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Subject: Phillips REIR: FEDERAL PREEMPTION ISSUE

To: Murry Wilson, SLO County Planning Dept.

There is a consistent phrase used in the REIR for mitigation of various environmental consequences from the PHILLIPS 66 rail project: "However, the County may be preempted by Federal law from requiring mitigation for operations on the UPRR mainline tracks."

To best understand the power of Federal preemption, I want to pass on my observations from this past July, while on a flight layover at the Toronto airport. I observed hundreds of Canadians somberly grouped around airport televisions watching the one year anniversary ceremony of the Quebec oil tanker train disaster where 47 of their fellow citizens were incinerated.
To a person, they expressed extreme bitterness towards the oil company and railroad. GAT-01

The Canadians told me that within weeks of the disaster, while their downtown remained leveled by the explosion and residents were still traumatized by the event, the railroad rebuilt the mainline tracks. The railroad then declared bankruptcy because of billion dollar+ claims.
Within a short time later, the oil company resumed sending their 1.5 mile long oil tanker trains right through the center of the traumatized downtown.

Canadians are learning first hand the meaning of preemption. They now realize they will forever more have no control, however bad, of what is transported on their mainline tracks.

So as to not repeat the Canadian disaster for downtown SLO, I urge a "No Project" to Phillips 66 ill-advised rail project. GAT-02

Tom Garratt, Arroyo Grande, CA