



Office of the Mayor

3300 Capitol Avenue, Building A | P.O. Box 5006, Fremont, CA 94537-5006

510 284-4011 *ph* | 510 284-4001 *fax* | [www.fremont.gov](http://www.fremont.gov)

May 13, 2015

San Luis Obispo County Planning Commission  
Attn: Ms. Ryan Hostetter  
Department of Planning and Building  
San Luis Obispo County  
976 Osos Street, Room 300  
San Luis Obispo, CA 93408

**RE: Proposed Phillips 66 Santa Maria Refinery Rail Spur Extension Project**

Dear Planning Commissioners:

The City of Fremont would like to express our concerns regarding the proposed Phillips 66 Santa Maria Refinery (SMR) Rail Spur Extension in San Luis Obispo County. The City is particularly concerned with the increase of 80 tank cars weekly, with the potential of transporting two million gallons per unit train of crude oil through many densely populated areas and the risks that it poses to our city. The Revised Draft Environmental Report (RDEIR) identifies 3.2 miles of Union Pacific Rail Road (UPRR) track in Fremont with a population density of 10,000 people per square mile, as a north-to-south train route from Roseville to the Santa Maria Refinery.

The most significant impact identified in the RDEIR is accidents on the main line that could result in oil spills, fires, and explosions near populated areas. Based upon the assumptions of the RDEIR of 10,000 people/square mile for 3.2 miles of track, approximately 32,000 people within our jurisdiction, or 1/6 of Fremont's population, would be within ½ mile of these trains.

As oil-by-rail shipments have increased in recent years, there has been a dramatic increase in the number of incidents involving crude oil by rail accidents from several per year prior to 2010 to 155 in 2013 and 141 oil spills in 2014. Tank cars adhering to CPC-1232 standards proposed in the transport of crude oil for the Phillips 66 Rail Spur Extension project have proven to be largely ineffective from protection in a derailment, breaching and causing large explosions even at low speeds, and have thermally failed in four accidents occurring between February 2015 and March 2015.

In addition to the risk of an oil spill that our residents face due to the close proximity of the transport of crude oil through UPRR rail lines, daily toxic air contaminants (TAC) from rail operations would exceed both the San Luis Obispo County Air Pollution Control District's thresholds for 30-year cancer risk beyond the railroad right-of-way, and increase the exposure for residents along the entire route to TAC. An increase in greenhouse gas emissions would occur as well.

The City's water resources, wildlife species, and popular natural resource recreation areas would experience significant impacts in the event of an oil spill. The presence of water resources such as the California Aqueduct, numerous creeks and rivers, and biologically sensitive sloughs along



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the edge of the bay would be devastated, resulting in irreversible damages to a delicate ecosystem. Conservation efforts in protecting endangered species such as the Steelhead trout, which swim in streams along the UPRR main line, could face a tremendous setback in protecting and promulgating the species. The loss of Lake Elizabeth, Alameda Creek and Quarry Lakes, all heavily visited popular natural resource areas located within 100 feet of the rail route would devastate Fremont and its surrounding area greatly.

For these reasons, the City of Fremont is writing to express its opposition to the project.

Sincerely,



Bill Harrison  
Mayor

cc: Senator Diane Feinstein, U.S. Senate  
Senator Barbara Boxer, U.S. Senate  
Representative Mike Honda, U.S. House of Representatives  
Representative Eric Swalwell, U.S. House of Representatives  
Senator Bob Wieckowski, California State Senate  
Assemblymember Bill Quirk, California State Assembly  
Assemblymember Kansen Chu, California State Assembly  
Fremont City Council



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MAY 19

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cc: Fremont City Council