November 20, 2014

Mr. Murry Wilson
San Luis Obispo County Planning Department
976 Osos Street Room 200
San Luis Obispo, CA 93408

Concerning: Phillips 66 Rail Spur REIR proposal

Dear Mr. Wilson:

I am writing as a 20 year resident of the Central Coast and as a grandmother who hopes her grand children can enjoy this beautiful area with their grand children and so on to their grandchildren too. I am very concerned that my hope for this future cannot become a reality if Phillips 66 gets to implement their corporate business plan and start shipping crude oil by rail through San Luis Obispo County.

I believe this 'rail spur expansion' is not merely a simply rail spur addition but a total change in the overall business plan of Phillips 66, nationwide. As stated in its annual report, the firm has switched to a "crude-by-rail" approach in order to access far cheaper crude oil from Canada and elsewhere in the northern USA. The only way to access this northern crude is via rail since no pipelines exist. This is a corporate plan for expansion, however our County is unique and does not deserve to be smudged and degraded by an expanded oil refinery and train traffic through this beautifully preserved tourist area. LAN-01

I believe the consequences of approving this oil-by- rail plan locally will have MAJOR negative impacts on San Luis Obispo County's way of life, our tourism, our economy, our health, our air quality and the safety of our people. It is estimated that each train will weigh approximately 11,632 tons coming down the Cuesta Grade. Sadly I can forsee a disaster when an almost twelve-thousand ton object carrying crude attempts to come down the Cuesta Grade, alone hundreds of them per year!

According to the Phillips 66 literature, each year, 260 trains, each approximately a 1.5 miles-long, will traverse our county to the Nipomo mesa refinery and unload their crude oil. Then the same 260 trains will depart, traveling through San Luis Obispo County, often through cities, near residences and schools, even traveling the periphery of Cal Poly San Luis Obispo. So the Phillips 66 proposal is for a total of 520, 1.5 mile long train trips per year, through San Luis Obispo County. This intensity equals a half-billion gallons of crude oil (561,800,000 gallons) transiting through San Luis Obispo County annually – all with the potential to dirty our air, harm our tourism, change our way of life, and when a rail disaster occurs – change our beautiful, unique and God given County forever. LAN-02

Please before you approve this 'rail spur expansion' in the name of saving 140 jobs please think of the thousands of jobs that can be lost if a disaster occurs. Think of the hundreds of jobs that can diminish if our air quality, inconvenience and noise levels caused by these trains affect tourism. Please focus on our safety, our health, our way-of-life as a reason to deny this expansion. Specifically see these areas in the REIR: LAN-03

4.11.1.3 The Santa Maria Refinery is in a High Fire Hazard Zone and the only certified Level 1 Hazardous Materials Emergency Response Team s in Santa Barbara. The other four teams along the coast are non-certified. *Emergency responders lack adequate training in the specialized areas of oil rail safety and flammable liquid, lack critical information needed to help plan for and respond to oil by rail incidents, and how they would respond to potential worst-case scenarios.*

4.11-23 *A single significant event at the rail unloading facility could overwhelm the first responder resources and additional emergency responders and equipment could be required. Without proper fire protection design, training, and resources the impacts of a release of crude oil or fire could have significant impacts on fire protection and emergency response services.*

The California Public Utilities Commission (CPUC) has identified a number of Local Safety Hazard Sites (LSHS) within California, including the Cuesta Grade. Over the past 5 years there have been 58 derailments at or near LSHS sites. The Cuesta Grade represents an area where a runaway train could occur.

OES (Office of Emergency Services) analysis revealed that numerous local emergency response offices lack adequate resources to respond to oil by rail accidents. Rural areas have little or no funding for firefighters and rely on volunteer firefighters. They lack the capacity to support a HAZMAT team and lack capacity to purchase or maintain necessary specialized vehicles and equipment, or to obtain training. Their response time could be hours.

LAN-03 cont

If the above alone wasn't enough to stop this project since the 520 trains and new rail terminal will be highly invasive to San Luis Obispo County, and will bring significant pollution and the potential of major oil spills, the types of crude likely to be delivered are highly dangerous to both the health and safety of our citizens too! The types of crude will very likely include the pollution-intensive "tar sands," (which has been called *"one of the world's dirtiest and most environmentally destructive sources of fuel"*). Previously, Phillips 66 attempted to gain approval to ship in the highly explosive Bakken crude, but the outcry of San Luis Obispo County citizens forced the company to reverse course and finally state *"no Bakken," but what could these dangerous sources of fuel be in the future?*

Bottom line: this expansion is not the right Fit for San Luis Obispo County. It doesn't Fit: our unique natural beauty of the area; our unique climate; our economy based on tourism; our safety based on locations of rail tracks and the routes that will be used by 520, 1.5 mile-long trains per year; our safety due to what substances will be in the trains; our safety due to lack of proper response forces; our air quality; and so much more.

Phillips 66 is changing their business plan to include heavy crude shipped by rail but it is just not the right Fit for San Luis Obispo County.

LAN-04

Sincerely,

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