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To: <[p66-railspur-comments@co.slo.ca.us](mailto:p66-railspur-comments@co.slo.ca.us)>  
Date: 11/19/2014 11:05 AM  
Subject: Phillips 66 Rail Spur Project

Greetings,

I am a resident of Trilogy in Nipomo, a community that will be significantly adversely impacted by the Phillips 66 Rail Spur Project if approved and implemented. However, in this email, I will focus more broadly on the potential impacts to San Luis Obispo County.

Shipping oil by rail involves the risk of derailment, spillage, possible explosions/fires, and the resulting contamination. There have been several highly publicized examples of what can happen - most notably the Lac-Megantic (Quebec) derailment and explosion (July 6, 2013). California has rated the rail line down Questa Grade as very high risk. If a train of 80 DOT-111 tanker cars were to lose control and derail in the vicinity of San Luis Obispo, the result could be catastrophic, with a major university, hospitals and a community of over 50,000 at risk. San Luis Obispo County lacks an adequate number of HazMat resources to deal with such a disaster should it occur; the nearest certified HazMat team is in Solvang. (See map at <http://california.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=928033ed043148598f7e511a95072b89>

MAJ-01

.) The Phillips 66 REIR admits that consequences of such a derailment would be significant and unavoidable. I have attached an article from a recent Time magazine that addresses issues relating to the DOT-111 tanker cars and the recent dramatic increase in oil-by-rail activity. I understand that Phillips have purchased a large number of DOT-111 tanker cars.

I have heard that there is a new tanker car design called DOT-117 that addresses the deficiencies of the DOT-11 cars, but they are not yet available. Until a safer tanker car is available, I think the combination of DOT-111 cars, a rail system that has been neglected for decades, and the high risk associated with the Questa Grade rail line, it would be irresponsible to approve the Phillips 66 Rail Spur project.

MAJ-02

Jack Mauger  
1171 Kristen Court  
Nipomo (See attached file: Oil Trains.pdf)

# Spotlight

## Crude Awakening

The shale-oil boom is ferrying a new danger to America's freight railways

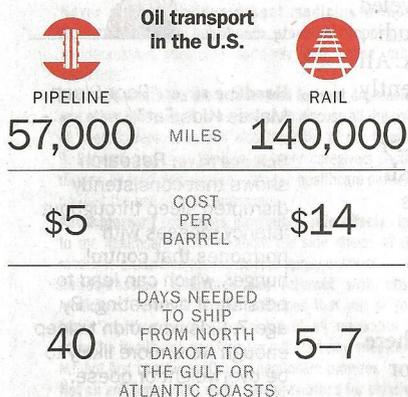
BY MICHAEL SCHERER

THE LATEST FIREBALL ERUPTED ALONGSIDE the parking lot of a children's museum in Lynchburg, Va., a near worst-case scenario for the feds scrambling to get a handle on the nation's new danger: oil tankers that detonate like bombs when they slide from the tracks.

America's rails are teeming with black gold these days, and as accidents from Canada to Alabama have shown, this new cargo, largely from the Bakken reserves of North Dakota, has an alarming tendency to ignite. Most of it is carried in tank cars that have been deemed unsafe for the task, and federal rulemaking that will mandate changes is months from completion. In the meantime, railroads have adopted some voluntary measures, like reducing speeds and rerouting trains from urban areas, while the oil industry has cautioned against any new rules that impose too high a cost on the booming sector.

Luckily, no one was hurt in the April 30 Virginia accident; the museum was evacuated safely and is open for business. But for the millions of Americans who live and work near the nation's tracks, the danger remains.

Graphic by Lon Tweeten and Emily Maltby

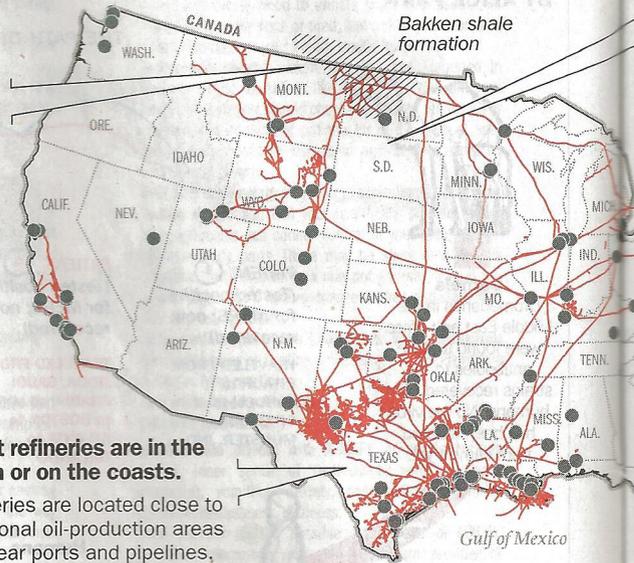


## THE SHIPPING PROBLEM

Fracking is producing record amounts of oil, but limited networks exist for shipping crude to refineries.

**1** Oil in the northern plains is booming...

In the past five years, crude-oil extraction from the Bakken shale deposits has surged to twice the output of Alaska.



**2** ... but refineries are in the South or on the coasts.

Refineries are located close to traditional oil-production areas and near ports and pipelines.

## HOW TO MAKE IT SAFER

The DOT 111 is a popular tank car, but it is vulnerable in accidents, particularly when carrying flammable liquids. Here are suggestions from rail-industry groups to make the car safer.

