead, he leaned into it, commenting that such a concern “is a comment that our auditors have made for at least the last seven or eight years” due in part to the fact that the agency did not have a dedicated source of state funding. As a remedy, Stogner proposed that the state transfuse the moribund NCRA with cash plasma. Instead, in [January 2018](#), the commission signaled its support for the state legislature to shut the NCRA down, a process which has been dragging on and on.

In early 2018, State Senator Mike McGuire introduced legislation to transform much of the 300 mile long railroad right of way into a bike

and pedestrian trail dubbed the Great Redwood Trail, running from Larkspur to Humboldt Bay.

This legislation requires the freight business on the southern end of the line, where its lessee, NWP Co, had been running freight since 2011, to be controlled by Sonoma-Marín Area Rail Transit district, SMART. The passenger rail agency was created by state legislation in 2002. It is funded by a combination of federal, state, and local tax dollars. When NWP Co started to run freight on the NCRA rail lines in 2011, it agreed to share the rails with SMART. In August 2017, SMART started to run passenger trains.

4 Enter Anderson

On Jan. 1, 2015, SMART hired Darius Anderson's Platinum Advisors to represent the transit agency's interests in Sacramento.

By choosing to hire Platinum Advisors, SMART's board of directors chose a firm with deeply intertwined business and political interests in the North Bay.

Anderson is a North Bay native who reportedly got his start in politics as a driver for Bosco in Washington D.C.

He went on to work for billionaire Ron Burkle's Yucaipa Investments. Burkle has partnered with Anderson in real estate ventures, such as developing Treasure Island in San Francisco Bay. In 1998, Anderson founded a Sacramento-based lobbying firm, Platinum Advisors. Public records from 2018 show that Burkle is Anderson's "partner" and that Burkle "owns ten percent or more" of the political consulting firm.

Notably, in 2017, San Francisco Superior Court found that Anderson and Doug Boxer, the son of former US. Senator Barbara Boxer, had defrauded the Federated Indians of the Graton Rancheria while working as consultants to the tribe's casino venture in the early 2000s. Anderson was ordered to pay \$725,000 to the tribe to cover its legal fees and arbitration costs in the civil action. Defrauding the Graton Rancheria does not seem to have negatively affected Anderson's reputation amongst the political and corporate classes, however. Today, Platinum Advisors represents dozens of public

and private clients from its offices in San Francisco, Sacramento and Washington D.C.

Anderson enjoys insider access to many Democratic and Republican politicians, as he is a prolific campaign fundraiser.

In 2011, Anderson and Bosco joined forces as founding members of Sonoma Media Investments, which now owns most of the print media in Sonoma County, including the *Press Democrat*, *Sonoma Index-Tribune*, *Sonoma County Gazette*, *Petaluma Argus-Courier*, *North Bay Business Journal*, *Sonoma Magazine*, and *La Prensa*.

SMART's contract with Platinum Advisors includes a conflict of interest clause, requiring Anderson to promise that he and his firm did not own — and would not develop — any "direct or indirect" financial holdings which conflict with their work for SMART.

The contract allowed SMART to ask Anderson and his employees to divulge their economic interests, but SMART spokesperson Matt Stevens said that SMART's outgoing director Farhad Mansourian, who directly oversaw Anderson's work, did not request such disclosures, and that SMART staff was "not aware of any financial conflicts of interests that would conflict in any way with Platinum Advisors performance regarding its services."

Darius Anderson did not respond to requests for comment.

Mansourian deployed Platinum Advisors to push for state funding and favorable legislation in Sacramento. And he often turned to Anderson and Platinum Advisors' transportation specialist Steven Wallauch to lobby state officials on legislation involving the NCRA and Bosco's NWP Co, according to emails obtained by the *Bohemian/Pacific Sun* through a public records request. On multiple occasions, Mansourian also requested that Bosco himself contact the governor's office and federal lawmakers on behalf of SMART.

When McGuire introduced Senate Bill 1029 in 2018, it needed language to effectuate the closure of the NCRA's debts and business

relationships with its contractors, chief among them Bosco's NWP Co.

Emails show that Bosco was involved in crafting the legislation.

On June 27, 2018, Mansourian emailed Anderson for an update on the legislation: "Did you talk to Doug?! ... Should we go and see Governor's chief of staff on SB 1029 ???"

Anderson responded the next day: "I did talk to Doug. Once they have language solidified, they will go to the Governor's office."

"What language? Who is working on that?" Mansourian asked.

"There is language being worked on to pay off the debts and liabilities. I am sure that Jason [Liles] will be sharing with us all before it moves forward. It's the same language that you are working on with Jason," Anderson wrote. Jason Liles, the McGuire aide working on the legislation to close down the NCRA, is also a Bosco alumnus.

The last paragraph of McGuire's bill, as signed by Gov. Jerry Brown in September 2018, allocated \$4 million in state funding to SMART "for the acquisition of freight rights and equipment from the Northwestern Pacific Railroad Company [NWP Co]." At a board meeting last May, SMART's directors agreed to purchase NWP Co's freight rights and equipment for \$4 million, and to add freight services to its passenger rail offerings.

Liles did not respond to requests for comment. SMART's spokesman said the agency's staff does not know how the \$4 million figure was reached. Bosco wrote "I do not recall where the \$4m sales price came from," but called the price a "bargain" for the state. The 2020 state assessment of the NCRA, which was prepared and published after the \$4 million figure was calculated, argues that SMART taking ownership of freight service in the North Bay will have some financial benefits over allowing a separate private freight company to purchase the freight rights from NWP Co.

In subsequent NCRA-related bills authored by McGuire, the state set aside more millions of

dollars to cover NCRA debts. On top of paying \$4 million to NWP Co for freight rights and equipment, the state paid NWP Co \$3.47 million to cover NCRA's interest-bearing debts to the company, according to Garin Casaleggio, a CalSTA representative.

That amounts to a \$7.47 million cash payout to the NWP Co enterprise that had failed to deliver on the prospects it outlined in the 2006 business plan. It does not look like the freight rail business is going to do any better under SMART, however.

The move to take on the additional responsibility of running a freight line came at a trying time for SMART. On March 3, voters in Sonoma and Marin counties rejected Measure I, a ballot item intended to extend the sales tax supporting SMART from 2029 to 2059 — giving SMART a financial buffer for decades to come. Weeks after the failure at the ballot box, a global pandemic hit, crushing the agency's ridership numbers and casting further doubt on the passenger train's long-term viability.

Bosco, who appeared at a virtual SMART meeting in May 2020, wasn't much help in predicting the future. Asked about his company's current revenue, Bosco wouldn't give a specific answer.

"I don't want to disclose the exact numbers because that's our proprietary information. But I can tell you that we take in about \$2 million in revenues a year," Bosco said.

Yet, despite having few details about how much money Bosco's freight company earned or spent, and lacking an assessment of how much it would cost SMART to take over the freight operation, 11 of SMART's 12 board members voted in favor of the paying off and taking over NWP Co's freight operations at the May 2020 meeting.

The supporters of the decision highlighted the fact that Senator McGuire and state officials had endorsed the deal, and that McGuire promised to secure \$10 million in state funding over the coming years to cover SMART's freight startup costs. Still, it remains unclear to this day

how much it will cost SMART to cover day-to-day freight operations or how much revenue the business is expected to bring in.

Adding to the pressure, SMART staff told board members at the May 2020 meeting that the board had to make a decision by June 30 or risk losing the state money on the table.

Only one board member, then-San Rafael Mayor Gary Phillips, abstained from supporting the takeover, citing a lack of financial information.

“We’ve been told by Mr. Bosco, and I like Doug, that it’s highly profitable or at least profitable. I don’t have anything — I don’t know if any of us have anything that would indicate that. And so we’re going to take on this obligation with the unknowns that are present. I think that, quite frankly, would be quite foolish of the board,” Phillips said during the meeting.

This February, SMART contracted with a Marin County consultant, Project Finance Advisory Limited, to study the feasibility of the freight takeover plan the agency’s board had approved nine months earlier. In early September, the consultant provided board members with an executive summary of the report. The full report is not complete, according to Stevens, the SMART spokesman.

The executive summary is revealing about NWP Co’s business history, even though Bosco’s company declined to disclose its operating costs to the consultant.

The [document](#) estimates that NWP Co’s freight business brings in between \$1.2 and \$1.3 million per year by hauling agricultural products to four North Bay manufacturers, including Lagunitas Brewing Co. and Hunt & Behrens, Inc., and storing excess railroad equipment and liquid petroleum gas for Bay Area refineries. Although most people associate freight companies with transporting goods, the report estimates that nearly half of NWP Co’s revenue comes from storing rail equipment and “LPG” filled tankers at a train yard near Schellville.

The report cannot estimate how much it costs NWP Co — and by extension will cost SMART —

to offer freight services because “detailed, itemized financial records for NWPCo. were not provided” to SMART.

The report posits that running freight cars can offer a “comfortable profit margin,” but it’s not clear how many, if any, North Bay companies are interested in switching from conventional trucking to rail freight.

Since the actual freight operating costs are unknown, outsourcing operation of the freight back to NWP Co or another contractor could run up a deficit for SMART, which is having enough trouble trying to provide adequate passenger services.

While SMART studies the North Bay’s freight market, NWP Co has continued to serve its customers without paying SMART.

In his written response to the *Bohemian/Pacific Sun’s* questions, Bosco said that “The NWP/NCRA lease has not yet been transferred to SMART nor has NWP relinquished its operating rights. Accordingly, NWP is not paying rent to SMART.” Stevens, the SMART spokesman, confirmed that NWP Co continues to run freight under its lease agreement with the NCRA while SMART and NWP Co negotiate an interim agreement.

Part II. Train Lines: How Two Press Democrat Owners Finessed a Petaluma Real Estate Deal Nov 9, 2021

Last week, we reported that two owners of the *Press Democrat*, Darius Anderson and Doug Bosco, helped craft a state-funded bailout deal benefiting Bosco’s privately owned Northwestern Pacific Railroad Company while Anderson’s Platinum Advisors was a contract lobbyist for SMART from 2015 to 2020.

This week, we report the details of a real estate transaction in downtown Petaluma in which the A. G. Spanos Corporation paid \$1.4 million to SMART and \$1 million to another public rail agency which is financially intertwined with Bosco’s railroad company for their “right of

ways” on less than 600 feet of railroad track traversing the triangular lot upon which Spanos is currently building the [North River Apartments](#). A right of way is a perpetual, transferable easement allowing its owner to traverse the property of another. Without securing these easements, Spanos’ project was dead in the water and could not move through Petaluma’s planning process.

The Spanos property abuts the Petaluma tidal estuary, a row of historic businesses and restaurants on Petaluma Blvd. North, and Hunt & Behrens livestock, poultry and pet-feed operation. Public records show that SMART’s executive director, Farhad Mansourian, allowed Anderson to guide SMART’s easement sale to Spanos. Simultaneously, Bosco negotiated Spanos’ purchase of an overlapping right of way on the short spur owned by the North Coast Railroad Authority. “NCRA” is a state-chartered rail agency which critics say was largely operated to benefit Bosco’s company, commonly known as NWP Co.

Mansourian allowed Anderson to work on several projects that were outside the contracted scope of work of Platinum Advisors’ role as SMART’s Sacramento lobbyist, which began in 2015. Last week, we reported on how Anderson’s firm, as part of its work for SMART, lobbied on state legislation which helped the interests of his business partner, Bosco, as the NCRA and the NWP Co foundered. This week we report another instance of Anderson leveraging his position as SMART lobbyist to benefit his media business partner and political mentor, Bosco.

5 Selling the Right of Ways

Our story begins before Anderson began lobbying for SMART, when, in November 2012, Poppy Bank, then known as First Community Bank, settled an outstanding \$3.45 million debt by foreclosing on the owner of a property at 368-402 Petaluma Blvd. North, according to county real estate records.

In a phone call on March 29, 2016, Michael Spanos, Anderson and Mansourian initiated 18

months of negotiations between the rail agencies and Spanos’ family real estate development company, the A.G. Spanos Corporation. Once they received the easement rights, and were positioned to line up building permits from local agencies, Spanos planned to purchase the property from Poppy Bank.

In September 2017, Spanos bought the lot from Poppy Bank for just over \$2 million, while Bosco served on the bank’s board of directors. But it is the events that transpired in between that first phone call and the sale of the lot to Spanos that raise eyebrows.

On Monday, April 25, 2016, less than a month into the negotiations, Mansourian emailed Anderson and Bosco: “It is my sense that Darius [Anderson] and Spanos will now approach Petaluma for discussions.”

Anderson reached out to Petaluma’s then—City Manager John Brown.

On Wednesday, April 27, John Burns, the longtime publisher of the *Petaluma Argus-Courier*, and Anderson’s employee, introduced Anderson to Brown in an email.

“Darius is hoping to connect with you in his capacity as CEO of Platinum Advisors, a government affairs firm representing SMART,” Burns wrote to the city manager.

Documents show that Bosco was, at the same time, formalizing his role in the real estate negotiations.

On July 28, 2016, Bosco signed an agreement with NCRA Director Mitch Stogner, allowing Bosco’s privately owned NWP Co to negotiate the sale of the Petaluma easements on behalf of the public agency. In return for NWP Co’s work, NCRA agreed that “All proceeds from the sale of the Petaluma Easements shall first be used to reimburse NWP Co.” for a portion of the millions of dollars the public agency then owed Bosco’s NWP Co, as we reported last week.

Bosco wore multiple hats during the negotiations. In some email exchanges, he appears to speak on behalf of the NCRA. In other emails, he shares information about the

internal discussions going on at Poppy Bank, which owned the property Spanos hoped to buy after the rail agencies relinquished their easements.

The two parties Bosco seemed to be representing had fundamentally different interests in the negotiations. If the NCRA negotiated a higher price for its easements, Spanos would presumably have less money available in its project budget to purchase—and later develop—Poppy Bank’s property. According to emails obtained by the *Bohemian/Pacific Sun*, this dynamic led to tensions and delays in the negotiations.

In early 2017, the Spanos Corporation complained to Anderson about Bosco’s role in the project.

In a Jan. 4, 2017 letter, sent about eight months after Spanos began negotiating with the two rail agencies, Bosco’s NWP Co informed Petaluma’s Planning Manager, Kevin Colin, that, although Spanos had approached the railroad company, “no agreement [to sell the rights] has been consummated.” Apparently Bosco was not satisfied with the amount of Spanos’s initial offer to purchase the easements.

On Jan. 10, Alexandro Economou, an executive at the Spanos Corporation, warned Anderson that the letter from Bosco’s NWP Co threatened to delay the whole project.

“Petaluma will not move us forward to [the] planning commission because they are concerned with the issues at hand here. In light of Doug [Bosco]’s recent letter to them it is easy to understand why they might feel that way,” Economou wrote.

On March 6, after further failed negotiations, Economou emailed Poppy Bank employee, Kevin Downey, who appears to have been managing the property sale, with a similar complaint.

“I am aware of some discussions happening between Doug Bosco and others at the bank regarding our property... Because of the letter Doug Bosco sent to the city six weeks ago, the city has refused to process our application any

further and our entitlements have been delayed... It is a direct result of the Bosco letter which has cost us time and lost momentum with the city,” Economou wrote.

Two days later, on March 8, Anderson forwarded Economou’s complaining email to Bosco. Bosco responded by sharing Poppy Bank’s view of the situation.

“The bank will not go along with any encumbrance on their property. It would be too risky for them to put a lien for \$750k on their property while the SMART right of way is still in existence. The bank could end up with SMART’s rail easement and a \$750k lien if things fell through,” Bosco wrote.

Anderson then shared the whole conversation with Mansourian.

