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Basil W. R. Jenkins
513 Rockaway Avenue
Grover Beach, CA 93433-2003

28th January, 2016

Ryan Hostetter
Senior Planner
San luis Obispo County Planning Dept.
976 Los Osos Street, Room 300
San Luis Obispo, CA 93408

SUBJECT: OPPOSITION TO THE PHILLIPS 66 SANTA MARIA REFINERY PROJECT

Dear Senior Planner Hostetter:

In response to your notification of the upcoming February 4th and 5th hearing to consider a request by Phillips 66 for a Development Plan/Coastal Development Plan to allow an expansion of facilities in Nipomo to enable the plant to process crude oil, I am writing to express my total opposition and deep concern. Once approved, the project would require an increase in the transport of crude oil along the Union Pacific Rail Line located only a few blocks from my residence, as well as a duplex apartment I own, to access the refinery. Foremost in my concern, and that of my tenants and all of the neighbors I have consulted - as well as the majority of the population of the South County Five Cities and adjacent area - is the potential rail safety impacts the project could have and which are and have been present already to a dangerous extent. On any given day trains pass through the area of my residence and that of my neighbors carrying highly hazardous materials. Currently an average of three trains a week is moving through the area carrying crude oil. In addition to the crude oil transport, trains typically carry a variety of hazardous materials, including ethanol, pesticides, and numerous toxic chemicals. Based on the already having occurred train derailment in 1986 directly parallel and within only a few blocks of my house and apartments and resulting in evacuation from my property as a result of leaking chlorine gas from a tanker car, the probablity, even inevitability, of future rail accidents in this area confronts residents each day.

My family has resided in the South County for seventy years, and my father served for fifteen years on the first City Council of Grover City/Grover Beach. He is commemorated on the plaque at the Eighth Street entrance to the Grover Beach City Hall. I am a senior citizen living alone and, in the event of a nearby train derailment will be unable or have great difficulty in withdrawing from my residence to a place of safety, not to mention if I am physically harmed as a result of such an event I may be unconscious or dying (perhaps even killed). The same circumstances also exist for all of the residents in the area. I will never consent to my life and property and that of my community being jeopardized to benefit the commercial interests of Phillips 66 or other such entities.

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If allowed to continue or, incredibly, permitted to expand its operation, the probable eventuality of derailment or other disaster of a train transporting hazardous material will surely result in devastation and great harm in our community. Further, there will likely follow great economic loss in tourism - and this beautiful Central Coastal haven will be environmentally degraded and ruined.

Extremely serious concerns about public safety, property damage, and ecological factors are of paramount importance. There is already a most extensive record of oil transport-related accidents throughout North America; and the potential impact for this area will be huge.

I appeal to you to refuse and reject the Phillips 66 proposal under consideration and all related future proposals. I thank you for your thoughtful attention to the welfare of the residents of San Luis Obispo County.

Yours sincerely,

Basil W. R. Jenkins

Basil W. R. Jenkins

—occurs.

Q. WHAT STEPS HAVE THE U.S. AND CANADIAN GOVERNMENTS TAKEN?

Safety experts in the U.S. government have repeatedly sounded the alarm that Bakken crude oil should not be shipped in DOT-111 tank cars due to the risks. Yet prior to the issuance of the new rules, all DOT did was issue safety alerts recommending—but not requiring—shippers to use the safest tank cars in their fleets for shipments of Bakken crude and to avoid using DOT-111 cars. After CPC-1232s breached, spilled oil and exploded in several rail accidents in 2014 and 2015, the investigators extended their recommendations to CPC-1232s.

In the new tank car rule and a similar Canadian rule, new tank car standards will replace both DOT-111s and CPC-1232s for newly built tank cars. However, for existing tank cars, both countries have settled for weaker standards that require only that modest additional safety features be added to the CPC-1232 cars.

Crude Oil Project

Albany, NY: Crude Oil Shipments

Clatskanie, OR: Halting Clean Air Act Violation

Grays Harbor, WA: Stopping a Crude Oil Zone

Mount Vernon, WA: Skagit County Crude-by-Rail Decision