CALL TO ORDER
PLEDGE OF ALLEGIANCE
INVOCATION – Ed Bedrosian / Kim McGrew
ROLL CALL  Council members Steve Gregory, John Hamon, Fred Strong, Jim Reed, and Mayor Steven Martin
STAFF INTRODUCTIONS
PRESENTATIONS
1. SLO Regional Rideshare and Bike Month Update
   Peter Williamson from SLO Regional Rideshare
PUBLIC COMMENTS
This is the time the public may address the Council on items other than those scheduled on the agenda.
   • Adam Firestone spoke regarding the Firestone Brewery wastewater system.
   • Jennifer Calate, Associate Transportation Planner for CalTrans District 5, spoke about the recently completed 2040 Transportation Plan.
AGENDA ITEMS TO BE DEFERRED (IF ANY)
PUBLIC HEARING - NONE
CONSENT CALENDAR
ITEMS ON THE CONSENT CALENDAR ARE CONSIDERED ROUTINE, NOT REQUIRING SEPARATE DISCUSSION.
2. Approve City Council Minutes from March 17 and March 21, 2015
   D. Fansler, City Clerk
3. Approve Warrant Registers
   J. Throop, Director of Administrative Services
4. Advisory Body Minutes
   Travel Paso Robles Alliance (January 27, 2015)
   Library Board of Trustees (February 12, 2015)
   Travel Paso Robles Alliance (February 27, 2015)
5. Receive and file the Comprehensive Annual Financial Report for the fiscal year ending June 30, 2014
   J. Throop, Administrative Services Director
   Item 6 was pulled from the Consent Calendar by Mayor Martin.
   A motion was made by Councilman Strong and seconded by Councilman Gregory to approve items 2-5.
   Motion passed by the following roll call vote:
   AYES: Strong, Gregory, Reed, Hamon, Martin
   NOES: 
   ABSTAIN: 
   ABSENT: 
DISCUSSION

6. **Proclamations**
   April - Sexual Assault Awareness Month and “Walk a Mile in Her Shoes” Day April 4, 2015
   April - Child Abuse Prevention Month and “Day of the Child” April 11, 2015
   National Public Safety Telecommunicators Week April 12-18, 2015
   Bike Month in May, "Bike to School Day" May 6, 2015 and "Bike to Work Day" May 15, 2015

   Mayor Martin acknowledged the attached proclamations, and presented the Sexual Assault Prevention Month Proclamation to Susan Branche Poteet, RISE Treasurer.

7. **Expansion Of Crude Oil Rail Transport**
   W. Frace, Community Development Director

   To consider information regarding the potential implications of expanding crude oil transport via the Union Pacific Railroad (UPRR), and options to address local concerns.

   Mayor Martin opened the public discussion. Speaking from the public were the following:
   - Lawrence Shinderman
   - Lisa Stark from Union Pacific handed out information regarding railroad transportation safety practices and regulatory framework (attached).
   - Laurence Houlgate
   - Lee Perkins
   - Susan Harvey
   - Jon Texiera
   - Tom Komar
   - Mary Lou Winfree, who cited information found on the internet and submitted copies to Council
   - Kate Moore
   - Mike Nelson
   - Chris Collier from the Coastal Energy Alliance in Camarillo.
   - Klaus Schuman
   - Lynda Reynolds
   - Jim Anderson from The Phillips 66 Santa Maria Refinery, who gave an update on the project and submitted materials regarding same (attached).
   - Ted Gilbert
   - Thom Rusch
   - Ed Hazard representing NARO (National Association of Raw Oil Reserves)

   There were no other comments, either written or oral, and the public discussion was closed.

   A motion was made by Mayor Martin and seconded by Councilman Strong to direct staff to prepare a letter addressing the issues identified by the League of California Cities for the Mayor’s signature with the following additional information:

   **Modify option A to include the following additional information in the League of California Cities letter:**
   - Rapid phase out of DOT 111 railcars
   - Additional oil by rail shipments through Paso Robles will negatively impact local traffic circulation, emergency services response times, passenger rail service, and tourism in the Downtown.
   - City emergency services need expedited access to rail shipment manifests in case of a rail accident
   - The City needs rail accident emergency services training and reimbursement for additional supplies.

   The letter will be sent to:
   - White Office of Budget and Management.
   - US Senators sponsoring new oil shipment legislation
   - Local State Representatives
   - San Luis Obispo County Board of Supervisors with separate letter to Supervisor Mecham
   - San Luis Obispo County Planning Commission
   - Union Pacific Railroad

   Motion passed by the following roll call vote:

   **AYES:** Martin, Gregory, Strong, Hamon, Reed
   **NOES:**
10 Minute Break – Reconvened at 9:15PM

8. **Airport Appreciation Day – Sponsorship Request**  
   M. Williamson, Assistant City Manager  
   For the City Council to consider a recommendation by the Airport Advisory Committee to support an Airport Appreciation Day.
   
   Mayor Martin opened the public discussion. Speaking from the public was Ed Surber. There were no other comments, either written or oral, and the public discussion was closed.
   
   A motion was made by Councilman Hamon and seconded by Councilman Gregory to amend option A. Council agrees to support the EAA Airport Appreciation Day event on May 30, 2015, with a proclamation scheduled for the May 19, 2015, City Council Meeting, and to adjourn to the event at the same meeting.
   
   Motion passed by the following roll call vote:
   
   AYES: Hamon, Gregory, Strong, Reed, Martin  
   NOES:  
   ABSTAIN:  
   ABSENT:  

9. **Executive Search - City Manager**  
   M. Williamson, Assistant City Manager  
   For the City Council to engage outside assistance to conduct a State-wide search for City Manager.
   
   Mayor Martin opened the public discussion. There were no comments, either written or oral, and the public discussion was closed.
   
   A motion was made by Councilman Strong and seconded by Councilman Gregory to authorize the City Manager to execute a contract with Avery & Associates for Executive Search Services, and approve the Budget Adjustment Request to appropriate funds from General Fund Reserves in the amount of $21,900.
   
   Motion passed by the following roll call vote:
   
   AYES: Strong, Gregory, Hamon, Reed, Martin  
   NOES:  
   ABSTAIN:  
   ABSENT:  

10. **Illuminated Street Name Sign Repair**  
   C. Halley, Interim Public Works Director  
   For City Council to consider allocating $25,000 from General Fund Reserves to repair illuminated street name signs at traffic signals.
   