Ultimately, the parties reached an agreement. In April 2017, Spanos signed agreements to pay SMART \$1.4 million and the NCRA \$1 million to release their claims to the property. In other words, Spanos paid approximately \$4,285 per linear foot for a run of old railroad track that was disintegrated and unuseable, as recorded by a pre-development Google Earth satellite photo.

According to county records, Spanos purchased the property from Poppy Bank for \$2.15 million in September 2017.

Notably, the price paid for the real estate itself was hundreds of thousands of dollars *less than the price exacted by Anderson and Bosco for the right to tear up the track*.

In an August 2017 memo, NCRA director Mitch Stogner suggested that the public agency’s board of directors, which is composed of representatives of the counties and cities along the freight line, use \$264,712 of the \$1 million easement sale proceeds to pay down a \$4.1 million debt owed to Bosco’s company.

According to Stogner’s memo, the NCRA had already paid \$50,000 from the easement proceeds to NWP Co, *which did not own the right of way*. All told, Bosco’s NWP Co received \$304,712 from the sale of the publicly-owned property, according to the NCRA documents.

And, as we learned in last week's report, a few years later, NWP Co would pocket \$7.47 million in state funding as part of the NCRA shut-down process.

6 Amnesia

Despite Bosco and Anderson's overlapping business interests, no one at SMART, the NCRA or Poppy Bank appears to have complained about the conflict of interest during the negotiations which resulted in windfalls for SMART, NCRA and NWP Co. Astoundingly, SMART now claims to have forgotten *why* Anderson was involved in the negotiations.

After receiving questions from the *Bohemian/Pacific Sun* about Anderson's role in the easement discussions, SMART spokesman Matt Stevens requested to review the emails related to the negotiations. In response, we provided Stevens, Mansourian, Anderson and two SMART board members—chair David Rabbitt and vice-chair Barbara Pahre—with copies of the emails, most of which were released by SMART in response to our public records requests.

In a written response on Nov. 2, Stevens said that SMART officials “do not recall what involvement, if any, Mr. Anderson had on negotiations or the project.”

In written responses to similar questions, Bosco acknowledged that he represented the NCRA and NWP Co in the negotiations, but denied that Poppy Bank had anything to do with the easement sale.

Bosco wrote, “Neither NWP Co nor I personally received any compensation from this transaction. I have no idea what, if any, relationship Spanos had with Poppy Bank or what benefit, if any, accrued to the bank... the bank was not a party to this or any other railroad related transaction.”

The records obtained by the *Bohemian/Pacific Sun* show otherwise.

Anderson, Poppy Bank and the Spanos Corporation did not respond to requests for comment. Through its legal counsel, Elizabeth

Coleman, who also serves as the Deputy Counsel of Sonoma County Office, NCRA provided documents cited in this story, but declined to respond to specific questions.

John Pelissero, Ph.D, a senior scholar at the Markkula Center for Applied Ethics at Santa Clara University, told the *Bohemian/Pacific Sun* that the numerous overlapping interests on display during Anderson's time working for SMART raise serious ethical questions—even if it's just an appearance of a conflict of interest.

“When it comes to ethical issues, it doesn't matter whether it's an intended or a perceived conflict of interest. They both present ethical problems for those who are involved. And when you're dealing with government, when you're dealing with the public citizens and taxpayers, that's where one really needs to pay special attention to the perception that you're acting in your role as a government agency or somebody who works for a government agency in a way that creates a conflict of interest,” Pelissero said.

For their part, Sonoma Media Investments' publications didn't scrutinize the Spanos easement deal too closely.

On Nov. 24, 2017, the *Petaluma Argus-Courier* published a reported article about Spanos's “long-stalled” North River Apartments project, which, according to the paper, had run into “complications with rail agencies' easements that took two years and \$2.4 million to resolve.”

The article did not mention that Anderson and Bosco, two of the *Petaluma Argus-Courier's* owners, were deeply involved in the prolonged negotiations, the delay of which appears to have benefited Bosco.

Instead, on Feb. 1, 2018, Anderson's and Bosco's *Petaluma* paper ran an editorial blaming the city officials for the delays in the Spanos project.

“Why is it that whenever a developer proposes a visionary project to remake a blighted area of Petaluma and add badly needed housing, officials demand the developer do more than is

reasonable?” the editorial reads. “If developers find Petaluma’s planning process too onerous, costly or time consuming, they will simply walk away, leaving the city’s vision unrealized. There are, after all, ample opportunities elsewhere.”

The editorial once again failed to mention Anderson and Bosco’s deep involvement in the project—or that, judging from the Spanos executive’s letters to Anderson and Poppy Bank, Bosco’s letters to Petaluma delayed the project.

Other articles about SMART in the *Argus-Courier* and Sonoma Media Investments papers routinely failed to mention that Anderson’s Platinum Advisors had a lobbying contract with SMART. In the case of the *Argus-Courier*, the newspaper’s longtime publisher, John Burns, clearly knew about Platinum Advisors’ relationship to SMART. After all, he introduced Anderson to Petaluma’s city manager John Brown as a SMART lobbyist in his April 2016 email to Brown.

Burns did not respond to a request for comment.

7 Rubbing Shoulders

Anderson’s extra work for SMART wasn’t restricted to helping to negotiate the NCRA multi-million dollar wind-down that benefitted the NWP Co as we reported last week, nor to guiding the Petaluma easement deal that benefitted the financially conjoined NCRA and NWP Co.

Emails show that, between 2015 and 2018, Mansourian often turned to Anderson for help with SMART’s federal lobbying efforts despite the fact that SMART pays Van Scoyoc Associates \$10,000 per month to lobby federal officials. And, while Platinum Advisors does sport a Washington, D.C., office, records show that the firm never formally registered to represent SMART in the nation’s capital.

In May 2015, Anderson invited Mansourian to a fundraiser for Rep. Kevin McCarthy, a Republican congressman from Bakersfield who served as Republican Majority Leader between June 2014 and January 2021. The fundraiser, held on Friday, June 19, 2015, at Anderson’s

Wing and Barrel Ranch in Southern Sonoma County, cost \$43,800 to “sponsor” and \$2,700 for an individual ticket, according to an invitation obtained by the *Bohemian/Pacific Sun*. Mansourian was invited to the “Special Sonoma Trap Shoot and Wine Reception” as Anderson’s special guest.

Weeks later, emails show that Anderson directly connected Mansourian with McCarthy. In July 2015 Mansourian told Anderson that he had met with McCarthy, although it is unclear based on the emails, what they discussed.

In September 2015 Mansourian asked Anderson to intervene with McCarthy again after SMART’s Washington lobbyist reported that McCarthy would ask the Chairman of the House Transportation, Housing and Urban Development Appropriations Subcommittees for a \$20 million appropriation for SMART.

“You asked me to give you a heads up so you can call Mr. McCarthy on his private cell BEFORE our lobbyist in DC follows up with his staff,” Mansourian wrote to Anderson on Sept. 16, 2015.

In January 2016, Mansourian sent Anderson a Politico article profiling McCarthy’s incredible fundraising ability: raking in \$11 million in 2015, more than any of his Republican colleagues.

“We did our part!!!” Anderson responded.

Anderson then invited Mansourian to two more fundraisers—one on Oct. 21, 2016 and another on Sept. 17, 2018—for Congressman Jeff Denham, a Republican who went on to chair the House Railroads, Pipelines and Hazardous Materials Subcommittee. During the same time period Mansourian also asked Anderson to contact Denham in coordination with SMART’s federal lobbying firm.

From: Burns, John [REDACTED]
Sent: Wednesday, April 27, 2016 2:53 PM
To: JBROWN [REDACTED]
Cc: Darius Anderson
Subject: Virtual introduction

John,

I hope all is well with you.

To follow up on my voice message earlier, I wanted to virtually introduce you Anderson, managing member of Sonoma Media Investments, the Argus-Courier parent company.

Darius is hoping to connect with you in his capacity as CEO of Platinum Advisors government affairs firm representing SMART.

On the secondary matter of your meeting with our newly formed community board for the Argus, I'm going to ask Matt Brown, our editor, to facilitate the meeting. The purpose of the advisory board is to increase engagement with the community while concurrently broadening the depth and perspectives of our editorial board.

I look forward to catching up with you soon.

Thanks, John.

John Burns, publisher
Petaluma Argus-Courier
Sonoma Index-Tribune
Petaluma360.com
Sonomanews.com

Anderson's federal lobbying and fundraising efforts weren't restricted to well-placed Republicans. Emails show that Anderson's firm also invited Mansourian to a San Francisco fundraiser for Kamala Harris, then running for a Senate seat, and that Anderson's firm attempted to arrange a meeting between Mansourian and an employee of then-Vice President Joe Biden.

When SMART moved to renew Platinum Advisors' state lobbying contract in late 2018, the scope of work was updated in just one way. In addition to guiding the transportation agency's state efforts, Platinum Advisors was now expected to "support SMART as requested in any federal legislative efforts."

However, despite its work under the first contract and the tacit acknowledgement of the federal work included in the second contract, Platinum Advisors still did not formally register to represent SMART in federal matters.

SMART-spokesman Matt Stevens said that SMART used Anderson's firm to lobby on federal issues because "Platinum Advisors was familiar with those issues."

8 Closing the Contract

SMART's contract with Platinum Advisors ended unceremoniously in early 2020 while SMART's supporters waged a high-cost fight over the agency's future.

In the months ahead of a March 2020 election, Molly Gallaher Flater, a member of Poppy Bank's board of directors and CEO of real estate developer Gallaher Homes, dumped nearly \$2 million into a campaign opposing Measure I, a ballot initiative which would have extended the quarter-cent sales tax supporting SMART from 2029 to 2059.

Although Bosco served on Poppy Bank's board of directors for more than 10 years and co-founded [California Clean Power](#)—an energy-consulting company—with Gallaher Flater's father, Bill Gallaher, in 2014, Bosco was on the other side of the table from the Gallahers when the Measure I campaign flyers were stuffed into voter mail boxes.

In December 2016, Bill Gallaher sued Bosco and Anderson's Sonoma Media Investments for libel over a series of *Press Democrat* articles scrutinizing the legality of Gallaher's political contributions to local candidates in the November 2016 elections. A court dismissed the case in March 2019, requiring the Gallahers to pay SMI's legal bills.

Bosco told the *Bohemian/Pacific Sun* that he left Poppy Bank's board in April 2019 for personal reasons.

In a mid-February 2020 mailer, the Gallaher-backed anti-Measure I "Not so SMART" campaign called out Darius Anderson personally, questioning whether the media mogul's work as a SMART lobbyist had swayed the judgement of the *Press Democrat's* editorial board, which endorsed Measure I in early February.

On Feb. 20, the *Press Democrat's* editorial board responded to the "No" campaign's "scurrilous flier."

"For the record, Darius Anderson isn't a member of our editorial board, and neither are any of the investors named in the anti-SMART

flier. None of them has ever tried to influence our positions. They see our editorials at the same time you do—when they appear in *The Press Democrat*,” the [editorial](#) stated.

Still, the reputational damage was obvious. Anderson signed [paperwork](#) terminating Platinum Advisor’s lobbying contract with SMART on Feb. 20, the very same day the *Press Democrat*’s editorial ran.

In a March 3 election, Measure I failed to reach the required two-thirds voter approval in either Sonoma or Marin County. Weeks later, SMART’s ridership numbers were crushed by the first Covid-19 shelter order. The agency, like public transit agencies across the country, has struggled to balance its books ever since.

SMART has an additional handicap. More than a year after parting ways with Anderson’s lobbying firm, SMART’s board of directors has

yet to hire a new lobbying firm to represent the ailing transit agency’s interests in Sacramento. Stevens, the SMART spokesman, says that the agency is handling its state-advocacy affairs in-house for the time being, which begs the question of why it ever needed Anderson’s firm.

Last month, SMART announced that the agency’s long-time director Farhad Mansourian is retiring. His replacement, the former chief operating officer of the Utah Transit Authority, is scheduled to take over on Nov. 29.

For better or worse, SMART appears to be entering a new era. The roles of Anderson and Bosco in shaping the agency’s future remains to be seen.

From: mstrider67@gmail.com
To: [Leticia Rosas](#)
Subject: Tank cars at Schellville
Date: Monday, November 15, 2021 12:18:05 PM

Hello Leticia,

Can you please forward my comments to the Board for Wednesday's meeting regarding the storage of tank cars at Schellville:

Dear SMART Board,

Regarding the storage of tank cars carrying petroleum products at Schellville. The storage of these tank cars is NOT an immediate danger to the public as several members of the public have asserted. The storage of these cars is a major income for SMART and it helps to maintain the track and right-of-way that otherwise would have to come from other scarce revenue sources. The storage of these cars at Schellville is very remote with only scattered farm buildings anywhere close to the yard. Regarding flooding, any major flooding will NOT cause these cars to catch fire or explode, or leak products. There is also plenty of warning time to move the cars if any flooding is inevitable. Flooding has also been greatly reduced over the years due to the installation of more culverts. The Schellville yard has historically been the interchange spot of two railroads where thousands of freight traffic has been staged including cars containing hazardous wastes. There has never been any environmental catastrophes at Schellville due to railroad activities. The issue with the storage of tank cars at Schellville has already gone through the Surface Transportation Board and it was concluded that the storage of these tanks cars is in line with all railroad transportation regulations. Please do not remove this valuable income asset.

Mike Strider, P.E.

Santa Rosa, CA

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From: [Beth Hadley](#)
To: [Farhad Mansourian](#)
Cc: [Tom Martin](#); [Norman Gilroy](#); [Susan Gorin](#)
Subject: Sonoma Valley Democrats Resolution
Date: Monday, November 15, 2021 12:23:53 PM
Attachments: [SVD Tanker resolution.pdf](#)

Thank you for your presentation yesterday. I am attaching the resolution I gave you in case digital format is better for distribution to the SMART Board of Directors for the Wednesday meeting.

Also I am wondering since that an appeal to the STB is one of the major barriers for moving out the tankers, perhaps Congressmen Thompson and Huffman could advocate for us. Are they working on this?

Finally I am very unclear on the situation you described about us not receiving funds from the recent Infrastructure Bill. Does that mean SMART will not receive money, Sonoma County, the whole state? I am watching the news on TV right now and they are presenting all the CA projects that will receive money from the Bill. Is this incorrect? I am confused. Also, I would like to contact Congressman Thompson about this. Do you think that is a good idea?

thanks for all your work!

Beth Hadley

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RESOLUTION – SONOMA VALLEY DEMOCRATS – APRIL 22, 2019

WHEREAS, the marshlands of the Sonoma Valley and the San Pablo Bay National Wildlife Refuge are a critical migratory and wintering habitat for a wide range of shorebirds and waterfowl, many of which are sensitive to human contact, and

WHEREAS, the North Coast Railroad Authority (NCRA) and Northwest Pacific Corporation (NWPCo) have elected annually to store up to 160 tank cars on leased tracks for up to a half year on the edge of the Wildlife Refuge, and

WHEREAS, the tank cars carry explosive liquid petroleum gas (LPG), a volatile and destructive medium known for being involved in 37 rail accidents and toxic spills in the U.S. and Canada since 2012, and

WHEREAS, the NCRA and NWPCo are out of compliance with Sonoma County Code Section 29 (Hazardous Materials Ordinance), and

WHEREAS, the tank cars are parked near major Sonoma Valley highways, homes, businesses, wineries, the Cornerstone compound, the Sonoma Valley Airport, new warehouses, and the Sonoma Valley County Sanitation District that serves more than 17,500 residents in the City of Sonoma, and

WHEREAS, the tankers loaded with dangerous fuel are stored between two major earthquake faults, and

WHEREAS, nearly 400 Sonoma residents have signed petitions requesting our legislators to take action to remove these tankers and dangerous materials from Sonoma Valley,

THEREFORE BE IT RESOLVED that the Sonoma Valley Democrats call upon our City, County, State, and National Representatives to declare the NCRA rail yard to be a public nuisance, and

BE IT FURTHER RESOLVED, that our legal representatives take immediate legal action to eliminate the danger presented by the above entities and to protect the Sonoma Valley environment, residents, businesses, homes, and public facilities, and

BE IT FINALLY RESOLVED, that members of the Sonoma Valley Democrats work with Mobilize Sonoma and other agencies to end the storage of dangerous products in Sonoma Valley.

