



Fw: Special Alert - At The Last Minute Phillips 66 Attempts To Change The Game

Jocelyn Brennan to: Ramona Hedges

02/03/2016 02:50 PM

Cc: Ryan Hostetter

Sincerely,
Jocelyn Brennan
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----- Forwarded by Jocelyn Brennan/BOS/COSLO on 02/03/2016 02:50 PM -----

From: Board of Supervisors/BOS/COSLO
To: Jocelyn Brennan/BOS/COSLO@Wings
Date: 02/03/2016 01:53 PM
Subject: Fw: Special Alert - At The Last Minute Phillips 66 Attempts To Change The Game
Sent by: Paul Thomey

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From: Martin Akel <akelassoc@earthlink.net>
To:
Date: 02/03/2016 12:14 PM
Subject: Special Alert - At The Last Minute Phillips 66 Attempts To Change The Game

Dear California Government Official:

Yesterday, Phillips 66 dropped a strategic bomb in their bid to haul their crude oil trains through our communities. For more than two years they've told everyone they want to bring 250, mile-long trains through California and into their Santa Maria refinery. The Final EIR indicated that this plan would cause eleven, class I, "significant and unavoidable" impacts to our health, safety and environment.

But yesterday, February 2nd, just 48 hours prior to the San Luis Obispo Planning Commission's Public Hearings, their attorney submitted a letter (attached) indicating that Phillips would be willing to reduce the quantity of trains to 150 per year (i.e., 300 trains in and out annually).

This would supposedly allow them to make all the environmental impacts at their refinery disappear. And as far as the myriad of "significant and unavoidable" impacts that would remain throughout SLO County and California ... we must all accept those because our towns are *preempted* by federal law from protecting ourselves from what's hauled on the mainline.

But truly, will this last minute bomb make the incredible threats of Phillips' crude-by-rail plan disappear?

Will citizens not be breathing diesel exhaust from 900 locomotives in and out of our County each year?

Do the dangers of hauling and refining tar sands disappear?

Does the threat of exploding trains disappear? Do the actual disasters in Lac Megantic, in Lynchburg, in Casselton, no longer tell us that the dangers are real?

Does the threat of tar sands oil spills, which can cost governments billions of dollars to clean up, disappear?

And, are our emergency services now somehow magically fully prepared to deal with oil train disasters?

Of course not. The threats remain exactly the same. But Phillips is playing a legal game, attempting to shove opposition out of the way.

Attached is the letter sent by Phillips' attorney to SLO County's Planning Commission, received on February 2nd. Please see page 14 - "Reduced Rail Deliveries Alternative."

And please note the sentence -- ***"Due to federal preemption, local governments do not have the authority to restrict a shipper's access to the interstate rail network because they object to the impacts from the mainline rail operations."*** They're telling SLO County that despite the severe impacts of Phillip's plan, the County has to get out of their way -- Phillips' trains are coming here and there's nothing the County can do about it.

The Public Hearings begin February 4th and 5th. Although the public only learned about Phillips' new intentions yesterday, they will certainly speak out tomorrow.

Respectfully,

The Mesa Refinery Watch Group

www.mesarefinerywatch.com



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