   Mayor Martin opened the public discussion. There were no comments, either written or oral, and the public discussion was closed.
   
   A motion was made by Councilman Gregory and seconded by Councilman Strong to adopt Resolution 15-029 allocating $25,000 to the Streets Division Maintenance and Operation Budget No. 1003305-52227 from General Fund Reserves to repair illuminated street name signs at traffic signals.
   
   Motion passed by the following roll call vote:
   
   AYES: Gregory, Strong, Hamon, Reed, Martin  
   NOES:  
   ABSTAIN:  
   ABSENT:  

11. **SCADA System Maintenance**  
   C. Halley, Interim Public Works Director  
   For the City Council to consider a purchase order with Sierra Pacific Automation to migrate/update the water system SCADA software.
   
   Mayor Martin opened the public discussion. There were no comments, either written or oral, and the public discussion was closed.
A motion was made by Councilman Hamon and seconded by Councilman Gregory to adopt Resolution 15-030 authorizing the City Manager to execute a purchase order for a not-to-exceed budget of $20,000 with Sierra Pacific Automation to migrate/update the water system SCADA software.

Motion passed by the following roll call vote:

AYES: Hamon, Gregory, Strong, Reed, Martin
NOES: 
ABSTAIN: 
ABSENT: 

12. Sherwood Forest Play Surfacing
C.Halley, Interim Public Works Director

For City Council to consider allocating $18,000 from General Fund Reserves to replenish the engineered wood fiber play surfacing at Sherwood Forest Park.

Mayor Martin opened the public discussion. There were no comments, either written or oral, and the public discussion was closed.

A motion was made by Councilman Gregory and seconded by Councilman Strong to adopt Resolution No. 15-031 allocating $18,000 to the Parks Division Maintenance and Operation Budget No. 1003204-52220 from General Fund Reserves.

Motion passed by the following roll call vote:

AYES: Gregory, Strong, Hamon, Reed, Martin
NOES: 
ABSTAIN: 
ABSENT: 

13. Water Treatment Plant Furnishings
C.Halley, Interim Public Works Director

For the City Council to authorize the purchase of furnishings for the City's Nacimiento Water Treatment Plant.

Mayor Martin opened the public discussion. There were no comments, either written or oral, and the public discussion was closed.

A motion was made by Councilman Strong and seconded by Councilman Gregory to adopt Resolution 15-032 authorizing the City Manager to execute a purchase order for $10,644 for water treatment plant furnishings.

Motion passed by the following roll call vote:

AYES: Strong, Gregory, Hamon, Reed, Martin
NOES: 
ABSTAIN: 
ABSENT: 

14. PEG Funding Transfer to Paso Robles School District
J. Throop, Administrative Services Director

For the City Council to consider allocating Public, Education, Government (PEG) funds to the Paso Robles School District.

Mayor Martin opened the public discussion. There were no comments, either written or oral, and the public discussion was closed.

A motion was made by Councilman Gregory and seconded by Councilman Hamon to adopt Resolution 15-033 approving the transfer of PEG funds for FY 2015 to the Paso Robles School District for its use to purchase new capital equipment for student use in its video production classes, as stated in the Districts attached action plan.

Motion passed by the following roll call vote:

AYES: Gregory, Hamon, Strong, Reed, Martin
NOES: 
ABSTAIN: 
ABSENT: 
15. **Tourism Marketing District (TMD) – Board Member Appointment**

M. Williamson, Assistant City Manager

For the City Council to consider making a Board Member appointment to the Countywide Tourism Marketing District (TMD).

Mayor Martin opened the public discussion. There were no comments, either written or oral, and the public discussion was closed.

A motion was made by Councilman Hamon and seconded by Councilman Strong to accept the recommendation of the TPRA and appoint John Arnold as the TMD Board Member representing Paso Robles.

Motion passed by the following roll call vote:

AYES: Hamon, Strong, Gregory, Reed, Martin
NOES:
ABSTAIN:
ABSENT:

**COUNCIL BUSINESS & COMMITTEE REPORTS**

16. **Current Council Committee Activities Reports**


**ADJOURNMENT:**

A motion was made by Councilman Strong and seconded by Councilman Hamon to adjourn the regular meeting.

Motion passed by the following roll call vote:

AYES: Strong, Hamon, Gregory, Reed, Martin
NOES:
ABSTAIN:
ABSENT:

**ADJOURNMENT OF REGULAR MEETING AT 10:35PM TO:**

- SUPPLEMENTAL TAX OVERSIGHT COMMITTEE MEETING – 6:30PM ON WEDNESDAY APRIL 8, 2015 IN THE LIBRARY/CITY HALL CONFERENCE CENTER, 1000 SPRING STREET, PASO ROBLES.
- CITY COUNCIL CLOSED SESSION – APPOINTMENT OF PUBLIC OFFICIAL (DIRECTOR OF PUBLIC WORKS) – 5:00PM ON TUESDAY, APRIL 14, 2015 IN THE CITY HALL LARGE CONFERENCE ROOM, 1000 SPRING STREET, 2ND FLOOR, PASO ROBLES.
- REGULAR PLANNING COMMISSION MEETING - 7:30PM ON TUESDAY, APRIL 14, 2015 IN THE LIBRARY/CITY HALL CONFERENCE CENTER, 1000 SPRING STREET, PASO ROBLES.
- CITY COUNCIL/PLANNING COMMISSION BREAKFAST – 7:00AM ON FRIDAY APRIL 17, 2015 AT TOUCH OF PASO RESTAURANT.
- REGULAR CITY COUNCIL MEETING - 7:30PM ON TUESDAY, APRIL 21, 2015 IN THE LIBRARY/CITY HALL CONFERENCE CENTER, 1000 SPRING STREET, PASO ROBLES.

Any writing or document pertaining to an open session item on this agenda which is distributed to a majority of the City Council after the posting of this agenda will be available for public inspection at the time the subject writing or document is distributed. The writing or document will be available for public review in the City Clerk’s Office, 1000 Spring Street, Paso Robles, CA, during normal business hours, and may be posted on the City’s web site at http://www.prcity.com/government/citycouncil/agendas.asp.