Submitted by Tom Martin, SVD Board Member

Beth Hadley, SVD President

From: [Mayacamas Olds](#)
To: [Farhad Mansourian](#); Susan.Gorin@sonoma-county.org
Subject: Rail Tanker Cars Stored in Schellville
Date: Monday, November 15, 2021 1:53:36 PM
Attachments: [image001.png](#)

Dear Mr. Mansourian and Ms. Gorin,

Thank you for taking the time on Sunday to keep us updated on the happenings with SMART and local freight, passenger and storage on our rail lines. It was very informative and I was glad to hear the update as it vastly impacts our community.

Please share with the board and incoming General Manager of Smart that we at Gloria Ferrer are in support of the transition option. We very clearly understand the politics and believe that it is the most sound and efficient way to get to where we need to be in having a safer community without creating larger problems.

Finally, I would like to thank Mr. Mansourian for your time and support of our community and bringing much needed passenger service to our community and working towards improving the systems all together. I look forward to having it grow in the future years and building of what you have started.

Warm Regards,
Mayacamas Olds
General Manager

 **GLORIA FERRER**

23555 Arnold Drive Sonoma, CA 95476
M: 707.260.4915

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From: [Thomas Martin](#)
To: [Farhad Mansourian](#)
Subject: Public Petition to SMART Board Members
Date: Monday, November 15, 2021 3:29:59 PM
Attachments: [Scan of tanker petition.pdf](#)

Mr. Mansourian, Please pass on to the SMART Board the attached scan file of the petition which I presented to you on Sunday, and which contains 404 signatures of local people calling for the elimination of LPG tanker storage in the Sonoma Valley.

While the petition was circulated early in the process of giving the public a voice on the tanker issue, it remains an important indicator of the widespread interest among the community in the Sonoma Valley in support of the removal of the tankers as soon as possible, and it should not be ignored. The support of SMART's constituency in the Sonoma Valley will be a vital, and probably necessary, asset when the time comes to obtain a 66.6% majority vote in favor of SMART's sales tax initiative when it comes up for a public vote again, and what the Board decides on this issue now could greatly affect how the Sonoma Valley votes on that occasion.

Thank you for providing the opportunity to provide comment on this issue.

Tom Martin

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Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>AsJere Ison</u>	<u>Y</u>	
2 <u>Carol Taylor</u>	<u>Yes</u>	<u>insideline4me@gmail.com</u>
3 <u>Donna Warshaw</u>	<u>Y</u>	<u>dwarshaw@gmail.com</u>
4 <u>Johanna Patri</u>	<u>Y</u>	<u>jmpatri@aol.com</u>
5 _____	_____	_____
6 _____	_____	_____



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<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail address</u>
1 <u>Diane Lumier</u>	<u>(Y - N)</u> <u>yes</u>	<u>dianelumier1@gmail.com</u>
2 <u>PEARL DALTON</u>	<u>yes</u>	<u>PEARLDALTON@COMCAST.NET</u>
3 <u>JAN WOOD</u>	<u>Y</u>	<u>SONOMA_JAN@GMAIL.COM</u>
4 <u>Kathleen Hill</u>	<u>Yes</u>	<u>KathleenSonoma@gmail.com</u>
5 <u>LESLIE SANTO GROSSI</u>	<u>YES</u>	<u>N/A</u>
6 <u>Caroline Joyce</u>	<u>yes</u>	<u>⓪</u>



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<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail address</u>
1 <u>Ronald Harrison</u>	(Y - N) <u>YES</u>	<u>drroharr@gmail.com</u>
2 <u>Kate Albertus</u>	<u>N</u>	<u>kate929@gmail.com</u>
3 <u>Mark A. Walshe</u>	<u>Y</u>	<u></u>
4 <u>Julie Dorman</u>	<u>Y</u>	<u>cavaoui1@gmail.com</u>
5 <u>Maisha Alden-Wansky</u>	<u>Y</u>	<u>cavaoui1@gmail.com</u>
6 <u>Paul Rockett</u>	<u>Y</u>	<u>rusmusic19@gmail.com</u>



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<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Jody Falconer</u>	<u>Y</u>	<u>jodyfalconer@vom.com</u>
2 <u>Sara Rasmussen</u>	<u>Y</u>	<u>misssarada@gmail.com</u>
3 <u>Joe Miccio</u>	<u>Y</u>	<u>— — —</u>
4 <u>Joanne Stein</u>	<u>Y</u>	<u>joannestein44@aol.com</u>
5 <u>KAREN THATCHER-SMITH</u>	<u>Y</u>	<u>Kwordsmith@sbcglobal.net</u>
6 <u>Valerie Harrison</u>	<u>yes</u>	<u>LaCasitaDeAguada@gmail.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

Name	Sonoma County Resident? (Y - N)	E-mail address
1 <u>Margaret C. Esling</u>	<u>Y</u>	<u>megallaza@gmail.com</u>
2 <u>Janet Leonard</u>	<u>Y</u>	<u>constinjs@comcast.net</u>
3 <u>Mary Lynn</u>	<u>Y</u>	<u>maryl.sing@comcast.net</u>
4 <u>Charlotte Ruffner</u>	<u>Y</u>	<u>ruffnercharlotte@gmail.com</u>
5 <u>Sharon Frowley</u>	<u>Y</u>	<u>efrow414@comcast.net</u>
6 <u>Vicki Scharakow</u>	<u>Y</u>	<u>VSvineyard@aol.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Jordan Marshall</u>	<u>Y</u>	<u>kauatka@zoi.com</u>
2 <u>Matt Metzger</u>	<u>Y</u>	<u>mattmmez@sbcbglobal.net</u>
3 <u>Judith C. Williams</u>	<u>Y</u>	<u>judecassel@earthlink.net</u>
4 <u>CC Donington</u>	<u>N</u>	<u>donington@wychoo.com</u>
5 <u>PAUL MAGSONA</u>	<u>Y</u>	<u>sonoma mad@stg.com</u>
6 <u>Jeff Falconer</u>	<u>Y</u>	<u>FALOWER@VOM.COM</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Dawn Angelosante</u>	<u>Y</u>	<u>dawnangeld@gmail.com</u>
2 <u>Lucy Clark</u>	<u>N</u>	<u>lucy.k.clark@gmail.com</u>
3 <u>Michael Feskis</u>	<u>Y</u>	<u>mfeskis@gmail.com</u>
4 <u>Dawn Hendrickson</u>	<u>Y</u>	<u>dchendrickson@aol.com</u>
5 <u>W Martin</u>	<u>Y</u>	<u>W Martin</u>
6 <u>RA Breyer</u>	<u>Y</u>	<u>sonomaBob@FastMail.FM</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail address</u>
1 <u>Karen Sanders</u>	<u>(Y/N)</u>	<u>ksand1126@yahoo.com</u>
2 <u>JAN WOOD</u>	<u>YES</u>	<u>SONOMAJANE@GMAIL.COM</u>
3 <u>Mark MATROFF</u>	<u>yes</u>	<u></u>
4 <u>Linda K. Hale</u>	<u>yes</u>	<u>lindaKayhale@gmail.com</u>
5 <u>Jeanne Brown</u>	<u>yes</u>	<u>jimbrown781@gmail.com</u>
6 <u>Ann Colichidas</u>	<u>yes</u>	<u></u>

✓



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Larry Leonard</u>	<u>Y</u>	<u>larrysleonard@comcast.net</u>
2 <u>Sabrina César</u>	<u>Y</u>	<u>sabrinagoeswest66@gmail.com</u>
3 <u>Andrew Tommasi</u>	<u>Y</u>	<u>sabrinagoeswest66@gmail.com</u>
4 <u>Amy Harrington</u>	<u>Y</u>	<u>amyharringtonlaw@gmail.com</u>
5 <u>Tada Parsie</u>	<u>Y</u>	<u>Tadaparsie@gmail.com</u>
6 <u>Johanna Patw</u>	<u>Y</u>	<u>jmpatri@aol.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Madelina Whittaker</u>	<u>Y</u>	<u>whitco_55@hotmail.com</u>
2 <u>Poppy Mead</u>	<u>Y</u>	<u>poppykmead@yahoo.com</u>
3 <u>Teresa Suarez</u>	<u>Y.</u>	<u>707.935-6522</u>
4 _____	_____	_____
5 _____	_____	_____
6 _____	_____	_____

✓



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail address</u>
1 <u>Sharel McVey</u>	(Y - N) <u>Y</u>	<u>slmvey@gmail.com</u>
2 <u>Therese Garbarino</u>	<u>Y</u>	<u>tgarbarino@comcast.net</u>
3 <u>Nick Blonder</u>	<u>N</u>	<u>38 Miller #245 Mill Valley</u>
4 <u>Tim Summers</u>	<u>Y</u>	<u>TimSummers@SBCGlobal.net</u>
5 <u>Mike Lucas</u>	<u>N</u>	<u>ML2069@comcast.net</u>
6 _____	_____	_____



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1 <u>Joe Molina</u>	<u>N</u>	<u>BigJoeKahuna@aol.com</u>
2 <u>Steve Taylor</u>	<u>Y</u>	<u>taylorset55@gmail.com</u>
3 <u>John J. Koppen</u>	<u>Y</u>	<u></u>
4 <u>Rich Contreras</u>	<u>Y</u>	<u>sonomarich@aol.com</u>
5 <u></u>	<u></u>	<u></u>
6 <u></u>	<u></u>	<u></u>

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Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail address</u>
1 <u>PETER BABCOCK</u>	<u>137 ^(Y-N) BERR FLAG RD</u>	
2 <u>Jaël PADILLA</u>	<u>SONOMA</u>	<u>1019 Faulkfield Ln-</u>
3 <u>Mary Bauer</u>	<u>244 Pina Ave</u>	<u>Sonoma CA</u>
4 <u>LIZ Jimenez</u>	<u>180 Orchard Ave</u>	<u>Sonoma CA</u>
5 <u>Nick Cordellos</u>	<u>P.O. Box 717</u>	<u>Sonoma Ca.</u>
6 _____	_____	_____



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1 <u>Vicki Rae Lieberstein</u>	<u>Y</u>	<u>vickiraewt@gmail.com</u>
2 <u>Gisele Aguirre</u>	<u>Y</u>	<u>GiseleDion@hotmail.com</u>
3 <u>Bonnie Cannon</u>	<u>yes</u>	<u>womanncst52@yahoo.com</u>
4 _____	_____	_____
5 _____	_____	_____
6 _____	_____	_____



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

Name Wally Sonoma County Resident? Yes E-mail
address 950 Cherry Lane

1 Wally Murenus Yes don't have one

2 Teresa Coolley Yes teressacoolley@yahoo.com

3 _____

4 _____

5 _____

6 _____



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1	Katy Byrne	(Y) - N	KATYBYRNE@aol.com
2	Kay White	Y	kwhite@pacbell.com
3	Sarah Stierch	Y	sarahstierch@gmail.com
4	Sereena Castro	Y	Sereena95476@gmail.com
5	MARK CASTRO	Y	coltus61@sbccgrose.net
6			



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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	<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1	<u>Joseph Guthrie</u>	<u>(Y-N) N</u>	<u>guthrie9@SONIC.NET</u>
2	<u>Gina Bostain</u>	<u>Y</u>	<u>bostian@sonic.net</u>
3	<u>Georgia Kelly</u>	<u>Yes</u>	<u>georgia@georgiakelly.ca</u>
4	<u>James E. Brown</u>	<u>yes</u>	<u>JamesBrown@icloud.com</u>
5	<u>_____</u>	<u>_____</u>	<u>_____</u>
6	<u>_____</u>	<u>_____</u>	<u>_____</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1 <u>Stessa Lucey</u>	<u>Y</u>	<u>stessalucey@comcast.net</u>
2 <u>Linda Hunter</u>	<u>Y</u>	<u>LINDAHUNTER7@gmail.com</u>
3 <u>Dick</u>	<u>Y</u>	<u>DICK50334@gmail.com</u>
4 <u>Deborah Kelly</u>	<u>Y</u>	<u>416 Claudia Dr Sonoma</u>
5 _____	_____	_____
6 _____	_____	_____

citation?

↓
 Tom Long
 (707) 478-4511
 Gdf



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

Name	Sonoma Resident	E-mail address
1 <u>David Brigade</u>	(Y-N) Y	_____
2 <u>Victor CONFORTI</u>	Y	<u>vlconforti@gmail.com</u>
3 <u>Mark Bowden</u>	Y	<u>mrbowden@gmail.com</u>
4 <u>Steve Simpson</u>	Y	<u>stevesimpson@gmail.com</u>
5 <u>Justin Filipek</u>	Y	<u>Justin.Filipek@me.com</u> <u>lovelyca@weadyahio</u>
6 _____	_____	_____



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1 <u>Deanne McLowar</u>	<u>Y</u>	<u>Dranneycg2@aol.com</u>
2 <u>Maxfri Pucaro</u>	<u>Y</u>	<u>1maxfric@noegmail.com</u>
3 <u>Michael Smith</u>	<u>Y</u>	<u>'Rightmike@gmail.com</u>
4 <u>David Eichar</u>	<u>Y</u>	<u>eichar@sbcglobal.net</u>
5 <u>Mecky Woodward</u>	<u>Y</u>	<u>m.sf.konagal@hotmail</u>
6 _____	_____	_____



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>Kerry Schwartz</u>	<u>(Y-N)</u>	<u>KERRYgschwartz@</u>
2 <u>Mark Bowden</u>	<u>y</u>	<u>markb313@smail.com</u> <u>4stlm4il.com</u>
3 <u>Cosy Monahan</u>	<u>y</u>	<u>Cosy Monahan@gnar</u> <u>cus</u>
4 <u>Clay Barnett</u>	<u>y</u>	<u>larry@</u> <u>epiphanet.com</u>
5 <u>[Signature]</u>	<u>yes</u>	<u>Mcqovs.Km@gnar.com</u>
6 _____	_____	_____



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1. <u>ADRIANNE LEEDER</u>	<u>Y</u>	<u>SUNNYSIDE AVE.</u>
2. <u>Stephen Wolmarans</u>	<u>Y</u>	<u>greencarpets@aol.com</u>
3. _____	_____	_____
4. _____	_____	_____
5. _____	_____	_____
6. _____	_____	_____



