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Sent: Wednesday, June 08, 2016 7:07 PM
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elcarroll@coslo.ca.us; Ramona Hedges; Linda Reynolds; Board
of Supervisors; letters@thetribunenews.com
Subject: Wrecked & Flaming Crude Tank Cars

As I sat in the audience listening to two members of our SLO planning commission tell us there was no risk in crude by rail I wondered what you are now thinking when you read the that you had another crude oil tank train has wrecked? Planning commission members as well as the board supervisor should put the safety of their SLO constituents at the highest priority. This does not appear to be the case of at least two members of the commission. In the event that the Phillips 66 crude by rail spur is approved I'm wondering if the county has enough liability insurance to cover the massive expense and potential loss of life and property? I also wonder how you will react if you vote yes to approve the Phillips Rail spur? It would be heavy on your conscience and costly to your livelihood if a major accident occurred and it will occur at some point in time.

Please reverse your decision and vote with the two board members who know that this risk of approving the Phillips 66 usage permit for crude by rail transferred to the refinery is just too much risk for any organization and County appointed and elected officials to take.

On Friday afternoon, a train carrying volatile crude oil derailed and exploded near Mosier, Oregon in the scenic Columbia River Gorge.

Children had to be evacuated from a nearby elementary school only a stone's throw from the blast zone. Emergency firefighting efforts completely drained Mosier's municipal water system, and oil leaked into the local wastewater treatment plant, shutting down the town's sewer system. An unknown amount of oil also spilled into the Columbia River itself.

The jarring images of wrecked and flaming oil tank cars were eerily too familiar -- we've seen this before in Lac-Megantic, Quebec; Watertown, Wisconsin; Culbertson, Montana; and countless other places all across the country. The derailment along the precious Columbia River has sent a chill through the Pacific Northwest, an area in the crosshairs of Big Oil's quest to export oil.

That's why Oregon Governor Kate Brown, Senators Wyden and Merkley, and Representatives Blumenauer and Bonamici have all for a temporary ban on oil train traffic through the Columbia River Gorge pending a full investigation. Several hundred people testified before the planning commission, that's why so many city, county and organization representatives wrote letters to the board of supervisors and planning commission with evidence as to why the Phillips 66 permit for the spur should be denied.

The right thing to do is to deny the Phillips application now! — the ban on dangerous oil trains should be permanent across the US and given that an estimated 25 million Americans live within the blast zone of oil trains like these, we must protect *all* communities across the country that are at risk. It all starts at the Rail crude spur usage permit right here in SLO at the Phillips 66 Plant!

**Stanley Fisher
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