All persons desiring to speak on an agenda item are asked to fill out Speaker Information Cards and place them at the Staff Table prior to public discussion of that item. Each individual speaker will be limited to a presentation total of three (3) minutes per item.

**AMERICANS WITH DISABILITIES ACT** Any individual, who because of a disability needs special assistance to attend or participate in this meeting, may request assistance by contacting the City Clerk’s Office (805) 237-3960. Whenever possible, requests should be made four (4) working days in advance of the meeting.
Additional Submitted Information For Agenda Item #7

[Expansion of Crude Oil Rail Transport]
I am providing a statement from Jim Anderson, Phillips 66 Santa Maria Refinery Rail Project Manager:

“In order to maintain continuity of reliable crude sources that have historically only been available by pipeline, Phillips 66 Santa Maria Refinery proposes to extend an existing rail spur that will allow offloading of crude oil that is shipped by rail from outside the local area. Crude oil has been safely shipped by rail through San Luis Obispo County for more than a decade. Note Bakken crude will not be received by rail at the Phillips 66 Santa Maria Refinery. In order to maintain the future viability of the refinery, the ability to receive adequate crude oil supplies is vital.

This project will have no bearing on the volume of crude oil that comes into California. The amount of crude oil brought into California is based on our demand for gasoline and other refined products. The Phillips 66 project only affects whether or not the economic benefits are shared in SLO County through the refinery. If this project does not go forward, the demand for gasoline and diesel remains. Placing restrictions and limitations on any of California’s refineries only impacts that one refinery, it does nothing to impact demand for petroleum products in our state. “

Maggie Cox

● ● ●

BARNETT COX & ASSOCIATES
711 Tank Farm Road, Suite 210
San Luis Obispo, CA 93401
Central Coast Leadership Forum, March 24.

The Central Coast Leadership Forum dinner meeting featured items related to water quality. It was attended by one or more elected officials from Beulon to Paso Robles as well as some local staff, including Ditas Esperanza from Paso Robles, as well as staff of the Local Government Commission, the Regional Water Quality Board and State Water Resources Control Board Member Steven Moore.

The Paso Robles 21st Stet project was one of three main topics of the evening. It received unanimous praise and congratulations for being a model for the entire state to follow.

Conversations with regional staff and the State Board member included urging them to consider a way to use state money to dredge existing reservoirs to restore full capacity for water storage. Many of the state’s reservoirs are down 20 to 30 percent in capacity due to siltation. The cost to dredge existing facilities is minuscule compared to the cost to build new reservoirs.

SLOCOG Board of Directors Meeting, April 1.

The Executive Director’s Report stated that the State Board of Equalization (BOE) has taken actions to reduce gas tax revenues for next fiscal year by over $800 million. Thus, the California Transportation Commission (CTC) will be unable to fulfill funding projects programmed in the State Transportation Improvement Program (STIP) and we will receive less money for local streets and roads.

The CTC Chairman, Jim Beall, met with the regional CEOs and said they will focus on reducing funding vote requirements from 66⅔% to 55% required for passage. Also, CTC will give 5% additional money to those regions that enact a ½ cent to 1 cent regional transportation sales tax in 2016.
The Board responded to policy requests from CalTrans, groups and individuals as follows, affecting the Paso Robles area:

For a request to make 101 from Paso Robles to San Miguel a freeway I opposed making all direct road and driveway connections right turn off and on only between here and Wellsonna Road. I encouraged a full interchange be considered for Wellsonna Road and that both Monterey and Stockdale roads be completed by the State, as part of the freeway establishment from Paso Robles to Wellsonna Road, prior to any conversion attempt. Staff concurred in opposing conversion to freeway in this stretch.

Funding approvals were made in accordance with the BOE and CTC statements:

2014-2015 Local Transportation funds for Paso Robles will be reduced to $1,584,981, a reduction of $60,195. However, due to the success of our transit program we will receive an award of $86,521 for transit related projects only.

Active Transportation Program funding requests to the State will include class two bike lanes in Paso Robles on 26th Street over the railroad tracks for $700,000 and the Creston Road school corridor for $2,655,000.
EXECUTIVE ORDER B-29-15

WHEREAS on January 17, 2014, I proclaimed a State of Emergency to exist throughout the State of California due to severe drought conditions; and

WHEREAS on April 25, 2014, I proclaimed a Continued State of Emergency to exist throughout the State of California due to the ongoing drought; and

WHEREAS California's water supplies continue to be severely depleted despite a limited amount of rain and snowfall this winter, with record low snowpack in the Sierra Nevada mountains, decreased water levels in most of California's reservoirs, reduced flows in the state's rivers and shrinking supplies in underground water basins; and

WHEREAS the severe drought conditions continue to present urgent challenges including: drinking water shortages in communities across the state, diminished water for agricultural production, degraded habitat for many fish and wildlife species, increased wildfire risk, and the threat of saltwater contamination to fresh water supplies in the Sacramento-San Joaquin Bay Delta; and

WHEREAS a distinct possibility exists that the current drought will stretch into a fifth straight year in 2016 and beyond; and

WHEREAS new expedited actions are needed to reduce the harmful impacts from water shortages and other impacts of the drought; and

WHEREAS the magnitude of the severe drought conditions continues to present threats beyond the control of the services, personnel, equipment, and facilities of any single local government and require the combined forces of a mutual aid region or regions to combat; and

WHEREAS under the provisions of section 8558(b) of the Government Code, I find that conditions of extreme peril to the safety of persons and property continue to exist in California due to water shortage and drought conditions with which local authority is unable to cope; and

WHEREAS under the provisions of section 8571 of the California Government Code, I find that strict compliance with various statutes and regulations specified in this order would prevent, hinder, or delay the mitigation of the effects of the drought.

NOW, THEREFORE, I, EDMUND G. BROWN JR., Governor of the State of California, in accordance with the authority vested in me by the Constitution and statutes of the State of California, in particular Government Code sections 8567 and 8571 of the California Government Code, do hereby issue this Executive Order, effective immediately.
1. The orders and provisions contained in my January 17, 2014 Proclamation, my April 25, 2014 Proclamation, and Executive Orders B-26-14 and B-28-14 remain in full force and effect except as modified herein.