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1	<u>Lee Armstrong</u>	<u>Y.</u>	<u>720 Ladera Dr Sonoma</u>
2	<u>LISA HOPKIN</u>	<u>Y</u>	<u>cascaqala@yahoo</u>
3	<u>Roni Kalyk</u>	<u>Yes</u>	<u>roni-kalyk@hotmail.com</u>
4	<u>Rex Conforti</u>	<u>Y</u>	<u>VK Conforti.comcast.</u>
5	<u>Erick Rothfeld</u>	<u>Y</u>	<u>18905 Olive rd</u>
6	<u>Susan HEERINCA Pieper</u>	<u>Yes</u>	<u>heeringa-pieper@shcglobal.net</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1	<u>Victor Jenkins</u>	<u>Y</u> (Y-N)	<u>healingvibes@sonic.net</u>
2	<u>Grace Mitzen</u>	<u>N</u>	<u>gmitzen@emmawillard.org</u>
3	<u>Sarah Chalk</u>	<u>Y</u>	<u>Schalk@emmawillard.org</u>
4	<u>Taylor McCandless</u>	<u>Y</u>	<u>mturcc@comcast.net</u>
5	<u>Mike Smith</u>	<u>Y</u>	<u>irishmike@comcast.net</u>
6	<u>James Kent</u>	<u>Y</u>	<u>jamesrkent@earthlink.net</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1	<u>Nicki Scherakow</u>	<u>Y</u> ^(Y-N)	<u>VSVINEYARD@ADL.COM</u>
2	<u>max psalida</u>	<u>Y</u>	<u>max.kool.ca@ym.com</u>
3	<u>Alicia Armstrong</u>	<u>Y</u>	<u>armstrongali76@gmail.com</u>
4	<u>Nicholas Formato</u>	<u>Y</u>	<u>nickformato90@gmail.com</u>
5	<u>Lynda Schult</u>	<u>Yes</u>	<u>lyndamarie@vom.com</u>
6	<u>Teressa Wkk</u>	<u>yes</u>	<u>1364+Paeble Sonoma CA</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>DAVE RANSON</u>	<u>Y</u>	<u>DRANSON391@EMPA.L.COM</u>
2 <u>GEORGIA KELLY</u>	<u>Y</u>	<u>georgia@praxispeace.org</u>
3 <u>Cathy Sperry</u>	<u>Y</u>	<u>Sperrying@vom.com</u>
4 <u>Gene Sperry</u>	<u>Y</u>	<u>SPERRYING@VOM.COM</u>
5 _____	_____	_____
6 _____	_____	_____



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<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail address</u>
1 <u>Mary Kate Carter</u>	(Y - N) <u>Y</u>	<u>Marykatecarter@mindyprng.com</u>
2 <u>Patricia Gray</u>	<u>Y</u>	<u>patricia@jrg2016.com</u>
3 <u>Johnny Johnson</u>	<u>Y</u>	<u>120 Pine ave</u>
4 <u>Keith</u>	<u>Y</u>	<u>KEITH@BOUCOUANNIWINES.COM</u>
5 <u>Will Shantron</u>	<u>Y</u>	<u>willshanton@com.com</u>
6 <u>Haira Dominguez</u>	<u>Y</u>	<u>Haira10@yahoo.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Narda Deminguez</u>	<u>Yes</u>	<u>nardhadf@gmail.com</u>
2 <u>Miguel A. Daggs #</u>	<u>Yes</u>	<u>Daggsent@gmail.com</u>
3 <u>Suzanne Shonbrun</u>	<u>yes</u>	<u>smshonbrun@comcast.net</u>
4 <u>Karen Marks</u>	<u>NO (MARR)</u>	<u>Kbmarks79@gmail.com</u>
5 <u>Kelly Smith</u>	<u>Yes</u>	<u>rubberduckysoap@gmail.c</u>
6 <u>André Ragueneau</u>	<u>yes</u>	<u>17316 Park Ave Sonoma 95415</u>



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<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Lisa Reguena</u>	<u>Y</u>	<u>lraguena@historail.com</u>
2 <u>ALAN MORRIS</u>	<u>Y</u>	<u>am@eriv.com</u>
3 <u>Maxwell Gilliland</u>	<u>Y</u>	<u>max.gilliland@comcast.com</u>
4 <u>Stephani Gilliland</u>	<u>Y</u>	<u>N/A</u>
5 <u>Brian Gilliland</u>	<u>Y</u>	<u>N/A</u>
6 <u>John Kelly</u>	<u>Y</u>	<u>333 Sunnyside Ave</u>



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<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>JOANN LIPSON</u>	<u>Y</u>	<u>jalypton@icloud.com</u>
2 <u>Jodie Burch</u>	<u>Y</u>	<u>jodie1burch@gmail.com</u>
3 <u>Rhiannon Lorestin</u>	<u>Y</u>	<u>rhiannonlorestin@gmail.com</u>
4 <u>T.M. Huffman</u>	<u>Y</u>	<u>tm2huffman@sonic.net</u>
5 <u>Damian Saavedra</u>	<u>Y</u>	<u>damian69707@gmail.com</u>
6 <u>Cynthia Mbeiel</u>	<u>Y</u>	<u>laguerrita707@gmail.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

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<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Sid Fitter</u>	<u>Y</u>	<u>sid.fitter@gmail.com</u>
2 <u>Kelley Fitter</u>	<u>Y</u>	<u>Kelley.Fitter@gmail.com</u>
3 <u>Karen Sanders</u>	<u>Y</u>	<u>Ksand1126@yahoo.</u>
4 <u>Mike Hall</u>	<u>Y</u>	<u>mike.free@comcast.net</u>
5 <u>ANNE SHAPIRO</u>	<u>Y</u>	<u>AZSHAP@COMCAST.NET</u>
6 <u>STEVE SHAPIRO</u>	<u>YES</u>	<u>NONE</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

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<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Josef Morris</u>	<u>Yes</u>	<u>josefmorris@gmail.com</u>
2 <u>Sarah Bogart</u>	<u>Y</u>	<u>751 Juniper Ct</u>
3 <u>David Martin</u>	<u>Yes</u>	<u>yellowell29@gmail.com</u>
4 <u>Curt Mason</u>	<u>Yes</u>	<u>curtmason6@gmail.com</u>
5 <u>Emily Peters</u>	<u>Yes</u>	<u>peterser@indiana.edu</u>
6 <u>Tiffany Dr Silva</u>	<u>Y</u>	<u>tiffany@yahoo.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Lizanna Scammon</u>	<u>Y</u>	<u>LizannaRose11@yahoo.com</u>
2 <u>PAUL MAYSON AVE</u>	<u>Y</u>	<u>SonomaRadian@SBCGLOBAL.NET</u>
3 <u>Aheli Molina</u>	<u>Y</u>	<u>910 Solano Ave.</u>
4 <u>Carlos Reyes</u>	<u>Y</u>	<u>18257 Lucas Rd.</u>
5 <u>Alex Hyde</u>	<u>Y</u>	<u>279 Andrius st.</u>
6 <u>Joshua Rymer</u>	<u>Y</u>	<u>rymerjoshua@yahoo.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u> <u>address</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail</u>
1	<u>Randolph D. Punt</u>	<u>Y</u>	<u>r.punto@aol.com</u>
2	<u>Nikki Parr</u>	<u>Y</u>	<u>n.parr@comcast.net</u>
3	<u>Judy Halldan</u>	<u>Y</u>	<u>_____</u>
4	<u>Leo McClosky</u>	<u>Y</u>	<u>social.mcclosky@gmail.com</u>
5	<u>Susanne Arrhenius</u>	<u>X</u>	<u>susanne.rrhenius@lotusmail.com</u>
6	<u>J. Flatt</u>	<u>Y</u>	<u>flattj@sscsl.net</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u> <u>address</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail</u>
1	<u>Lisa Tremblay</u>	<u>Yes</u>	<u>18237 Manalkey Sonoma, CA</u>
2	<u>Julie Jones</u>	<u>X</u>	<u>960 First St. W Sonoma 95476</u>
3	<u>SUSAN NOBLE</u>	<u>Yes</u>	<u>1358 OAK View Cir Apt 269 ROHNERT PARK</u>
4	<u>Jacqueline F Saffley</u>	<u>yes</u>	<u>JacqSaffley@yahoo.com Jacqueline F Saffley</u>
5	<u>hormaine Silva</u>	<u>yes</u>	<u>lhppygiccky@aol.com</u>
6	<u>LORRAINE KAKAZU</u>	<u>YES</u>	<u>LSKAKAZU@yahoo.com</u>



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	<u>Name</u> <u>address</u>	<u>Sonoma County Resident?</u>	<u>E-mail</u>
1	Carole Petersen	(Y - N)	carolemariepeterson@
2	Sabrina Cesar	Y	SabrinaGoesWest66@gmail.com
3	John Scott	Y	707-2321611
4	R. G.	Y	MS346KED@yahoo.com
5	Fleide Vulp	yes	fleid6452@gmail.com
6	John	Yes	jbarne073@yahoo



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u> <u>address</u>	<u>Sonoma County Resident?</u>	<u>E-mail</u>
1	Lindi Gallagher	(Y-N)	lindigal@gmail.com
2	Holly Warner	(Y)	hollywarner@msn.com
3	Jeri Fowler	(Y)	Jerifowler@live.com
4	CATHALINA THOMAS	Y	ccthomas@sonoma.net
5	Julia Fox	Y	julzfox@gmail.com
6	Emanuel Valenzuela	Y	emanuelv@gmail.com



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma Resident</u> <small>COUNTY</small> (Y - N)	<u>E-mail address</u>
1	<u>JAN WOOD</u>	<u>YES</u>	<u>SONOMAJANE@GMAIL</u>
2	<u>Larry Leonard</u>	<u>Yes</u>	<u>larrysleonard@comcast.net</u>
3	<u>Carol Taylor</u>	<u>yes</u>	<u>ct.public.matters@gmail.com</u>
4	<u>Ben Ruffner</u>	<u>Yes</u>	<u>BenRuffner@gmail.com</u>
5	<u>Diana Hendrickson</u>	<u>yes</u>	<u>dianahendrickson@ATT.NET</u>
6	<u>Kathleen H Severus</u>	<u>yes</u>	<u>KathleenSeverus@ATT.NET</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail</u>
1	<u>Lynne Cantrell</u>	(Y - N) <u>Y</u>	<u>_____</u>
2	<u>Pat Perce</u>	<u>Y</u>	<u>_____</u>
3	<u>Candi Edmondson</u>	<u>Y</u>	<u>_____</u>
4	<u>Robby Durkee</u>	<u>Y</u>	<u>LDURKEE@SVMA</u>
5	<u>Pat Mamo</u>	<u>Y</u>	<u>_____</u>
6	<u>Kim Prichard</u>	<u>Y</u>	<u>_____</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1 <u>Patt Bettinelle</u>	<u>Y</u>	<u>KopyKat1945@gmail.com</u>
2 <u>Charles Maguire</u>	<u>Y</u>	<u>charlesjmaguire@yahoo.com</u>
3 <u>LINDA GOODWIN</u>	<u>Y</u>	<u>lingo-1@comcast.com</u>
4 <u>Mike Hall</u>	<u>Y</u>	<u>N/A</u>
5 <u>Chris Paramore</u>	<u>Y</u>	<u>chriscparamore@gmail.com</u>
6 <u>Turberville Koliver</u>		<u>707-3228611</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail</u>
1 <u>Amy Herring de Sandoval</u> ^(Y-N)	<u>Y</u>	<u>235 E. Napa St.</u>
2 <u>NED FORREST</u>	<u>Y</u>	<u>205 E SPAIN ^{SONOMA} CA ^{Sonoma}</u>
3 <u>Roberta Sarkela</u>	<u>yes</u>	<u>France St. Sonoma</u>
4 <u>ELIZABETH TAYLOR</u>	<u>YES</u>	<u>1015 CASTLE Rd SONOMA</u>
5 <u>MARVINE LAZARUS</u>	<u>YES</u>	<u>101 DRAKE MEWS</u>
6 <u>George Wagner</u>	<u>Sacramento</u>	<u>GTWAGNER42@yahoo.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

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	<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail</u>
1	<u>KEITH ENSTICE</u>	<u>(Y-N)</u>	<u>KEWSTKE@RCV.com</u>
2	<u>MARILYN BOSS</u>	<u>Y</u>	<u>mjwinectry@hotmail.com</u>
3	<u>Gigi Pelarsoni</u>	<u>yes</u>	<u></u>
4	<u>Judy Aquilino</u>	<u>yes</u>	<u></u>
5	<u>Ruth Blazge</u>	<u>Yes</u>	<u></u>
6	<u>Russ Boes</u>	<u>YES</u>	<u></u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

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<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail</u>
1 <u>GARY HALTER</u>	<u>(Y-N)</u>	
2 <u>Debra Bastis</u>	<u>(Y)</u>	<u>judemasterpho@gmail.com</u>
3 <u>Jody Leeds</u>	<u>Y</u>	<u>jodyleeds@hotmail.com</u>
4 <u>Matt Hartley</u>	<u>Y</u>	<u>M.hartley35@G.mail.com</u>
5 <u>Molly Schottig</u>	<u>(Y)</u>	<u>sponcer-molly@yahoo.com</u>
6 <u>Kelly Amare</u>	<u>Y</u>	<u>kellyamar.design@gmail.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

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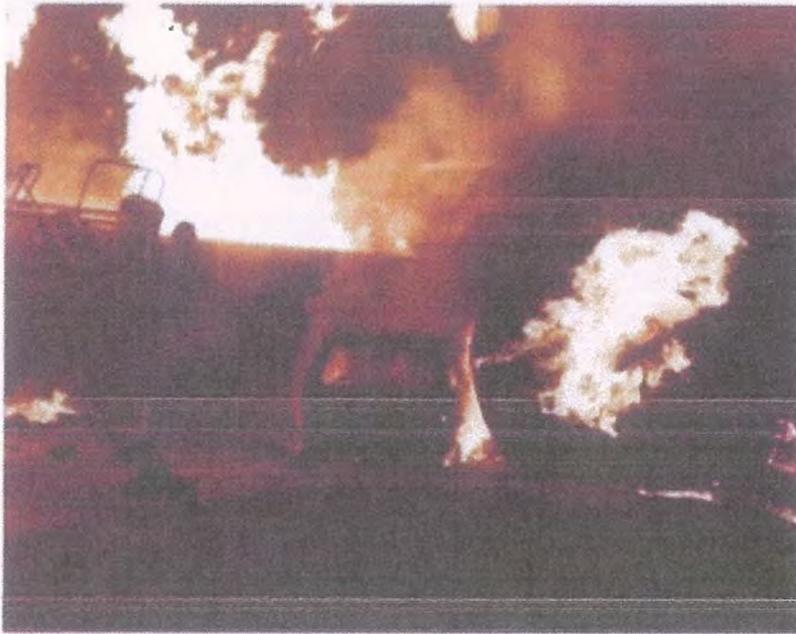
	<u>Name</u> <u>address</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail</u>
1	<u>Carol Collier</u>	<u>yes</u>	<u>xcarolcollier@yahoo.com</u>
2	<u>Scott Hales</u>	<u>YES</u>	<u>SCOTT.HALES@GMAIL.COM</u>
3	<u>Nick Dalton</u>	<u>Y</u>	<u>ndalton@hannaunter.com</u>
4	<u>Lucy M-</u>	<u>Y</u>	<u>_____</u>
5	<u>Suzy Teng</u>	<u>Y</u>	<u>cheneystreet@gmail.com</u>
6	<u>Jonathan Falted</u>	<u>Y</u>	<u>_____</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

