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To: p66-railspur-comments@co.slo.ca.us
Date: 11/21/2014 09:57 AM
Subject: Oil trains into SLO Forces Costs on other CA communities.

Mr. Murry Wilson
San Luis Obispo County Planning Department

To: San Luis Obispo Elected Leaders and Planning Commission.

I am concerned about the incomplete nature of the recirculated draft EIR.

It does not address the fact that emergency responders in the state are not prepared for these heavy, dangerous trains that will traverse California on the way to SLO Santa Maria refinery. And it forces the cost of any upgrade on tax payers instead of the rail and oil companies causing this heighten risk.

HIA-01

The recirculated EIR's analysis of potential accidents and spills is flawed because it only evaluates rail accident rates from 2003 to 2012 and spill release rates between 2005 and 2009, and omits important data about crude rail accident frequency and magnitude in 2013 and 2014. This is troubling because we know that more crude spilled from trains in 2013 than spilled during the past four decades. The EIR must look at recent data, including accident data from Canada which has also experienced increased crude by rail incidents. This data reflects the increased quantities of dangerous crude being transported in old and unsafe tank cars and will provide a more accurate assessment of accident risk and magnitude along the rail lines that would serve this project.

HIA-02

Moreover, the EIR's worst case scenario spill analysis estimates a spill of approximately 180,000 gallons, that's approximately six tank cars of crude. This must be an error because we know that most crude trains are comprised of 100 or more tank cars. Indeed, a worst case scenario spill would be on the order of millions of gallons of crude. Such a spill could devastate our scarce water resources, property and our local economy, and would pose a significant threat to public health and safety. This project cannot be approved without analyzing and mitigating its true impacts.

The EIR must fully analyze the potential worst-case scenario of a spill near each of the many watersheds crossed en route to the Santa Maria refinery. The proposed rail route brings oil trains through the San Francisco Bay-Delta watershed and along California's treasured central coast. Each oil train carries more than three million gallons of explosive, toxic crude oil. A derailment near a river, stream, reservoir, or above a groundwater aquifer could contaminate drinking water for millions of Californians. During a time of extreme drought, SLO must not approve this project and create contamination risk for the rest of our state.

HIA-03

The planning department needs to examine the Santa Maria and Rodeo proposals as a single project. it is clear that Phillips 66 wants to bring toxic Canadian tar sands to California. The proposed oil train terminal in Santa Maria is linked by pipeline to the Phillips 66 refinery in Rodeo, CA. Phillips 66 is proposing to modify these facilities to allow it to refine the most toxic crude oil on Earth: Canadian tar sands. Transporting and refining tar sands will create more toxic air and water pollution for families along the rail line and near the Santa Maria refinery. San Luis Obispo cannot approve this project in isolation.

HIA-04

I hope the San Luis Obispo County Board and its Planning Commission rejects the Phillips 66 proposed rail spur. This project creates significant, unavoidable Costs for our communities -- and our climate.

HIA-05

Alan Hirsch