SAVE WATER

2. The State Water Resources Control Board (Water Board) shall impose restrictions to achieve a statewide 25% reduction in potable urban water usage through February 28, 2016. These restrictions will require water suppliers to California’s cities and towns to reduce usage as compared to the amount used in 2013. These restrictions should consider the relative per capita water usage of each water suppliers’ service area, and require that those areas with high per capita use achieve proportionally greater reductions than those with low use. The California Public Utilities Commission is requested to take similar action with respect to investor-owned utilities providing water services.

3. The Department of Water Resources (the Department) shall lead a statewide initiative, in partnership with local agencies, to collectively replace 50 million square feet of lawns and ornamental turf with drought tolerant landscapes. The Department shall provide funding to allow for lawn replacement programs in underserved communities, which will complement local programs already underway across the state.

4. The California Energy Commission, jointly with the Department and the Water Board, shall implement a time-limited statewide appliance rebate program to provide monetary incentives for the replacement of inefficient household devices.

5. The Water Board shall impose restrictions to require that commercial, industrial, and institutional properties, such as campuses, golf courses, and cemeteries, immediately implement water efficiency measures to reduce potable water usage in an amount consistent with the reduction targets mandated by Directive 2 of this Executive Order.

6. The Water Board shall prohibit irrigation with potable water of ornamental turf on public street medians.

7. The Water Board shall prohibit irrigation with potable water outside of newly constructed homes and buildings that is not delivered by drip or microspray systems.
water restrictions. The Water Board is directed to adopt emergency regulations, as it deems necessary, pursuant to Water Code section 1058.5 to implement this directive. The Water Board is further directed to work with state agencies and water suppliers to identify mechanisms that would encourage and facilitate the adoption of rate structures and other pricing mechanisms that promote water conservation. The California Public Utilities Commission is requested to take similar action with respect to investor-owned utilities providing water services.

**INCREASE ENFORCEMENT AGAINST WATER WASTE**

9. The Water Board shall require urban water suppliers to provide monthly information on water usage, conservation, and enforcement on a permanent basis.

10. The Water Board shall require frequent reporting of water diversion and use by water right holders, conduct inspections to determine whether illegal diversions or wasteful and unreasonable use of water are occurring, and bring enforcement actions against illegal diverters and those engaging in the wasteful and unreasonable use of water. Pursuant to Government Code sections 8570 and 8627, the Water Board is granted authority to inspect property or diversion facilities to ascertain compliance with water rights laws and regulations where there is cause to believe such laws and regulations have been violated. When access is not granted by a property owner, the Water Board may obtain an inspection warrant pursuant to the procedures set forth in Title 13 (commencing with section 1822.50) of Part 3 of the Code of Civil Procedure for the purposes of conducting an inspection pursuant to this directive.

11. The Department shall update the State Model Water Efficient Landscape Ordinance through expedited regulation. This updated Ordinance shall increase water efficiency standards for new and existing landscapes through more efficient irrigation systems, greywater usage, onsite storm water capture, and by limiting the portion of landscapes that can be covered in turf. It will also require reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015. The Department shall provide information on local compliance to the Water Board, which shall consider adopting regulations or taking appropriate enforcement actions to promote compliance. The Department shall provide technical assistance and give priority in grant funding to public agencies for actions necessary to comply with local ordinances.

12. Agricultural water suppliers that supply water to more than 25,000 acres shall include in their required 2015 Agricultural Water Management Plans a detailed drought management plan that describes the actions and measures the supplier will take to manage water demand during drought. The Department shall require those plans to include quantification of water supplies and demands for 2013, 2014, and 2015 to the extent data is available. The Department will provide technical assistance to water suppliers in preparing the plans.
include a detailed drought management plan and quantification of water supplies and demands in 2013, 2014, and 2015, to the extent that data is available. The Department shall give priority in grant funding to agricultural water suppliers that supply water to 10,000 to 25,000 acres of land for development and implementation of Agricultural Water Management Plans.

14. The Department shall report to Water Board on the status of the Agricultural Water Management Plan submittals within one month of receipt of those reports.

15. Local water agencies in high and medium priority groundwater basins shall immediately implement all requirements of the California Statewide Groundwater Elevation Monitoring Program pursuant to Water Code section 10933. The Department shall refer noncompliant local water agencies within high and medium priority groundwater basins to the Water Board by December 31, 2015, which shall consider adopting regulations or taking appropriate enforcement to promote compliance.

16. The California Energy Commission shall adopt emergency regulations establishing standards that improve the efficiency of water appliances, including toilets, urinals, and faucets available for sale and installation in new and existing buildings.

INVEST IN NEW TECHNOLOGIES

17. The California Energy Commission, jointly with the Department and the Water Board, shall implement a Water Energy Technology (WET) program to deploy innovative water management technologies for businesses, residents, industries, and agriculture. This program will achieve water and energy savings and greenhouse gas reductions by accelerating use of cutting-edge technologies such as renewable energy-powered desalination, integrated on-site reuse systems, water-use monitoring software, irrigation system timing and precision technology, and on-farm precision technology.

STREAMLINE GOVERNMENT RESPONSE

18. The Office of Emergency Services and the Department of Housing and Community Development shall work jointly with counties to provide temporary assistance for persons moving from housing units due to a lack of potable water who are served by a private well or water utility with less than 15 connections, and where all reasonable attempts to find a potable water source have been exhausted.

19. State permitting agencies shall prioritize review and approval of water infrastructure projects and programs that increase local water supplies, including water recycling facilities, reservoir improvement projects, surface water treatment plants, desalination plants, stormwater capture, and greywater systems. Agencies shall report to the Governor’s Office on applications that have been pending for longer than 90 days.
21. The Water Board and the Department of Fish and Wildlife shall immediately consider any necessary regulatory approvals for the purpose of installation of the Emergency Drought Salinity Barriers.

22. The Department shall immediately consider voluntary crop idling water transfer and water exchange proposals of one year or less in duration that are initiated by local public agencies and approved in 2015 by the Department subject to the criteria set forth in Water Code section 1810.

23. The Water Board will prioritize new and amended safe drinking water permits that enhance water supply and reliability for community water systems facing water shortages or that expand service connections to include existing residences facing water shortages. As the Department of Public Health's drinking water program was transferred to the Water Board, any reference to the Department of Public Health in any prior Proclamation or Executive Order listed in Paragraph 1 is deemed to refer to the Water Board.