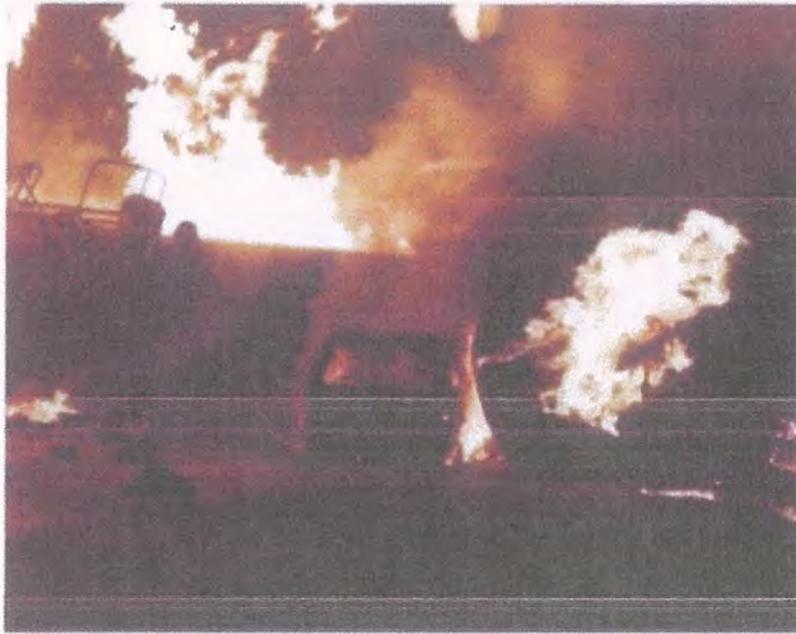
<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>Cole Gorman</u>	<u>(Y-N) Y</u>	<u>shadowlady1123@gmail.com</u>
2 <u>Stella Sherbwin</u>	<u>Y</u>	<u>stella.sherbwin@ceddhigh.org</u>
3 <u>DAVE ROME</u>	<u>Y</u>	<u>drome@comcast.net</u>
4 <u>JoAnn McCarthy</u>	<u>Y</u>	<u>joannmc5@gmail.com</u>
5 <u>Steve Villalobos</u>	<u>Y</u>	<u>stevvillalobos@earthlink.net</u>
6 <u>CLIFF ZYSKOWSKI</u>	<u>Y</u>	<u>42people@comcast.net</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>County</u> <u>Sonoma Resident</u>	<u>E-mail address</u>
1	<u>Jean Branson</u>	<u>(Y-N) N</u>	<u>JBranson2@mac.com</u>
2	<u>Carol Branson</u>	<u>N</u>	<u></u>
3	<u>Katharine Jung</u>	<u>A</u>	<u>JKarunigen@chorder.net</u>
4	<u>Loraine Davis</u>	<u>yes</u>	<u>LOBAINED@SUTTERCREEK.COM</u>
5	<u>Betsy</u>	<u>N</u>	<u>BmcCullough@pettk12.com</u>
6	<u>Wendy</u>	<u>x</u>	<u>eHawker@jcs.org</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>Elena Forrest</u>	<u>(Y-N) Sonoma</u>	<u>elenaforrest2@gmail.com</u>
2 <u>Suzanne Lucy</u>	<u>Sonoma</u>	<u>ssleightoe@hotmail.com</u>
3 <u>Patricia Garcia</u>	<u>Sonoma</u>	<u>pgarcia@vsn.com</u>
4 <u>Joyce Hooper</u>	<u>Sonoma</u>	<u>joyceatvow@gmail.com</u>
5 <u>Judith Vaughn</u>	<u>Sonoma</u>	<u>judithjudith@me.com</u>
6 <u>Robert Renner</u>	<u>Sonoma</u>	<u>rrenner@yahoo.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>Kelly Cooper</u>	<u>(Y-N)</u> Y	<u>kellykellykellycooper@quad.u</u>
2 <u>JULIUS VEGVARY</u>	<u>Y</u>	<u>kcooper@gorkit.com</u>
3 <u>ROY JIMENEZ</u>	<u>Y</u>	<u>royj@sonic.net</u> <i>company</i>
4 <u>Ellen LaBruce</u>	<u>Y</u>	<u>elabruce@sonic.net</u>
5 <u>Jean E Gomez</u>	<u>Y</u>	<u>jean-e@esbcglobal.net</u>
6 <u>Melinda VEGVARY</u>	<u>Y</u>	<u>melinda.vegvary@aol.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>SANAMJIT BAINS</u>	<u>GUEN ELLEN</u>	<u>sanambains@galwo.com</u>
2 <u>LISA RANDLETTE</u>	<u>GUEN ELLEN</u>	<u>lisa.randlette@gmail.com</u>
3 <u>Carly Kay</u>	<u>Sonoma</u>	
4 <u>Melissa Breen</u>	<u>Sonoma</u>	<u>mbreen@pacbell.net</u>
5 <u>Kim Pauley</u>	<u>Sonoma</u>	<u>KimmiePauley@gmail.com</u>
6 <u>Lauren Hengehold</u>	<u>Sonoma</u>	<u>lauren.hengehold@gmail.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>MUERS JOEL V.</u>	<u>Y</u> (Y - N)	<u>HOODHOUSE@EMAIL.COM</u>
2 <u>JACK DING</u>	<u>Y</u>	<u>jack@unicomtax.com</u>
3 <u>KAREN E. Machi</u>	<u>X</u>	<u>KARENMAchi122640@gmail.com</u>
4 <u>Julia Mathieson</u>	<u>Y</u>	<u>jewel@vom.com</u>
5 <u>John A. DeG...</u>	<u>X</u>	<u>sonomasecurity@gmail.com</u>
6 <u>Mark Marthaler</u>	<u>Y</u>	<u>markmarthaler@gmail.com</u>



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<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>Tam Conlon</u>	<u>(Y - N)</u> Y	<u>editor@transitionsonomavalley.org</u>
2 <u>Eva Ammann</u>	<u>Y</u>	<u>romni@uom.com</u>
3 <u>Ben Ruffner</u>	<u>Y</u>	<u>BenRuffner@gmail.com</u>
4 <u>E Deonta</u>	<u>Y</u>	<u>EDeontasonomavalley.org</u>
5 <u>Peadar Dalton</u>	<u>Y</u>	<u>PEADARALTON@COMCAST.NET</u>
6 <u>Charlotte Ruffner</u>	<u>Yes</u>	<u>ruffnercharlotte@gmail.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>Stan Pawlak</u>	<u>(Y-N)</u> <u>Y</u>	<u>stan.pawlak@gmail.com</u>
2 <u>Lani Young</u>	<u>Springs Y</u>	<u>laney@att.net</u>
3 <u>GEORGE MAUREL</u>	<u>GLORIAN (N)</u>	<u>KITEMAN@VOM.COM</u>
4 <u>Dora Cuellar</u>	<u>Boyes Hot Springs</u>	<u>dora.cuellar50@gmail.com</u>
5 <u>Maura Schreffler</u>	<u>Creek Side Village</u>	<u>maurass@vom.com</u>
6 <u>Juan Martin</u>	<u>Boyes Hot Springs</u>	<u>jmsonoma@att.net</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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	<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1	<u>Jerry E. Bourne</u>	<u>(Y-N)</u> 441 claudia	<u>jerrybourne@stcglobal.net</u>
2	<u>Lynnette L. Bourne</u>	<u>(Y)</u> " "	" "
3	<u>Stanley Ball</u>	<u>(X)</u>	<u>SONOMABALLS@AOL.COM</u>
4	<u>GUSTAV HOBEL</u>	<u>FLVERANO</u>	
5	<u>Aaron Brenne</u>	<u>Y</u>	
6	<u>Joan Augustine</u>	<u>SonomaGreens</u>	<u>joanmaugustine@gmail.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1	<u>Ken Broam</u>	<u>(Y-N) Y</u>	<u>Ken@bearflagsoilandco.com</u>
2	<u>Howell Sapp</u>	<u>Y</u>	<u>b@5weepac.com</u>
3	<u>PRANR DALTON</u>	<u>Y</u>	<u>PRANRDALTON@COMPST.NET</u>
4	<u>Jon Rowe</u>	<u>N</u>	<u>SonomaRowe@jdr.com</u>
5	<u>ERIC JACKSON</u>	<u>Y</u>	<u>mymaidsoverhere@yahoo.com</u>
6	<u>Jon Williams</u>	<u>Y</u>	<u>TenFootTone.GMAIL.</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1 <u>Leathereene Appery</u>	<u>Yes 442 2ND ST E.</u>	<u>Spemiga@com.com</u>
2 <u>Ken E. Hark</u>	<u>SONOMA, CA. 66 Honda Lajun Dr</u>	
3 <u>Alexandria Morton</u>	<u>yes</u>	
4 <u>Julio Jimenez</u>	<u>yes</u>	
5 <u>Bob BAEYEN</u>	<u>YES</u>	<u>SONOMABOB@FASTMAIL.FM</u>
6 <u>KEN WINSTON</u>	<u>YES</u>	<u>KEN@KENWINSTON.COM</u>



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	<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1	<u>Jack Wagner</u>	<u>(Y - N)</u>	<u>sonomajack@gmail.com</u>
2	<u>Karla Noyes</u>	<u>yes</u>	<u>KARLA@KARIANoyes.com</u>
3	<u>David Berglund</u>	<u>Yes</u>	<u>—</u>
4	<u>[Signature]</u>	<u>Y</u>	<u>—</u>
5	<u>Holly Hutter</u>	<u>Y</u>	<u>HHMSN@YAHOO.com</u>
6	<u>GENE SPERRING</u>	<u>Y</u>	<u>SPERRING@VDM.COM</u>



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	<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1	<u>Eric Brede</u>	<u>(Y-N) Y</u>	<u>etbrede@gmail.com</u>
2	<u>Ellen Schwartz</u>	<u>N</u>	<u>josandel@earthlink</u>
3	<u>Beth Hadley</u>	<u>Y</u>	<u>bethh@sonic.net</u>
4	<u>Glise Lucee</u>	<u>Y</u>	<u>ms.lucee@gmail.com</u>
5	<u>Robert Marinze</u>	<u>Y</u>	<u>Rm 575317@gmail.com</u>
6	<u>PETER BABCOCK</u>	<u>Y</u>	<u>PETEBABCOCK@YMAIL.COM</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>Kathleen Lundy</u>	<u>(Y-ND)</u>	<u>KLing2024@gmail.com</u>
2 <u>Steve Weiner</u>	<u>Y</u>	<u>DRSWEINER@SBCGLOBAL.NET</u>
3 <u>Jennifer Gram</u>	<u>Y</u>	<u>gram.jennifer@gmail.com</u>
4 <u>MARCO DEFRITO</u>	<u>Y</u>	<u>MDI@RANCHOMINEIRO.COM</u>
5 <u>TIM FREEMAN</u>	<u>Y</u>	<u>Timjfreeman@sbcglobal.net</u>
6 <u>LINDA SHWARTZ</u>	<u>N</u>	<u>LSHWARTZ@Gmail.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1 <u>Gail Purtell</u>	<u>Y</u>	<u>gpurtell@aol.com</u>
2 <u>W. Bygg</u>	<u>Y</u>	<u>Yaclirab28@gmail.com</u>
3 <u>Roseanna</u>	<u>Y</u>	<u>roseannfanucchi@me.com</u>
4 <u>Chris Petlock</u>	<u>Y</u>	<u>Chris.petlock.mlx@gmail.com</u>
5 <u>JANE WEBSTER</u>	<u>Y</u>	
6 <u>Adrian Plenderhar</u>	<u>Y</u>	<u>adrianplenderhar@gmail.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1	<u>Tom Martin</u>	<u>Yes</u>	<u>tomsonoma@sdc.com</u>
2	<u>ROBBIE LEEDS</u>	<u>Yes</u>	<u>rsleeds@scs.global.net</u>
3	<u>Kathleen Larson</u>	<u>Yes</u>	<u>Kat. Larson @ comcast.net</u>
4	<u>Kim Presti</u>	<u>Y</u>	<u>707 849 4208</u>
5	<u>Jesus Aguilar</u>	<u>X</u>	<u>707 495 6052</u>
6	<u>Tom Jones</u>	<u>Y</u>	<u>707 996 3241</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

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	<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1	<u>Bill Paynter</u>	(Y-N) Y	<u>Paynteroffice@gmail.com</u>
2	<u>Jana Florito</u>	Y	<u>myfire.comcast.net</u>
3	<u>Courtney Kopp</u>	Y	<u>thebergerfamily@streglobal.net</u>
4	<u>Joni Rottschalk</u>	Y	<u>Toni95476@SBCglobal.net</u>
5	<u>John Walker</u>	Y	<u>john@SouthHillsBridge.com</u>
6	<u>Donna Albini</u>	Y	<u>djalbini@comcast.net</u>
	<u>ARI Wasswasser</u>	Y	<u>9217979@mac.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
David 1 <u>KILYANOWICZ</u>	(Y-N)	<u>bootsbootindave@gmail.com</u>
2 <u>Amy Petersen</u>	Y	<u>ajpetersen@ymail.com</u>
3 <u>Martha Mellinger</u>	Y	<u>martha.m.fineart@gmail.com</u>
4 <u>Nickolaj Mathisen</u>	Y	<u>Nickola.m@gmail.com</u>
5 <u>[Signature]</u>	Y	<u>algee31@mac.com</u>
6 <u>Jody Monahan</u>	Y	<u>jodymonahan@sbcglobal.net</u>



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Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma Resident</u> (Y - N)	<u>E-mail address</u>
1	<u>JOHN H. MILLER</u>	<u>Y</u>	<u>MILLERJOHN@SBCGLOBAL.NET</u>
2	<u>Renate Miller</u>	<u>Y</u>	<u>" "</u>
3	<u>Gail Braun</u>	<u>Y</u>	<u>gailbraun@sbcglobal.net</u>
4	<u>Patrick K Crowley</u>	<u>Y</u>	<u></u>
5	<u>Carlos Gonzalez</u>	<u>N (Genellen)</u>	<u>abc2carlos@netscape.net</u>
6	<u>Scott MacLes</u>	<u>Y</u>	<u>SCOTT.MACLES@GMAIL.COM</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1	<u>Jim Patrick</u>	<u>(Y-N)</u> <u>Y</u>	<u>Jpatrick@Voll.com</u>
2	<u>JASON BRYANT</u>	<u>Y</u>	<u>sonomaomasjbs@hotmail.com</u>
3	<u>Angie Sanchez</u>	<u>Y</u>	<u>angie33006@yahoo.com</u> ^{corr}
4	<u>Omar Paz</u>	<u>Y</u>	<u>OmarPazCS@gmail.com</u>
5	<u>Diana Cervantes</u>	<u>Y</u>	<u>diana@laluzentor.org</u>
6	<u>Alice Horowitz</u>	<u>Y</u>	<u>oneallicat@yahoo.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

	<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1	<u>Garland Lamb</u>	<u>(Y-N) Y</u>	<u>glamb@vrom.com</u>
2	<u>Maurice Bennett</u>	<u>Y</u>	<u>MBENNETT@MDE.US</u>
3	<u>Joy Bennett</u>	<u>Y</u>	<u>STRAWJOY@GMAIL.COM</u>
4	<u>[Signature]</u>	<u>Y</u>	<u>Send Paul Hill to Stop</u>
5	<u>Paul D. Hill</u>	<u>Y</u>	<u>101727PDC@GMAIL.COM</u>
6	<u>CHRILID HILKS</u>	<u>Y</u>	



Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u>	<u>E-mail</u>
1 <u>Victoria Wilson</u>	<u>(Y/N)</u>	<u>VSkinner91@gmail.com</u>
2 <u>Nick Brown</u>	<u>yes</u>	<u>nickbrown12800@gmail.com</u>
3 <u>Lynn Leonardi</u>	<u>Yes</u>	<u>17217 Hillcrest Ave</u> <u>Sonoma Ca, 95476</u>
4 <u>Nicole Bendayan</u>	<u>yes</u>	<u>PO BOX 675/Sonoma</u> <u>95476</u>
5 <u>Kristen Anacker</u>	<u>yes</u>	<u>anacrackers@me.com</u>
6 _____	_____	_____



AP

Petition To Protect Sonoma Valley From An LPG (Liquid Petroleum Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma County Resident?</u> (Y - N)	<u>E-mail address</u>
1 <u>Charles L. Jenke</u>	<u>Y</u>	<u>Lynn-jenke@Comcast.net</u>
2 <u>Catherine Wade Shepard</u>	<u>Y</u>	<u>Cathy@cathywade.com</u>
3 <u>J. Beardsley</u>	<u>Y</u>	<u></u>
4 <u>Sam Z. Foster</u>	<u>Y</u>	<u>Sam@MonteDrew.net</u>
5 <u>Arlen Paxton</u>	<u>Y</u>	<u>arlen.paxton@gmail.com</u>
6 <u>Caitlin Cornwall</u>	<u>Y</u>	<u>caitlinxcornwall@gmail.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>Lin Marie deVincent</u>	(Y-N) <u>yes</u>	<u>LMDEVINCENTE@comcast.net</u>
2 <u>Frank Windes</u>	<u>Y</u>	<u>windes@pacbell.net</u>
3 <u>Joanne Brown</u>	<u>Y</u>	<u>jmbaseball@aol.com</u>
4 <u>Julie Jay</u>	<u>Y</u>	<u>juliejaynp@gmail.com</u>
5 <u>Neve Baer</u>	<u>Y</u>	<u>heyneev@hotmail.com</u>
6 <u>Teri Shore</u>	<u>Sonoma Valley Hot City</u>	<u>terishore@gmail.com</u>



Petition To Protect Sonoma Valley From An LPG (Liquid Propane Gas) Disaster

We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville).

