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Date: 11/24/2014 05:07 PM
Subject: Opposition to the Phillips 66 Rail Terminal Project

Mr. Murry Wilson, SLO County Planning Department -

I am writing to voice my opposition to Phillips 66 proposed project to add rail spur lines to their refining facility on the Nipomo Mesa. I moved to this county in March of this year from Stockton, hoping for a better and quieter quality of life. Like many others, I believe this project will negatively impact that quality for many residents of San Luis Obispo County.

FID-01

The revised Environmental Impact Report ("REIR") lists FIVE Class 1 impacts (REIR: sections AQ2-6). The south county area already has a significant number of days where pollutant emissions exceed SLOCAPD thresholds, mostly from particulate matter that comes onshore from the Oceano Dunes area. The REIR notes that not only would the operational activities of the spur generate excessive pollutants but the rail route through the county would as well. (AQ2-3). And these pollutants would be toxic (AQ 4-5)!

FID-02

The rail line runs near Cal Poly and the hospitals in San Luis Obispo, along the beach and tourist areas, as well as productive farmland, hiking trails and the Monarch Butterfly preserve. The nearby Oso Flaco Nature Preserve sees thousands of migratory birds each year. The endangered snowy plover and least tern nest on the nearby dunes. The negative impact of increased pollutants has been grossly understated by Phillips 66, including that generated by increased Petcoke production.

FID-03

Each of the proposed trains would be 80 cars long and together with the engines and buffer cars, would be over 1 1/2 miles long. As they go by on a daily basis, the pollution from the cars and the locomotives that pull them would be spewed along the route. The trains would be virtual pipelines, snaking through residential and commercial areas and causing traffic snarls at railroad crossings as there are few over or underpasses. There would also be a significant increase in noise, both along the route with the additional trains and at the operational yard, as well as an increase in noxious odors, both from the trains themselves and from the refinery. Noise would not be limited to weekday, daylight hours, but occur round the clock.

FID-04

The REIR is vague regarding the source of the crude they intend to refine here. The majority of North Dakota's Bakken shale is produced via fracking, which process involves the addition of toxic chemicals. 90% of that crude is transported out of state by rail and spills from rail road cars has increased dramatically; in 2013 alone, the amount in the US was 1.15 million gallons. The Pipeline Hazardous Materials and Safety Administration (PHMSA) is currently investigating whether Bakken crude is more explosive because it was obtained by fracturing, thus raising additional concerns about derailments, spills, and leakage. Phillips owns a number of DOT 111 tank cars,

FID-05

which have only a 7/16" thick shell and can't vent high pressure vapors quickly, thus increasing the risk of thermal explosions.

FID-05
cont

Phillips has operated little justification for the proposed expansion other than profit. Their 2012 annual report speaks to increasing their stake in the global market. That implies exportation rather than domestic use.

FID-06

While the building of the spur may provide jobs, the operation is estimated to increase the refinery's payroll by only 12 employees. The San Luis Obispo County Planning Commission, on behalf of all residents and visitors, should deny Phillip 66's proposed project.

FID-07

Thank you for your time and the opportunity to voice my concerns.

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