24. The California Department of Forestry and Fire Protection shall launch a public information campaign to educate the public on actions they can take to help to prevent wildfires including the proper treatment of dead and dying trees. Pursuant to Government Code section 8645, $1.2 million from the State Responsibility Area Fire Prevention Fund (Fund 3083) shall be allocated to the California Department of Forestry and Fire Protection to carry out this directive.

25. The Energy Commission shall expedite the processing of all applications or petitions for amendments to power plant certifications issued by the Energy Commission for the purpose of securing alternate water supply necessary for continued power plant operation. Title 20, section 1769 of the California Code of Regulations is hereby waived for any such petition, and the Energy Commission is authorized to create and implement an alternative process to consider such petitions. This process may delegate amendment approval authority, as appropriate, to the Energy Commission Executive Director. The Energy Commission shall give timely notice to all relevant local, regional, and state agencies of any petition subject to this directive, and shall post on its website any such petition.
Division 13 (commencing with section 21000) of the Public Resources Code and regulations adopted pursuant to that Division are hereby suspended. This suspension applies to any actions taken by state agencies, and for actions taken by local agencies where the state agency with primary responsibility for implementing the directive concurs that local action is required, as well as for any necessary permits or approvals required to complete these actions. This suspension, and those specified in paragraph 9 of the January 17, 2014 Proclamation, paragraph 19 of the April 25, 2014 proclamation, and paragraph 4 of Executive Order B-26-14, shall remain in effect until May 31, 2016. Drought relief actions taken pursuant to these paragraphs that are started prior to May 31, 2016, but not completed, shall not be subject to Division 13 (commencing with section 21000) of the Public Resources Code for the time required to complete them.

27. For purposes of carrying out directives 20 and 21, section 13247 and Chapter 3 of Part 3 (commencing with section 85225) of the Water Code are suspended.

28. For actions called for in this proclamation in directive 20, the Department shall exercise any authority vested in the Central Valley Flood Protection Board, as codified in Water Code section 8521, et seq., that is necessary to enable these urgent actions to be taken more quickly than otherwise possible. The Director of the Department of Water Resources is specifically authorized, on behalf of the State of California, to request that the Secretary of the Army, on the recommendation of the Chief of Engineers of the Army Corps of Engineers, grant any permission required pursuant to section 14 of the Rivers and Harbors Act of 1899 and codified in section 48 of title 33 of the United States Code.

29. The Department is directed to enter into agreements with landowners for the purposes of planning and installation of the Emergency Drought Barriers in 2015 to the extent necessary to accommodate access to barrier locations, land-side and water-side construction, and materials staging in proximity to barrier locations. Where the Department is unable to reach an agreement with landowners, the Department may exercise the full authority of Government Code section 8572.

30. For purposes of this Executive Order, chapter 3.5 (commencing with section 11340) of part 1 of division 3 of the Government Code and chapter 5 (commencing with section 25400) of division 15 of the Public Resources Code are suspended for the development and adoption of regulations or guidelines needed to carry out the provisions in this Order. Any entity issuing regulations or guidelines pursuant to this directive shall conduct a public meeting on the regulations and guidelines prior to adopting them.
response can be procured quickly, the provisions of the Government Code and the Public Contract Code applicable to state contracts, including, but not limited to, advertising and competitive bidding requirements, are hereby suspended for directives 17, 20, and 24. Approval by the Department of Finance is required prior to the execution of any contract entered into pursuant to these directives.

This Executive Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 1st day of April 2015.

EDMUND G. BROWN JR.
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State
The Phillips 66 Santa Maria Refinery has operated on the Nipomo Mesa for nearly 60 years and employs approximately 200 people.

The refinery has filed an application with San Luis Obispo County for approval to extend our existing rail track on refinery property and install equipment needed for rail delivery of North American crude oil.

Changes in the California oil industry are changing the way the Phillips 66 Santa Maria Refinery does business. The refinery currently processes crude oil that arrives via underground pipe from locations throughout California. With the decline in California crude oil production, the refinery is looking to alternate sources outside the state for reliable supplies of competitively priced crude oil. However, there are no pipelines that connect the refinery to these alternate sources of crude oil and the refinery does not have a marine offloading facility. The solution is to utilize and enhance our existing rail facility to enable delivery of crude oil.

The refinery already uses trains to transport products, and refinery personnel have decades of experience safely handling railcars. The proposed change will help the refinery, and the approximately 200 permanent jobs it provides, remain viable under increasingly challenging business conditions.

Everything at Phillips 66 is done with safety at the forefront. We take special pride in the safe operations of the Santa Maria Refinery, which earned our facility the highest safety honors awarded by the American Fuel & Petrochemical Manufacturers (AFPM). The proposed rail project is designed with safety as a top priority and with safety measures embedded in the project. Phillips 66 has one of the most modern crude rail fleets in service in the industry, and every railcar used to transport crude in our fleet exceeds current regulatory safety standards. All railcars that will deliver crude to the refinery have been built after October 2011. Phillips 66 will continue to only utilize cars that meet or exceed applicable regulations.

The Union Pacific railroad will be responsible for delivering the crude oil railcars to the refinery. Union Pacific safely transports a variety of products, including crude oil, through SLO County every day.

The project will extend an existing railroad track by approximately four thousand feet within the refinery property, occupying fewer than 30 acres of the refinery’s 1,780-acre site. The proposed project was specifically designed to avoid sensitive environmental resources.

There will be minimal increased water usage associated with this project to provide for an employee restroom at the rail facility.

The project will create 30 to 50 temporary positions during the nine-month construction period. Depending on the final approved project, several new full-time operating positions could also be added.

The project will extend the refinery’s existing track and include construction of an “unloading rack” used to move the oil into the refinery’s storage tanks.

Up to five 80-car trains will deliver the oil to the refinery weekly.

Crude oil will come from a variety of sources in North America that meet the refinery’s specifications. The Santa Maria Refinery is designed to run heavy crude oils that are typical of the type of crude oil produced in California.

Trains will enter the refinery via a spur from the existing rail track and be secured for 24-hour turnaround unloading.