<u>Name</u>	<u>Sonoma Resident</u>	<u>E-mail address</u>
1 <u>Logan Harvey</u>	(Y - N) <u>Y</u>	<u>loganharv@gmail.com</u>
2 <u>Johanna Patri</u>	<u>Y</u>	<u>jinpatri@aol.com</u>
3 <u>Nancy Everstirney</u>	<u>Y</u>	<u>nancyeverstirney@yahoo.com</u>
4 <u>Kathleen Sevens</u>	<u>Y</u>	<u>kathleensevens@att.net</u>
5 <u>Diana Hendrickson</u>	<u>Y</u>	<u>dianahendrickson@att.net</u>
6 <u>Cheryl Labesque</u>	<u>Y</u>	<u>l2besque@gmail.com</u>

MOBILIZE SONOMA

November 14, 2021

To: The members of the SMART Board of Directors

From: Norman Gilroy, for Mobilize Sonoma

Re: Discontinuance of LPG tanker storage at SMART's rail yard in the Sonoma Valley.

Members of the SMART Board,

Accidents involving tanker cars have been known to happen – in fact thirty seven such accidents occurred in North America, often with disastrous effects, between 2012 and 2018 (see attached chart).

A single accident at the Schellville rail-yard could endanger thousands of lives, wipeout farms and dairies, damage hundreds of millions of dollars of residential and business property (see attached list of affected businesses and residential areas within the potential blast zone), and devastate thousands of acres of the valuable Baylands wetlands on which many millions of local and federal dollars have been spent on habitat protection in recent years.

It is clear from the evidence that the Schellville yard is not a safe location to store highly explosive LPG and other hazardous materials. and that continuation of NWP's practice under SMART's jurisdiction would be dangerous and detrimental to SMART's own safety as an organization in the future.

It is also fair to predict that none of the members of the present SMART Board, each of whom is an elected official in a community in the North Bay, would ever approve a hazardous materials storage yard in similar circumstances in their home jurisdiction.

Now that the opportunity to discontinue such a dangerous and detrimental practice is on the table, we urge the SMART Board to take that opportunity and to vote to phase out the storage of LPG tankers, and all other hazardous materials, at the Schellville yard.

In making that decision, and quite apart from the dangers the LPG tankers present to the people of the Sonoma Valley, we suggest that it would not be in SMART's own best interests to:

a. Incur greatly increased risk, and thus endanger the public that you serve.

It is not in SMART's interests, as a responsible public agency in the State of California, to operate a hazardous materials storage facility that is founded on unstable marshland soils in a known flood-prone area (see attached photos), and that stores millions of gallons of explosive LPG in closely crowded conditions where vandalism or an accident could occur.

b. Incur extensive liability costs and exposures that could endanger SMART's financial survival.

It is not in SMART's interests to incur risk liability into the billions of dollars for property damage, accidental death and business losses, clean-up, and long-term environmental damage in the aftermath of an accident at the Schellville yard. Just the cost of the insurance coverage needed to cover such costs would likely overwhelm any net profits from the storage of the tankers, and one accident could cause costs that would bankrupt SMART.

(continued)

c. Discourage a positive vote in the Sonoma Valley constituency on SMART's planned future sales-tax extension initiative.

SMART will need the support and the good-will of the people of the Sonoma Valley when it asks the public again for a 66.6% majority vote in favor of the sales tax extension that SMART needs to continue its operations past 2029. Continuing a hazardous use in the midst of the Sonoma Valley community is not conducive to securing the voter support that SMART will need from that constituency at the next election. The few dollars or revenues that SMART would realize from the tanker storage is infinitesimal when compared with the \$38 million in annual sales-tax revenues (\$760 million over the 20 years of the extension) that could be at stake with this decision.

The risk/revenue tradeoff that would come with continuing the tanker-storage service simply does not make sense. We urge you to do the right thing and phase out the storage of hazardous materials, and LPG in particular, as quickly as possible before something untoward happens that we will all regret.

Thank you for the opportunity to comment on this issue. Other information on this topic is available at www.mobilizesonoma.org.

Norman Gilroy, on behalf of Mobilize Sonoma

Rail Tanker Storage Yard, Schellville

Places potentially affected by the blast zone

Public service facilities:

- **Schellville Fire Station** - first-responder fire station and primary source of emergency response – closest to source of explosion
- **8th Street Sonoma Valley Wastewater Treatment Plant** – in explosion service could be interrupted to 40,000 residents and businesses in Sonoma Valley which depend on the plant, likely requiring major evacuation due to lack of sanitation services
- **PG&E gas distribution station** – newly installed central switching station for natural gas distribution could be put out of action
- **Railroad's own staging site** – possible long-term interruption of freight rail transit, etc.
- **Highway 121** – primary access connection to Sonoma and Wine Country, primary cross valley highway link between Napa Valley and Petaluma, Marin and San Francisco
- **Highway 116 intersection** – increased traffic on other highways if access to Hwy. 116 closed
- **Schellville Airport** – privately owned, public service facility.

Local businesses:

- **Mulas Dairy**, business, animals, residences of owners and employees, processing buildings, hayfields vital to the dairy's business, etc.
- **San Giacomo Vineyards**
- **Larsen Winery**
- **Victory Station industrial development**, 8th & 121 – 250,000 sq. ft. of new industrial warehouse and processing space
- **Carneros Industrial Park** – southerly half is in the blast zone
- **Ceja Winery and Hansen Distillery**
- **Construction truss manufacturing plant**
- **Arrowsmith Farms** on Acacia,
- **Homes on Burndale south of 121**
- **Homewood Winery**
- **Multiple businesses on Millerick**
- **Cornerstone development** – Sunset, businesses, events center, etc.
- **Wineries and businesses at Cornerstone** – Elements of Nature, SBHG Gallery, Strata ap. Eurasian Interiors, Loop Cornerstone, Potter Green, Meadowcroft Wines, Obsidian Wine Co., Folktable Restaurant, Sonoma Best Kiosk, Cornerstone Gardens, Hallow Cellars.
- **Jacuzzi Winery**
- **Viansa Winery**
- **Burndale Hunt Club**

Regional services:

- Effect on SR 37 by diversion due to road closure
- Effect on SR 80 by road closure
- Effect on SR 101 by road closure
- Effect on other east west highways
- Effect on surrounding communities of Sonoma and Sonoma Valley by loss of transportation corridors and wastewater treatment service

The above represent several hundred millions of dollars of real estate, businesses and services that would be eliminated or damaged in a tanker explosion at the 8th Street yard.

Photos of flooding around the yard in 2018-19.

The mile long tanker yard is at the center of both photos, and it shows as a thin strip of levee completely surrounded by flood-waters that cover and saturate the marshlands that underlie the site. Sonoma Creek is west of (above) the yard in both photos. The channels and flooded areas that link to the San Pablo Bay National Wildlife Preserve are at the bottom and to the left.



Some of the parked rail-tankers can be seen below in this 2019 photo taken before they were moved for storage on active track until the flooding around the yard abated. A levee-break near the Trap Club on Burndale Road (in the lower right corner of the photo below) remained in place until the beginning of April 2019. Levee breaks are a frequent occurrence during high flows and flooding around the storage yard.



Thirty-seven major rail-tanker accidents have occurred in North America since 2012.

Railroad Tanker accidents in North America since 2012.								
			Key:	HM means Hazardous Materials	U signifies "unknown"			
In every one of these, the expectation up until that day was that this could never happen. It did!								
Date	Location	Type of Accident	Cause	No. of cars involved	Deaths	Injuries	Property damage	Environmental damage
6/22/2018	Doon, Iowa	Spill	Derailment	32	0	U	U	230,000 gal. HM spill into Little Rock River
6/17/2018	Princeton, Ind.	5 car explosion, fire	Derailment	89	U	0	U	Mandatory evacuation
5/19/2018	Franconia, Va.	Derailment	Subsidence	91	0	0	\$5-7 Million	U
3/18/2018	Scott County, Ky.	Head-on collision	Employee error	13 derailed	0	4	Home burned	U
2/4/2018	Cayce, S.C.	2 train collision	Train on wrong track	2 trains	2	116	2 trains	5,000 gal. HM spill
1/28/2018	Harrodsburg, Ky.	Collision	Truck on track	U	0	0	Truck/Train	40 gal HM spill
6/20/2017	Sellerville, Pa.	Collision	Derailment	3 derailed	0	0	U	U
4/1/2017	Money, Miss.	Spill	Derailment	10 of 12	0	0		HM spill
3/10/2017	Graettinger, Ia.	Derailment	U	27 of 101	0	0	Bridge burned	spill damage in Jack Creek
3/7/2017	Newburgh, N.Y.	Derailed, hit truck	Collision	3 loco. & 6 cars	0	2	Truck/Train	HM spill
7/28/2016	Spring City, Tenn.	Derailment	Faulty wheel	49 of 122	0	0	Cargo dumped w/in city	Major city cleanup
6/28/2016	Panhandle, Texas	Collision	Trains collide	2 Engines, 112cars	3	0	\$16million	"significant fire" reported
6/3/2016	Columbia River Gorge, Oregon	Derailment	Broken track bolt	96	0	0	Fiery derailment	42,000 gallon HMspill
5/1/2016	Washington, D.C.	Derailment	Unknown	14 cars	0	0	large HM spill	Major cleanup
11/13/2015	Upper Merion, Pa.	Derailment	Switch malfunction	5	0	0	spill contained	contained
11/7/2015	Watertown, Wisc.	Derailment	Track junction	13	0	0	35 homes evacuated	contained
11/6/2015	Alma Wisc.	Dersailment/spill	track intersection	11 of 25	0	0	23,000 gal HM spill	leak adjacent to Mississippi River
7/16/2015	Culbertson, Mont.	Derailment	U	20 cars of 108	U	U	U	35,000 gal.HM spill
7/2/2015	Knoxville, Tenn.	Derailment	Unattended train	1	0	0	Potential of spill of HM	5,000 people evacuated for two days.
5/6/2015	Heimdal, N.D.	Explosion, Spillage	Derailment	109 cars, 6 exploded	0	0	40 people evacuated	U
3/10/2015	Bakken, N.D.	Derailment	Derailment	21	U	U	Bridge destroyed	U
3/7/2015	Gogama, Ontario	Derailment, fire	Derailment	94	U	U	U	
3/5/2015	Galena, Ill.	Fire, spillage	Derailment	21 of 105 cars	0	0	U	HM burned, smoke, fire
3/2/2015	Meacham, Oregon	Derailment.	HM spill	10	0	0	spill contained	spill contained
2/16/2015	Mt. Carbon, W.Va.	Derailing and fire	Defective rail	27 of 109 cars derailed	0	1	24 cars burned for more than a week	Oil spilled into Kanawha river tributary
2/14/2015	Ontario, Canada	Fire burned for a week	Derailment	100	U	U	U	Damage to remote ecosystem
10/5/2014	Mer Rouge, La.	Derailment, HM leak	Collision w/truck	17 of 87	0	2	50 homes evacuated	Impacted locale.
4/30/2014	Lynchburg, Va.	Overtun, fire,	Derailment	3 of 15 tankers spilled HM	0	0	Waterfront property damage	30,000 gal spillage in James River
1/31/2014	New Augusta, Miss.	Leaking HM & liquid fertilizer	Derailment	18 of 24 cars	0	0	12 families evacuated, Hwy 98 closed	Spillage in farmland
1/28/2014	McDavid, Fla.	HM spill	Derailment	23 of 69 cars	0	0	Tracks and bridge destroyed	HM spill into Fletcher Creek
1/7/2014	Plaster Rock, New Brunswick, Canada	Intense fire burned for days	Faulty brake application, broken wheel	19 of 122 cars	U	U	Significant property damage	HM residue leaked, 150 people of 1,000 evacuated
12/30/2013	Casselton, N.D.	Derailment, collision	Collision of trains after broken wheel	30 of 106 tank cars	0	0	Major evacuation	Town of 2,300 evacuated
11/8/2013	Aliceville, Pickens County, Ala.	Explosion, fire, flames 300' in air	Derailment	90	0	0	749,000 gals. spilled	Left to burn itself out
7/5/2013	LeMagantic, Quebec	Runaway train, explosion	Unattended train	72 cars derailed	42	5 missing	30 buildings destroyed in town center	2,000 evacuated, town destroyed
11/30/2012	Paulsboro, N.J.	Derailment on swing bridge	Untrained conductor	U	0	100	Equipment \$451,000, \$30M for total response	U
10/29/2012	West Point, Ky.	Explosion and fire with gas leak	Derailment	13 of 57 cars derailed	0	5, 3 burned	Evacuations in 2 kilometer area	U
7/11/2012	Columbus, Ohio	Explosion, fire, derailment	Derailment with 90,000 gals of HM	2 engines, 98 cars	0	0	Evacuated 30 homes, warning in mile radius	Crews worked to protect water and air quality

List of public services and businesses most affected by the dangers at the yard.

All of the locations and services listed below are either within the blast zone should an explosion occur, or in the secondary zone in which blast-wind driven flames are likely to set buildings and services alight.

Public service facilities: the following would be out of action:

- **Schellville Fire Station** - first-responder fire and disaster response station.
- **8th Street Sonoma Valley Wastewater Treatment Plant** – service interruption would leave 12,000 residences & businesses without services, 17,500 people in danger of evacuation.
- **PG&E gas distribution station** – newly installed regional natural gas switching station.
- **Railroad's own staging site** –long-term interruption of regional freight rail transit.
- **Highway 121 & Highway 116 intersection** – primary access to Sonoma, Napa Valley, Petaluma, Marin & San Francisco
- **Schellville Airport** –the primary emergency air-transport evacuation location in a disaster.

Private businesses: all lie within the blast zone or the impact zone subject to fire.

- **Mulas Dairy**, award winning dairy business, 850 dairy cows, several residences and processing buildings, hayfields vital to the business, etc.
- **Larsen Winery** – 5,000 case estate winery popular with visitors to the Carneros,
- **Victory Station** – 250,000 sq.ft. of new industrial warehouse and processing space,
- **Carneros Business Park** – 153 acres, includes Chanel Cheese, Ganau America cork, etc.
- **Ceja Winery and Hansen Distillery** – premium winery & distiller of craft spirits,
- **Sonoma Pacific Pallet & Lumber Company** – wood pallet manufacturing plant,
- **All Truss** – roof & floor truss manufacturing plant important to construction industry
- **Arrowsmith Farms**, Acacia Avenue – small diversified farm east of Burndale,
- **Homes on Burndale south of 121** – more than 30 homes with values in excess of \$1M.
- **Homewood Winery** – popular small winery on Burndale Road.
- **Businesses on Maffei Road** – variety of small businesses essential to local agriculture.
- **Cornerstone** – wineries & local shops, Sunset Magazine, businesses, tourism destination and site of many events with large attendance, local and from the Bay Area.
- **Jacuzzi Winery** – premium winery & event center, site of many weddings.
- **Viansa Winery** – winery with tastings and tours, marshland preserve and
- **Valley of The Moon Trap Club** – sports & recreation venue, “last of the small hunt clubs”.