Pending approval of state and local permits, construction is expected to begin in mid-2015, with the rail spur operational in 2016.
PROJECT APPROVAL PROCESS

- The original Draft Environmental Impact Report (DEIR) was released in November 2013. The public provided comments on the DEIR during the 60-day public comment period that ended in January 2014.
- The recirculated Draft Environmental Impact Report (DEIR) was released on October 10, 2014 by San Luis Obispo County. The 45-day comment period ended November 24, 2014. The DEIR is available at the SLO County website, SLOcounty.ca.gov/planning.
- A Final EIR (FEIR) is anticipated to be released in first quarter 2015. The project will be scheduled for a public hearing before the SLO County Planning Commission, currently anticipated for spring 2015.
- In addition to County oversight, the proposal is being reviewed by government agencies including the San Luis Obispo County Air Pollution Control District, California Department of Fish and Wildlife and CAL FIRE.

ADDITIONAL QUESTIONS

1. **Will the project generate noise?**
   The Draft EIR includes the findings from noise studies and modeling tests conducted by both the refinery and an independent third party retained by the County. The findings were consistent: noise issues can be resolved by requiring specific noise reducing practices. Operations are subject to modification or shutdown if noise exceeds permit requirements.

2. **What about lights?**
   The Draft EIR also includes reviews of lighting impacts and recommends downward focused lights and other measures to eliminate neighborhood impacts. The project will use "dark sky" compliant lighting.

3. **What effect will the trains have on air quality?**
   The refinery operates with oversight from the San Luis Obispo County Air Pollution Control District to ensure that air quality at the refinery will not be degraded.

4. **How do I get involved?**
   Monitor the SLO County website SLOcounty.ca.gov/planning for meeting notices and agendas. Phillips 66 also maintains a mailing list and email database of residents who have asked to receive our project updates. Please call our message line at (805) 788-4441 and leave your name, address, phone number and email address, and we will add you to our group.

ADDITIONAL INFORMATION

San Luis Obispo County: SLOcounty.ca.gov/planning

Santa Maria Refinery Rail Project: SantaMariaRefinery.com
Under "Additional Links" on right column, click on: "Rail Project Information"

Message Line & Mailing List: (805) 788-4441
For questions, additional information or to join our mailing list, call the Phillips 66 Santa Maria Rail Project message line. Calls are returned within one business day.
**SANTA MARIA REFINERY**

**ECONOMIC IMPACT**

*Built in 1955*

- Plays an important part in the California energy infrastructure and the local economy.
- Employs 120 full-time workers and 80 regular, specialized contractors.
- Processes 44,000 barrels of crude oil per day.
- Transports semi-refined products used to make gasoline, aviation fuel and diesel to the Rodeo Refinery in the San Francisco Bay Area via pipeline.

**Santa Maria Refinery Statistics**

<table>
<thead>
<tr>
<th>Description</th>
<th>Year-End 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property tax paid</td>
<td>$1,673,000</td>
</tr>
<tr>
<td>Local sales tax</td>
<td>$99,000</td>
</tr>
<tr>
<td>Sales tax paid to state of California</td>
<td>$429,000</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$276,000</td>
</tr>
<tr>
<td>Total taxes paid</td>
<td>$2,477,000</td>
</tr>
<tr>
<td>Site employee payroll*</td>
<td>$17,053,000</td>
</tr>
<tr>
<td>Total contractor payroll</td>
<td>$26,016,000</td>
</tr>
<tr>
<td>Total site payroll</td>
<td>$43,069,000</td>
</tr>
<tr>
<td>Total purchasing from vendors</td>
<td>$31,624,000</td>
</tr>
</tbody>
</table>

Santa Maria Refinery locally impacts more than 1,200 jobs.†

* Includes payroll benefits.

† Job estimates are based on direct and indirect benefits, per the ECONOMIC AND POLICY ANALYSIS GROUP, Los Angeles County Economic Development Corporation’s report, 2012 OIL AND GAS IN CALIFORNIA: THE INDUSTRY AND ITS ECONOMIC CONTRIBUTION.

www.Phillips66.com
Crude Oil by Rail in California

Supporting California’s Energy Infrastructure

Union Pacific shipped approximately 141,000 carloads of crude oil on our 23-state network in 2014. Crude oil currently represents about 1 percent of our business in California. This amounts to 1,000 – 1,200 carloads of crude oil monthly.

The crude oil Union Pacific moves through California originates in California, Canada and Utah. We do not move any crude oil in California originating from the Bakken region.

Union Pacific moves crude oil in California two ways:

- On “manifest” trains with tank cars carrying crude oil interspersed with other commodities in box cars, hopper cars, etc.
- On “unit trains” made up of 80 -100+ cars with the same product in every car.

We move crude oil along our coast route between Los Angeles and the Central Coast, a service we have safely provided for decades. We also move crude oil on our I-5 corridor running from California’s northern border to the Los Angeles region through the Central Valley. We do not currently move any crude oil in the Bay Area.

Preventing Derailments

Union Pacific works diligently to prevent derailments and other accidents. We spent more than $31 billion in private capital investments from 2005-2014, and plan to spend a record $4.3 billion in 2015 continuing to strengthen our infrastructure. Doing so helps us improve safety for our employees, communities and customers.

We decreased derailments 38 percent during the last 10 years, due in large part to our robust derailment prevention and risk reduction process. This process includes, among others, the following measures:

- Developing and using the latest technology such as lasers and ultrasound to identify rail imperfections.
- Forecasting potential failures before they happen by tracking acoustic wheel vibrations.
- Performing a real-time analysis of every rail car moving on our system each time it passes a trackside sensor, equaling 20 million car evaluations per day.
- Conducting rigorous safety training programs on a regular basis to help employees identify and prevent potential derailments.

February 2015
Preparing California’s First Responders

Our goal is the same as our customers’ and the communities’ in which we operate: to deliver every tank car safely while at the same time being prepared to respond in the case of an accident. We take our responsibility to ship crude oil, as mandated by federal law, seriously. Union Pacific follows strict safety practices and in many cases exceeds federal safety regulations.

We work with 184 fire departments along Union Pacific rail lines in California. We work with fire departments and other emergency responders along our network to offer comprehensive hazmat response training in communities where we operate. Union Pacific trained more than 3,900 emergency responders across California since 2010. This includes classroom and hands-on training in tank car anatomy, hazmat shipping documentation and equipment securement.

Union Pacific has significant response resources located in California for the unlikely event of a crude oil spill or other hazmat-related incident. We have access to more than 176,000 feet of containment boom in the state, chemical transfer trucks, fire fighting foam, fire fighting trailers and more.