Environmental resources: all within reach of a spill at the Schellville yard:

- **Wingo marshlands** – delicate marshland environments easily destroyed by spills or fire,
- **Sonoma Creek** – the main drainage-way and flood-control channel for Sonoma Valley, and the primary connection to the diverse wildlife habitat of the area,
- **Baylands wildlife conservation area** –Railroad Slough connects direct to Sonoma Creek,
- **San Pablo National Wildlife Refuge** – immediately downstream from the Wingo marsh,
- **San Francisco Bay** – immediately downstream of Sonoma Creek.

Regional services: all would be out of service or heavily impacted after a “bleve” explosion.

- **SR 37** - heavy traffic loads and long delays caused by diversions due to road closure.
- **SR 80** - additional traffic loads due to closure of east-west cross Sonoma traffic flow.
- **SR 101** – additional traffic from diversions due to road closures on SR 37 and 121.
- **Surrounding communities of Sonoma and the Sonoma Valley** – congestion and traffic delays due to loss of transportation corridors and evacuations caused by fires and the loss of wastewater treatment services.

1220 Los Robles Drive
Sonoma, CA. 95476
November 15, 2021

Mr. David Rabbitt, Chairperson
SONOMA-MARIN AREA RAIL TRANSIT
5401 Old Redwood Highway, Suite 200
Petaluma, CA. 93954

Dear Chairperson Rabbitt and Board Members,

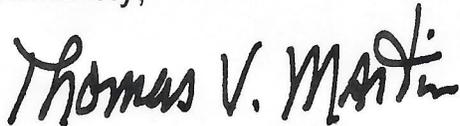
The residents of Sonoma Valley oppose the storage of rail tankers loaded with LPG in Schellville. Evidence of this opposition may be found in numerous letters to the editor, published articles, and public petitions. Enclosed is an attached petition containing over 400 residents' signatures requesting their removal. Among the signatures you will find current and past mayors and city councilmembers of the City of Sonoma.

The petition reads, *"We, the undersigned citizens of Sonoma Valley, request our elected representatives to take action to remove railroad oil tankers holding LPG in Sonoma Valley (Schellville)."*

In the past a variety of administrative and legal reasons for inaction have been used to prevent the tankers removal. Since Sen. Mike McGuire's legislation (SB 1029) provided greater control over freight by SMART, these reasons have been removed.

The tanker question is on the SMART Board's agenda for November 17. We request that the Board vote to remove the tankers from Schellville. Thank you for your consideration of this issue.

Sincerely,



Thomas V. Martin

✓ cc: Mr. Farhad Mansourian, SMART General Manager

From: [Joan Geary](#)
To: [Farhad Mansourian](#)
Subject: Tanks stored in Sonoma Valley
Date: Tuesday, November 16, 2021 1:28:39 PM

I am writing to oppose the storage of LPG filled tankers in Sonoma Valley.

The tankers present a danger to the residents, the wildlife and the overall environment of southern Sonoma Valley.

Fires, leakage, explosions, earthquakes and more could have serious, detrimental impact in the delicate areas of the Baylands, the San Pablo Bay Wildlife Refuge and other areas. These are prime migration routes for birds and raptors that travel thousands of miles across the globe. Organizations have spent years and millions of dollars spent to restore this area.

Please remove these dangerous and unsightly storage tanks from Sonoma Valley. The last thing we need is yet another disaster....especially one that could easily be avoided.

Thank you.

Sincerely,
Joan Geary

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From: [Kendall Webster](#)
To: [Farhad Mansourian](#)
Cc: [Norman Gilroy](#); [Ariana Rickard](#)
Subject: Sonoma Land Trust comment regarding LPG storage in Schellville
Date: Tuesday, November 16, 2021 12:54:11 PM

Hi Farhad –

It was nice to connect by phone yesterday.

I'd like to submit the following comment to the SMART on behalf of Sonoma Land Trust for consideration at the SMART board meeting tomorrow.

Sonoma Land Trust is working in the Sonoma Creek baylands (the region between State Route 12/121 and San Francisco Bay) to restore approximately 20,000 acres to tidal marsh wetlands to provide habitat and community resilience to sea level rise. This activity is consistent with the recommendations of the [Baylands Ecosystem Habitat Goals Project](#) and the [Sonoma Creek Baylands Strategy](#). Storage of LPG tankers on the SMART tracks poses a threat to the existing ecosystem and future ecosystem restoration and resilience goals. Additionally, Sonoma Land Trust is partnering with State Coastal Conservancy and CalOES to obtain FEMA funding for a habitat restoration and flood reduction project at SR 12/121 in Schellville. Any leak or explosion from the tankers could jeopardize this important work to improve habitat and flooding. Therefore, we urge the SMART board to relocate the LPG tankers out of the Sonoma Creek baylands to an area that is appropriate for storage of this type of highly hazardous material and away from sensitive habitats and communities.

Thank you for your consideration.

Kendall



Kendall Webster | *Land Acquisition Program Manager (Sonoma Baylands)*

Sonoma Land Trust
822 Fifth Street, Santa Rosa, CA 95404
Cell: 831-419-6668
www.sonomalandtrust.org

[Be A Force for Nature! Learn more](#)

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From: [Roger Peters](#)
To: [Farhad Mansourian](#)
Subject: SMART Bd Meeting 11/17 Agenda Item #11
Date: Tuesday, November 16, 2021 12:49:02 PM

General Manager Mansourian,

I would appreciate it if you would include the comment and observations below in the public comments provided to the SMART Board in advance of the November 17th meeting.

Thank you.

Roger Peters

To: SMART Board of Directors
Re: Agenda Item 11--11/17/2021 Bd Meeting

The materials provided in the public meeting packet for the November 17th Bd meeting on Item 11 relating to 1) current and prospective operation of freight service and 2) storage of full LPG tanker cars in the Schellville yard and operating tracks in the southern Sonoma Valley raise a number issues and questions which it would seem prudent for the Board to closely evaluate before decisions on either of those points are concluded.

A. Operation of Freight Service

1. Interim Operating Agreement--The July 21, 2021 Status Report on Freight (pg 274 of 358 in packet) indicates that both the Baseline Agreement and the Asset Transfer Agreement have been finalized and fully executed. The closing date was to be not later than December 31, 2020, so it would seem that the transaction has closed and the agreements are in place.

Both agreements contain hold harmless and indemnification provisions (Baseline, Article III, Section 3H.1 (page 231 of 358); Asset Purchase, Article XI, section 11.2 (254 of 358)). Under those provisions, after the closing

SMART agrees to indemnify the State and NWPCo, respectively, for liability and damages, including environmental liabilities, suffered by those entities in connection with the transactions in certain situations, and as to NWPCo after the closing date.

In view of the fact that NWPCo is currently operating on behalf of SMART the freight service and presumably the operations and maintenance of the facilities and tracks transferred under the Asset Purchase Agreement, it would seem prudent to evaluate whether that risk allocation arrangement as to operations (SMART indemnifying NWPCo) is prudent and economically responsible. At a minimum the arrangement needs to be spelled out in clear language in an written, executed interim operating agreement. Settling aside the huge risk exposure that an LPG accident would engender to any operator, even the daily freight operations need a risk assessment that SMART does not currently have experience with.

2. Insurance Arrangements--It would seem helpful if the Board was provided a briefing of the insurance arrangements available in the market to address the risk issues associated with freight operations. This is true both for normal freight operation as well as the special storage arrangement for LPG tanker car storage, as discussed below.

3. Third Party Operation Revenue Potential--It is unclear whether the transfer of operation to a third party would generate revenue for SMART. Presumably a third party would take on that assignment only if it was profitable, which in turn suggests either a revenue flowback to SMART, or some sort of revenue sharing agreement based on new freight business development. It is important to consider both the cost impacts of the various options and the potential revenue and other benefits (including operating liability transfers) associated with the third party structure.

B LPG Tanker Car Storage Service

1. Risk Assessment--The LPG tanker car storage service is a low probability high impact risk situation. In a worst case BLEVE event the blast zone damage and injury could well be a terminal event for SMART. Now that SMART has assumed that liability and agreed to indemnify NWPCo for any liability, it seems critical for the Board to have a full briefing on what risk minimization options are available that have not been employed, and exactly what insurance

is available and in place to respond to that situation, assuming it wants to continue that service.

2. Revenue from Storage--The revenues generated for the storage arrange are represented to be approximately \$500,000 per year. That is not insignificant. It would be helpful if the Board had a clear understanding of how those revenues are calculated and whether they would be significantly less if the rail cars being stored significantly increased or decreased in numbers.

3. Storage Service Contracts--Under the Asset Purchase Agreement SMART was entitled to require all documents associated with the transaction to be made available prior to or at the time of closing (APA, Section 8.4, (page 247 of 358)). There should be no ambiguity at this point as to the terms of those storage agreements (term, compensation, indemnification). The GM should be in a position to provide that information, assuming normal due diligence before and at the closing.

4. STB analogy--The previous proceeding at the Surface Transportation Board (STB) was initiated by NWPCo directly and on behalf of its customers. The issue was STB preemption in the face of a SMART directive to shut down storage service. Any action going forward regarding storage service would not be initiated by NWPCo and would not involve preemption. It would be a dispute with a customer whose service contract had terminated by its terms. SMART would be able to indicate why is was not willing to continue this odd storage service arrangement (for the benefit of refinery customers who are not on SMART's direct service link to those refineries) and whatever dispute existed as to the terms for such future service. SMART might also consider requiring an exclusive track storage condition for continued service, which could well render the service not to be freight service under the STB jurisdiction. The Board should consider all possible options in how to either restructure this arrangement or terminate it promptly, depending on how it assesses the overall risk/return tradeoffs of providing that unique storage service.

Thank you for the opportunity to provide comments.

Roger Peters

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From: [Joan Geary](#)
To: [Farhad Mansourian](#)
Subject: Tanks stored in Sonoma Valley
Date: Tuesday, November 16, 2021 1:28:39 PM

I am writing to oppose the storage of LPG filled tankers in Sonoma Valley.

The tankers present a danger to the residents, the wildlife and the overall environment of southern Sonoma Valley.

Fires, leakage, explosions, earthquakes and more could have serious, detrimental impact in the delicate areas of the Baylands, the San Pablo Bay Wildlife Refuge and other areas. These are prime migration routes for birds and raptors that travel thousands of miles across the globe. Organizations have spent years and millions of dollars spent to restore this area.

Please remove these dangerous and unsightly storage tanks from Sonoma Valley. The last thing we need is yet another disaster....especially one that could easily be avoided.

Thank you.

Sincerely,
Joan Geary

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From: [Susan Gorin](#)
To: [Gina Cuclis](#)
Cc: [David Rabbitt](#); [Leticia Rosas](#)
Subject: Re: SMART: LPG Tankers in Shellville
Date: Tuesday, November 16, 2021 5:02:02 PM

Thanks Gina.

Susan Gorin

1st District Supervisor
County of Sonoma

*Be #SonomaSmart – Wash hands, wear masks, keep the distance.
It's all about community.*

575 Administration Drive, Room 100A
Santa Rosa, CA 95403
www.sonoma-county.org
susan.gorin@sonoma-county.org
Direct 707-565-2982
Cell 707-321-2788



On Nov 15, 2021, at 4:04 PM, Gina Cuclis <ginacuclis@gmail.com> wrote:

EXTERNAL

Dear Supervisors Gorin and Rabbitt:

I'm writing to you in role as board members of SMART. Please take action to have the dangerous LPG tankers removed from southern Sonoma Valley. They are a clear and present danger to the people, animals, and environment. Also, unattractive for this are heavily visited by tourist.

But more important than the visual blight, is that explosions and fires have happened "unexpectedly" before at other locations like this throughout North America. Let's not let it happen here on SMART's watch. The yard is not a safe place to store volatile LPG tankers. It is built on unstable marshland soils that could collapse in a flood or liquefy in an earthquake, and that could cause an explosion with disastrous consequences. Does SMART have the coverage needed to respond to the costs of clean up and property damage and loss of life if that happens?

For the safety of the people in this community, have the tankers removed.

Thank you,
Gina Cuclis
Boyes Hot Springs resident

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From: [Susan Gorin](#)
To: [Leticia Rosas](#)
Subject: Fwd: Rail Tanker Cars Stored in Schellville
Date: Tuesday, November 16, 2021 5:03:41 PM
Attachments: [image001.png](#)

Susan Gorin

1st District Supervisor
County of Sonoma

*Be #SonomaSmart – Wash hands, wear masks, keep the distance.
It's all about community.*

575 Administration Drive, Room 100A
Santa Rosa, CA 95403
www.sonoma-county.org
susan.gorin@sonoma-county.org
Direct 707-565-2982
Cell 707-321-2788



Begin forwarded message:

From: Mayacamas Olds <Mayacamas.Olds@gloriaferrer.com>
Date: November 15, 2021 at 1:53:38 PM PST
To: fmansourian@sonomamarintrain.org, Susan Gorin <Susan.Gorin@sonoma-county.org>
Subject: Rail Tanker Cars Stored in Schellville

EXTERNAL

Dear Mr. Mansourian and Ms. Gorin,

Thank you for taking the time on Sunday to keep us updated on the happenings with SMART and local freight, passenger and storage on our rail lines. It was very informative and I was glad to hear the update as it vastly impacts our community.

Please share with the board and incoming General Manager of Smart that we at Gloria Ferrer are in Support of the transition option. We very clearly understand the politics

and believe that it is the most sound and efficient way to get to where we need to be in having a safer community without creating larger problems.

Finally, I would like to thank Mr. Masourian for your time and support of our community and bringing much needed passenger service to our community and working towards improving the systems all together. I look forward to having it grow in the future years and building of what you have started.

Warm Regards,

Mayacamas Olds

General Manager

 **GLORIA FERRER**

23555 Arnold Drive Sonoma, CA 95476

M: 707.260.4915

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To: David Rabbit, SMART Chair and SMART Boardmembers; Heather McKillop
From: Mike Arnold
Subject: Agenda Item #11: SMART Exec Summary of Freight Operations
Date: November 17, 2021

This is the last five pages of an Executive Summary (dated August 4, 2021) and entitled

Executive Summary of SMART’s Freight Rail Operations, Maintenance, Capital Costs, and Business Opportunities Analysis Prepared by Project Finance Advisory Ltd. For Sonoma-Marin Area Rail Transit District (SMART)

Introduction

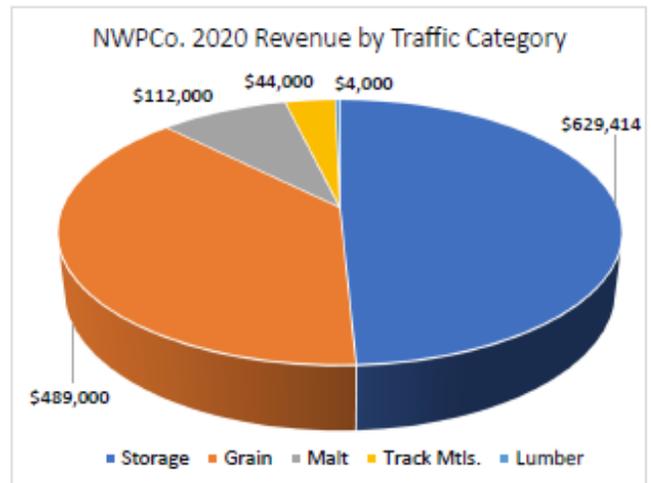
This executive summary is intended to provide SMART with an overview of key findings from the recently completed analysis of freight rail operations, maintenance, capital costs, and business opportunities. The objective of the study was to conduct a thorough and unbiased analysis of existing and potential freight rail customers within the North Bay Area and to identify the operations, maintenance, and capital costs associated with the expected and potential freight traffic. In addition, the analysis would identify the challenges, potential solutions to those challenges, and provide reasonable estimates of the freight traffic potential which the area holds.