To provide additional information to emergency response professionals for training and response purposes, we are introducing AskRail,™ a new real-time mobile application produced by the Association of American Railroads. Once first responders download the AskRail app onto their mobile device, they can search by rail car identification number to identify the commodity inside the tank car. AskRail supplements existing response processes for hazardous materials-related incidents.
The Union Pacific Hazardous Materials Management Group (HMM) consists of experts in hazardous material transportation safety, securement and response. The HMM team understands that communities are concerned about the risks associated with hazmat shipment by rail. Providing safe and fuel efficient freight transportation is how Union Pacific is participating in America’s energy evolution.

We haul products related to the entire energy sector including wind, solar, coal, ethanol and crude oil. We take our responsibility to ship crude oil, as mandated by federal law, seriously. Our goal is the same as our customers and the communities in which we operate: to deliver every tank car safely while at the same time being prepared to respond in the case of an accident.

The HMM Group is part of Union Pacific Railroad’s Safety Department. Its primary focus is the safety of all Union Pacific employees, the residents of communities where we operate trains and our customers. This team of experts has a four-part mission:

- **Prevention** – Prevent releases of hazardous materials in transportation
- **Preparedness** – Develop internal and external assets for hazmat education, response and recovery
- **Response** – Respond to incidents to protect health and minimize harm to the environment
- **Recovery** – Restore normal rail operations as quickly as possible in the event of an incident

**PREVENTION**

Union Pacific’s HMM team members regularly inspect tank cars moving on the Union Pacific network. In each inspection, an HMM team member examines fittings, markings, safety appliances and waybills. Union Pacific’s HMM managers annually perform thousands of these inspections. HMM conducts tank car inspection blitz programs throughout the year in which Union Pacific managers, outside contractors, customers and regulators work together to inspect a large number of tank cars in a defined geographic area. High volume crude oil locations are chosen for tank car inspection blitz programs, with 10 to 16 blitzes performed annually across the Union Pacific network.

HMM is responsible for training Union Pacific employees about hazardous materials safety. U.S. Department of Transportation-defined “hazmat employees” are required to be trained in the safe handling of hazardous materials. Union Pacific train crews are required to carry a copy of Instructions for Handling Hazardous Materials while operating a train carrying hazmat. This is a reference guide published by HMM.

If Union Pacific inspections identify a shipper with recurring issues, HMM will provide onsite training for proper tank car securement to ensure the shipper is educated in best practices for preparing hazardous materials shipments.

**PREPAREDNESS**

Preparation is critical to an appropriate incident response. HMM develops the Union Pacific Hazardous Materials Emergency Response Plan (HMERP), a performance based plan that provides guidance about reporting a release as well as a list of training requirements for those responding to an incident. Each of the 22 operating divisions at Union Pacific undergoes an annual unannounced drill to ensure all aspects of the HMERP are in place and being followed by Union Pacific employees. The requirements, including drills and exercises, for specific plans for large oil storage tanks are managed by HMM.

![A safety training event for local first responders.](image)
PREPAREDNESS (continued)

Providing no-cost training to public responders is Union Pacific’s most substantial preparedness effort. Having cataloged every fire department that may respond to an incident along the Union Pacific network, HMM team members reach out to fire departments on an annual basis to offer training or information to assist fire departments in their preparation for a potential incident. Training consists of classroom and hands-on activities using a specially-designed training trailer or training tank car. Trainees learn how to contact the railroad during an emergency, how to read shipping documentation, derailment safety considerations and what assets the railroad can provide in the event of an incident. HMM performs large scale training events in collaboration with Union Pacific’s partners in TRANSCAER (Transportation Community Awareness and Emergency Response).

RESPONSE

The response process used by HMM is designed to be easily incorporated into public response incident command structure. This process requires analyzing the problem, planning the response, implementing the plan, and evaluating and adjusting the response as necessary. Union Pacific’s Response Management Communication Center (RMCC) is an around the clock security response center where critical call dispatchers manage calls from the public, law enforcement and others who are reporting emergencies and other incidents on Union Pacific’s 32,000-mile network. RMCC follows all regulations regarding notification of local, state and federal agencies in the event of an accident and works closely with first responders throughout an incident.

Union Pacific has 30 highly trained hazardous materials responders. We rely on a network of private response contractors who are carefully vetted and audited on an annual basis to ensure a constant state of readiness. Most of these contractors are qualified with fire fighting or United States Coast Guard Oil Spill Recovery Organization (OSRO) certifications. OSRO-certified contractors have demonstrated expertise and equipment to handle oil spills on land and water. Contractors have access to the equipment (boats, boom, skimmers, vacuum trucks, storage tanks, heavy equipment) necessary to respond to a hazardous materials incident.

To supplement the response, HMM has air monitoring contractors who can be quickly deployed to provide real-time data to public responders. Union Pacific works closely with community leadership throughout the response process. Additionally, HMM can deploy contractors who are subject-matter experts in toxicology, industrial hygiene, medicine, nursing and environmental protection. These specialty contractors can work in the communities impacted by an incident and in concert with first responders to ensure a safe response.

HMM invested in response equipment in the form of firefighting trailers, foam caches, air monitoring equipment and specialty tools to ensure resources are readily available.

RECOVERY

Once an incident has been stabilized, recovery begins. If a tank car has been damaged and cannot travel safely on the railroad, the contents must be transferred to an undamaged car. Union Pacific is the only railroad that owns and operates all of the equipment necessary to transfer any liquid or compressed gas from one tank car to another. Once the tank car is liquid free, HMM will clean and purge the damaged car to ensure it can be safely repaired or dismantled.

Once all hazardous materials have been removed from the incident site, HMM will transition the project to the Union Pacific Site Remediation Group for remediation and closure with regulatory agencies.