Description of Study

The freight study provides a review and assessment of existing and potential freight rail customers in the service area, existing and potential freight traffic and revenue under various scenarios, and estimates of Operations & Maintenance (O&M) costs associated with each freight customer's traffic.

NWPCo. Freight Revenue

At present, NWPCo. is generating revenue by providing two basic services – rail transportation and storage of rail equipment. NWPCo. transports products to various customers along the line, primarily grain moving to feed mills and malt for Lagunitas Brewing, all located in the Petaluma area. NWPCo. also earns revenue by providing track space for storage of rail equipment north of Novato and in Schellville, and for storage of empty and loaded liquid petroleum gas (LPG) cars near Schellville. The proportion of NWPCo. revenue generated by each traffic category in 2020 is shown in the accompanying graph. The category “Track Mtls.” includes materials shipped in for SMART’s track construction by contractor Stacy & Witbeck.



Revenue earned for moving and storing storage cars generated the largest proportion (49%) of NWPCo’s revenue in 2020, followed by transportation of grain (38%). Total revenue has increased over the past five years, primarily a result of additional grain shipments going to the feed mills.

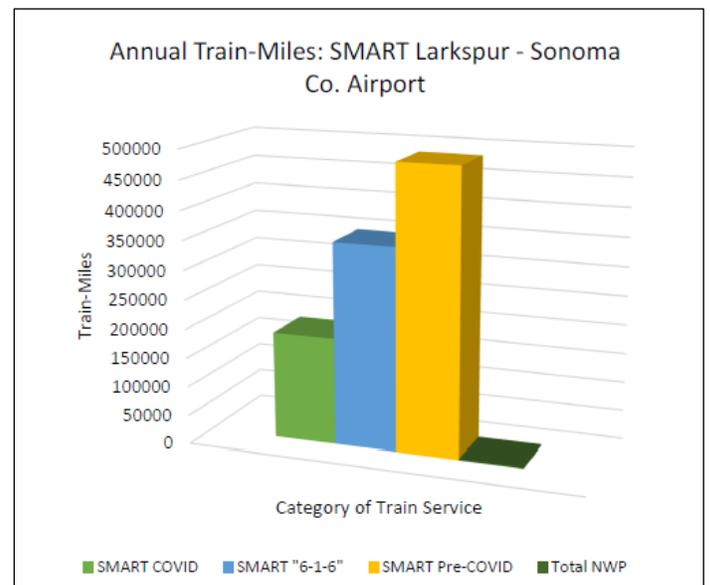
Estimated O&M Costs of Freight Activities

Operations and maintenance (O&M) costs associated with the freight operation fall into two basic categories, train operations and infrastructure. Looking first at train operations, it appears there are only a few significant “out-of-pocket” or direct operating costs associated with moving freight cars to and from customers: the cost of fuel, car-hire (rental), and direct labor. Other costs are essentially fixed costs that will not vary significantly with additional traffic handled. Detailed, itemized financial records for NWPCo. **were not provided so it was not possible to conduct a thorough analysis of the company’s operational costs.** Using estimated figures, it appears that individual cars handled for customers provide comfortable profit margins. This means that any increases in freight traffic will materially and directly improve cash-flow, while any traffic losses will notably diminish company cash-flow amounts. Additional cost detail is provided in the full report. It is recommended that all cost figures be fully verified, analyzed, and incorporated into a financial model and strategic plan.

With the necessary infrastructure already in place to facilitate movement of freight traffic, capital spending to support existing freight customers’ shipments will be minimal for the life of those assets. Infrastructure maintenance spending will be driven primarily by SMART’s need to keep existing track assets in safe condition for passenger operation as the various infrastructure components age. Three main infrastructure cost categories were reviewed in the study: freight switches, passenger infrastructure, and the Brazos Branch.

A **freight spur switch** that provides access to a freight customer’s spur will require maintenance to ensure it functions reliably and safely. Like any physical asset, its components will wear over time and require increasing amounts of maintenance as it ages. Working with SMART’s managers, life-cycle maintenance costs for main track freight switches located along the passenger corridor were developed. The fully allocated cost for maintenance of these switches is estimated to be \$5500/year in early years, increasing to an average of approximately \$8000/year after several decades of service. SMART currently has three main track switches that provide access to freight customer facilities and five additional main track or controlled siding switches that are used only by the freight operation.

While various track and bridge components will be subjected to additional wear and tear because of freight operation on the **passenger infrastructure**, it appears those additional costs will be so minor as to be almost immaterial. Based on train-mile and ton-mile usage of the passenger infrastructure at current levels, the freight operation will account for something in the range of 1-4% of overall traffic on the line. With the freight service accounting for such a small portion of the overall infrastructure use it appears that freight activity will not be a key driver of track maintenance spending in the future. Track maintenance spending along the passenger corridor will be driven primarily by the much higher standards required for passenger operations, with the need to provide high levels of safety and comfort for passengers. Given this, overall maintenance spending on infrastructure components along the passenger corridor in the future will be essentially unaffected by the presence of the freight service.



The “**Brazos Branch**” trackage extends eastward nearly 24 miles from Ignacio Wye through Schellville to Lombard and is currently freight-only. The current condition of track along this line is more than adequate to support the existing freight operation for many years with only minimal, routine maintenance. In terms of overall cost, by far the most significant risk factors on the Brazos Branch are related to flooding and bridges. Flooding in these low areas is common, and bridges – especially the movable structures – can

require repairs involving six figure price tags. Bridges spanning navigable rivers are also subject to additional risk from collisions involving barge traffic. In previous instances funds for this kind of work have been available through state or federal programs such as FEMA and/or various grant programs. With SMART's freight trains being the sole users of this branch in the future, a significant expenditure to repair extensive flood damage or address a major bridge issue would need to be managed carefully since it would have a major impact upon the finances of the freight business.

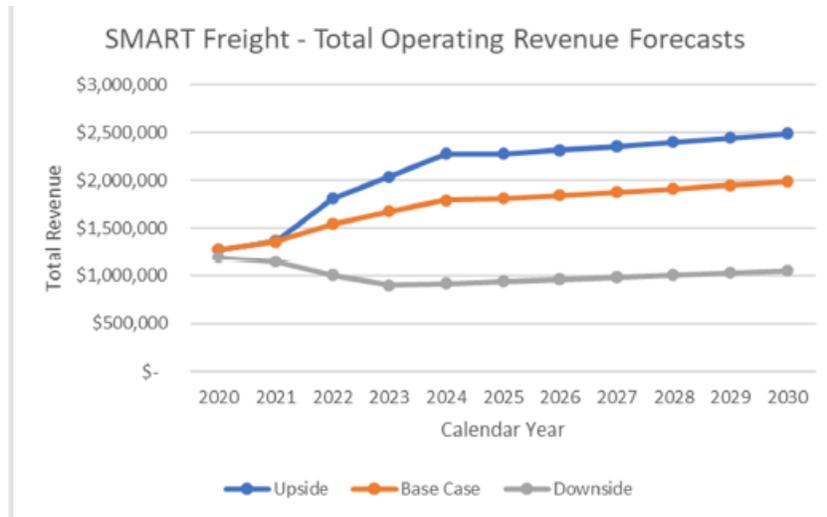
Freight Traffic Projections

Based upon extensive research as well as numerous interviews with existing customers, potential customers, and other individuals with knowledge of freight transportation in the North Bay Area, three traffic forecast scenarios have been prepared. Additional detail on each scenario can be found in the full report. The forecasts show a divergence of revenue outcomes over the next 10 years, primarily dependent upon how SMART elects to manage its freight operation.

The **Base-Case** assumes that the freight service continues to function as it has in recent years, with essentially the same operating and commercial practices. This is essentially a "status-quo" forecast without any significant investments or changes. The slight increases in traffic shown are primarily due to additional marketing efforts and added emphasis on the car storage business, which includes use of the currently inactive main track north of Windsor. Total revenue in the base-case scenario grows from approximately \$1.3 million in 2021 to nearly \$2.0 million in 2030.

The **Downside** forecast assumes a variety of negative outcomes that would adversely affect freight traffic. Examples of potentially negative issues are: continued aggressive rate increases by railroads, an aggressive increase in user fees for SMART trackage, loss of customer-responsive service, customers charged for the cost of switches, only minimal marketing/promotional activities, restrictions to storage of hazardous tank cars, limitations on available track capacity for car storage, and land not made available for new transload facilities. Total revenue in the downside forecast is anticipated to drop slightly from approximately \$1.2 million in 2021 down to \$1.1 million in 2030.

The **Upside** forecast assumes multiple policies favorable to freight development are implemented in the future. Examples of favorable changes are: rate reductions, improvements in service consistency and transit times, aggressive marketing/promotion of freight service, addition of freight spurs with minimal or no charge for usage, development of transload sites, prudent application of available grant funds to develop spur tracks and freight facilities, increased availability of track capacity for car storage, SMART assisting with land acquisition needs, and SMART willing to subsidize freight by limiting fees for use of trackage. The Upside forecast projects approximately \$1.4 million in total revenue for 2021, increasing to \$2.5 million in 2030. The accompanying graph summarizes total operating revenue (transportation and storage combined) each year for the three forecast scenarios.



Conclusion

The study did not reveal any new traffic opportunities that are likely to increase freight volume dramatically on SMART’s trackage. It appears that a well-managed freight operation would be able to grow revenue 8 percent in the short term by utilizing additional storage north of SMART’s active track and 92 percent over a 10-year period predominantly by developing additional storage and transload opportunities. This potential traffic growth along with existing traffic could be handled sufficiently by a small train operating 2-3 times per week. Potential profitability and cash-flow generated by the freight operation under various scenarios can be determined through additional financial modeling of the freight business.

The amount of freight revenue generated on SMART’s lines and resulting cash flow will be highly dependent upon the willingness of SMART to support and promote the freight business. By properly structuring and actively promoting the freight business, being willing to invest in facilities, soliciting and wisely applying grant funding, and providing additional track capacity for car storage, SMART could grow its freight revenue considerably from present levels. On the other hand, with restrictive policies, minimal investment, poor promotion of services, and unwillingness to host storage cars, the freight business will likely decline, providing less revenue in the future than it does today.

It is recommended that SMART develop a financial model and formulate a strategic plan to help guide future decisions. The resulting business decisions and investments will enable SMART to optimize the financial performance of its freight business and develop it to the extent possible.

From: [Farhad Mansourian](#)
To: [Leticia Rosas](#)
Subject: FW: LNG Storage!
Date: Tuesday, November 16, 2021 3:12:16 PM

Best,

Farhad Mansourian
General Manager
Sonoma-Marin Area Rail Transit District (SMART)
5401 Old Redwood Hwy., Suite 200
Petaluma, CA 94954
707-794-3057 (direct)
www.SonomaMarinTrain.org

-----Original Message-----

From: Kate Hewitt <katehewitt@att.net>
Sent: Tuesday, November 16, 2021 3:11 PM
To: Farhad Mansourian <FMansourian@sonomamarintrain.org>
Subject: LNG Storage!

Farhad Mansourian, SMART General Manager

It was brought to my attention that liquid natural gas (LNG) is being stored in railroad tankers on tracks near Shellville, here in Sonoma County. There are so many reasons that this should not be happening. The risk of a possible accident due to earthquakes, floods, leakage, fires and explosion could cause major consequences to nearby towns, their inhabitants and the delicate ecosystems of the Baylands and the San Pablo Bay Wildlife Refuge.

When you meet tomorrow to make a decision regarding this issue, please consider the above reasons for removing these tankers before something disastrous occurs.

Thank you for listening to my concerns.

Most sincerely,

Kate Hewitt

A longtime advocate for Sonoma County environmental issues . . .

1. Reversed the building of the Bodega Bay nuclear power plant
2. Stopped the potential dredging of the mouth of the Russian River to create a harbor
3. Curtailed the development of the major condominium/golf course off of Hwy. 1 and Goat Rock Road

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From: [Farhad Mansourian](#)
To: [Leticia Rosas](#)
Subject: Fwd: Discontinue storage of LPG in rail cars at 8th Street East/Highway 121 Sonoma
Date: Tuesday, November 16, 2021 4:04:23 PM

Begin forwarded message:

From: Sandra Bagnatori <sandrabagnatori@gmail.com>
Date: November 16, 2021 at 3:17:40 PM PST
To: Farhad Mansourian <FMansourian@sonomamarintrain.org>
Cc: David.Rabbitt@sonoma-county.org, dfudge@townofwindsor.com, senator.mcguire@senate.ca.gov, Susan.Gorin@sonoma-county.org, emily.charrier@sonomanews.com, letters@sonomasun.com, mobilzesonoma@vom.com, Lisa <lisabagnatori@gmail.com>
Subject: Re: Discontinue storage of LPG in rail cars at 8th Street East/Highway 121 Sonoma

Dear SMART Director Mansourian, Director Rabbitt, Director Gorrin, Director Fudge and Senator McGuire,

My sister's comments below succinctly state my concerns as well. I would also like to add that we have seen what could happen in that area. Since 2007 there have been 3 fires at the Sonoma Pacific Company, a wood pallet factory, which is in close proximity to 160 LPG filled rail cars. The last fire occurred in June 2018. It ignited a 1,000 gallon propane tank which exploded in a fireball. The tank was hurled up in the blast and landed over 500 feet away in the middle of the eastbound lane of Highway 121. According to the article in the Sonoma Index Tribune this wasn't even the worst fire. For more information about the June 2018 fire you can click on this

link: <https://www.sonomanews.com/article/news/schellville-rocked-by-fire-propane-explosion/?gallery=FE5D2F56-F1B9-47B8-A7AB-1EF558FDB59F>.

If this could happen to a 1,000 gallon propane tank I shudder to think what damage 160 rail cars filled with explosive LPG could do to the area.

Please make our community and Sonoma County safer by removing the storage of LPG from the 8th Street site.

Thank you for taking the time to consider our serious concerns,
Sandra Bagnatori

On Sun, Nov 14, 2021 at 10:09 PM Lisa Bagnatori <lisabagnatori@gmail.com> wrote:

| Dear SMART Director Mansourian, Director Rabbitt, Director Gorrin, Director

Fudge and Senator McGuire,

Thank you for taking up the important matter of whether or not SMART will continue the practice of storing, in the winter season, 5 million gallons of potentially explosive LPG in 160 rail cars at the storage yard south of 8th Street East and Highway 121 in Sonoma.

Our family home at 21865 Hyde Road, Sonoma is less than 2 miles from the 8th Street site. Given the potential of a spark, derailment or accidental leak from the LPG filled rail cars with devastating consequences and that there have been 37 such accidents in the US in the past 9 years, we urge you to stop this practice of storing LPG in rail cars at the 8th Street/Highway 121 site.

Due to the potential of a LPG explosion, we believe that the 8th Street site poses many untenable risks to the nearby community, wildlife and the entire Sonoma Valley for the following reasons:

1. The site is not safe since it rests on unstable marshland soil that could shift or collapse in a flood or liquefy during an earthquake.
2. The site is adjacent to Highway 121 which is a major thoroughfare between Sonoma and Napa Valley and an explosion could harm and possibly kill drivers making their way on the road.
3. The Schellville Fire Station is in close proximity to the 8th Street site and it could be damaged or destroyed in an LPG explosion which would also impact the emergency response.
4. The site is close to the 8th Street Sanitation plant which serves Sonoma Valley and if the plant were damaged or destroyed by an LPG explosion or leak this could have devastating public health and environmental consequences.

We urge the SMART leadership and Board members to consider the liability posed by continuing to store LPG at the 8th Street site and the potential for devastating impacts to the community. Please make our community safer by stopping the LPG storage at the 8th Street site.

Thank you for your consideration of our concerns,
Lisa Bagnatori

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