The final aspects of recovery include a debriefing with the public responders and an internal post-incident analysis. These activities are an invaluable means of improving the group’s overall capability to respond to a hazmat-related incident.
Union Pacific in California

2013 FAST FACTS
Miles of Track: 3,267
Annual Payroll: $429 million
In-State Purchases: $228.4 million
Capital Investment: $326.7 million
Employees: 4,860
U.S. Jobs Supported*: 21,870

* Each American freight rail job supports 4.5 jobs elsewhere in the U.S. economy.
(Association of American Railroads)

TOP FIVE COMMODITIES SHIPPED IN 2013 (BY VOLUME)

TOP FIVE COMMODITIES RECEIVED IN 2013 (BY VOLUME)

RAIL CARS ORIGINATED IN CALIFORNIA
2009: 1,311,240
2010: 1,479,134
2011: 1,433,992
2012: 1,472,503
2013: 1,492,707

RAIL CARS TERMINATED IN CALIFORNIA
2009: 1,333,356
2010: 1,510,454
2011: 1,512,473
2012: 1,502,165
2013: 1,546,782

Union Pacific in California

In California, Union Pacific serves the rich agricultural central valley, the Port of Oakland and the San Francisco Bay area, as well as the Los Angeles metropolitan area with its two major ports at Los Angeles and Long Beach.

Along the West Coast, the "I-5/Hwy 99 Corridor" offers the most efficient north-south transportation service to freight customers in all three Pacific Coast states. This service ties to main east-west corridors at Portland, Oakland and Los Angeles.

In Northern California, Union Pacific handles import-export automobile traffic at Benicia. In Southern California, Union Pacific serves major automobile distribution centers. Union Pacific trains carry extensive varieties of import-export traffic through its Intermodal
Union Pacific in California (cont.)

Container Transfer Facility (ICTF) near the Los Angeles-Long Beach harbors. The railroad also moves chemicals and manufactured goods, as well as fruits, vegetables and canned goods in the Golden State.

Union Pacific played a key role in the Alameda Corridor project, along a 21-mile route connecting the Los Angeles/Long Beach harbor complex to downtown Los Angeles rail yards. Completed in 2002, this $2 billion-plus construction effort improved safety and vehicle traffic flow by eliminating 209 grade-level street/rail crossings and doubled the speed of freight trains using the corridor.

Union Pacific operates intermodal facilities in Oakland, Stockton, Long Beach and Los Angeles. Other terminal operations are located in Roseville, Lathrop, Commerce, West Colton and Yermo. Daily Amtrak services as well as extensive commuter trains operate on Union Pacific track throughout the state.

Union Pacific’s capital investment in California from 2009 to 2013 was more than $1.4 billion.

Supporting the communities we serve

In 2013, Union Pacific provided more than $1.4 million to California charitable organizations such as the Boys & Girls Club, Museum of Latin American Art and The Salvation Army. These charities were reached through a combination of the Union Pacific Foundation, matching gifts and corporate contributions. The Union Pacific Foundation is the primary philanthropic arm of Union Pacific Corporation and has distributed funds since 1959 to qualified organizations in communities served by Union Pacific.

America’s premier railroad

Union Pacific Railroad is the principal operating company of Union Pacific Corporation (NYSE: UNP). One of America’s most recognized companies, Union Pacific Railroad connects 23 states in the western two-thirds of the country by rail, providing a critical link in the global supply chain. From 2007-2013, Union Pacific invested more than $21.6 billion in its network and operations to support America’s transportation infrastructure. The railroad’s diversified business mix includes Agricultural Products, Automotive, Chemicals, Coal, Industrial Products and Intermodal. Union Pacific serves many of the fastest-growing U.S. population centers, operates from all major West Coast and Gulf Coast ports to eastern gateways, connects with Canada’s rail systems and is the only railroad serving all six major Mexico gateways. Union Pacific provides value to its roughly 10,000 customers by delivering products in a safe, reliable, fuel-efficient and environmentally responsible manner.

CONTACT US

24-Hour Emergency Hotline – Response Management: (888) 877-7267

To report rough crossings or crossings obscured by vegetation (non-emergency only): (916) 789-6114

Corp. Headquarters: (402) 544-5000 or (888) 870-8777

Lisa Lawson Stark, Public Affairs, N. Calif.: (913) 789-5957 LLSSTARK@up.com

Lupe Valdez, Public Affairs, S. Calif.: (626) 935-7617 LCVALDEZ@up.com

Andy Perez, Ports of Long Beach, Los Angeles, Oakland and Alameda County: (562) 490-7051

Aaron Hunt, Media Relations. (916) 789-6019
Union Pacific

Backed by more than 150 years of experience, we’re inspired to continue Building America.

TODAY OUR FLEET OF 8,300 LOCOMOTIVES TRAVELS THROUGH 23 STATES OVER 32,000 MILES OF TRACK

1 TON OF FREIGHT MOVES 471 MILES ON 1 GALLON DIESEL FUEL

75% LESS CARBON FOOTPRINT ON AVERAGE THAN TRUCKS

UNION PACIFIC OWNS 19,000 BRIDGES

PUBLIC SAFETY OUTREACH INCORPORATING TRAINING, EDUCATIONAL MEDIA & GRANT INITIATIVES

46,500 EMPLOYEES WORKING AT THE SAFEST LEVELS IN OUR HISTORY

NEARLY $14.3 MILLION DONATED 2,271 NON-PROFITS SUPPORTED IN 2013

CONTINUING TO CONNECT

Union Pacific is the leading freight transportation provider to and from the Mexico border, handling 90% of the rail market share, as well as connecting to all Canadian rail systems.
Strengthening America's Rail Infrastructure

From 2003-2013, Union Pacific reduced crossing accidents by 15 percent and reportable train derailments by 23 percent.

$4.1 BILLION 2014 CAPITAL PLAN
(IN MILLIONS)

INFRASTRUCTURE REPLACEMENT 42%
LOCOMOTIVES & EQUIPMENT 24%
CAPACITY / COMMERCIAL FACILITIES 18%
POSITIVE TRAIN CONTROL 11%
TECHNOLOGY / OTHER 5%

2013 BRIDGE INSPECTIONS

38,600 BRIDGE INSPECTIONS
100 UNDERWATER INSPECTIONS
5,300 LARGE CULVERT INSPECTIONS

MORE THAN 2 MILLION SIGNAL & DETECTION DEVICE INSPECTIONS IN 2013

FIRST RESPONDERS TRAINED SINCE 2003
45,500

20 MILLION TRACKSIDE EVALUATIONS PER DAY

ULTRASONIC WHEEL DEFECT DETECTOR
DEVELOPED BY UNION PACIFIC, WORLD'S FIRST FACILITY

500,000 WHEELS CHECKED ANNUALLY

5.7 MILLION MILES OF VISUAL TRACK INSPECTION IN 2013
211,000 MILES OF ELECTRONIC TRACK INSPECTIONS IN 2013