### SOLID TANK

To prevent punctures, a new steel tank would be nearly 30% thicker than the tanks transporting crude oil today.

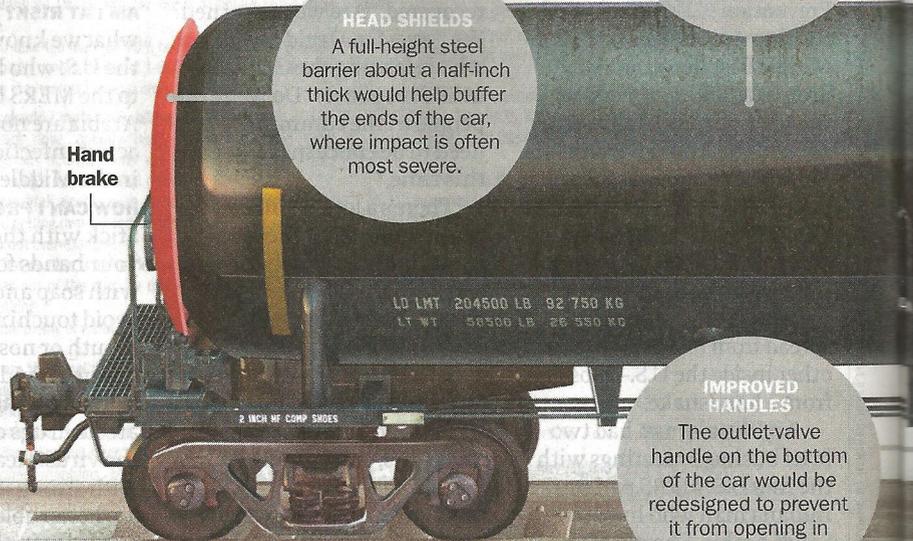
### HEAD SHIELDS

A full-height steel barrier about a half-inch thick would help buffer the ends of the car, where impact is often most severe.

### Hand brake

### IMPROVED HANDLES

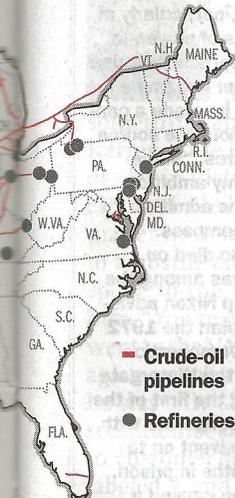
The outlet-valve handle on the bottom of the car would be redesigned to prevent it from opening in an accident.



**1.1**  
MILLION  
GALLONS LOST  
LAST YEAR

**3**  
**Pipelines don't have the capacity ...**

Pipelines were built to connect wells to refineries. Few pipelines exist in the Bakken.



**4**  
**... so railcars are filling the void.**

Railroads transported about 400,000 tank cars of crude oil last year, up from 9,500 in 2008.

Much of the increase is from Bakken oil, which may be more flammable and thus more dangerous in an accident.

**Crude oil released from railcars**  
MILLIONS OF GALLONS



APRIL 30



**25,000** GAL.

**Lynchburg, Va.**

Seventeen tanks derailed in a downtown area. Some fell into a river.

DEC. 30



**475,000** GAL.

**Casselton, N.D.**

Twenty cars of crude exploded when two trains collided.

NOV. 8



**630,000** GAL.

**Aliceville, Ala.**

Broken tracks derailed 26 tanks in a wetland zone. Most burned.

**Manway cover**

**VALVE PROTECTION**

A thick steel housing would enclose the vulnerable valves and handles that can snap off if the car rolls over.

**LAYERED SHELL**

A heat-resistant covering would provide a thermal barrier in a fire. An outer steel jacket would help cushion the tank in a collision.

**Thermal barrier**

**Tank**

**Oil**

**Jacket**

**PRESSURE-RELIEF VALVE**

In case of a fire, this high-capacity device would release internal pressure faster than the relief valves used today.

SOURCES: RAILWAY SUPPLY INSTITUTE; DOT; CONGRESSIONAL RESEARCH SERVICE; ASSOCIATION OF AMERICAN RAILROADS  
PHOTOS: AP (3)

2 INCH HF COMP SHOES

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To: <[p66-railspur-comments@co.slo.ca.us](mailto:p66-railspur-comments@co.slo.ca.us)>  
Date: 11/20/2014 12:51 PM  
Subject: Phillips 66 Rail Spur Project

Greetings,

I am a resident of Trilogy in Nipomo, and I have very serious concerns over impact of the Phillips 66 Rail Spur Project on our community if the project is approved and implemented. It would adversely impact the Trilogy community in many ways. These include:

1. Visual - The proposed rail spur, the lighting, and support facilities would be visible to some of the homes, some of the streets, and parts of the Monarch Dunes golf course (a public facility). The photos depicted in the REIR were taken from Highway 1, which borders Trilogy on the west. The homes and streets I refer to are considerably higher than the points from which the photos in the REIR were taken. KVA-1 (page 4.1-16 of the REIR) is at 146 feet above sea level, and KVA-2 (page 4.1-17 of the REIR) is at 208 feet. Via Concha and Louise Lane (within Trilogy) reach about 290 feet above sea level. There are about two dozen homes and yet to be built-on lots in this area that are prized for their ocean view - not their tanker car view. The T-box for hole 2 of Monarch Dunes is also in this area. The proposed rail spur area would be clearly visible in this area and would not be hidden by the berm proposed. The 3rd, 4th, 5th, and 6th fairways all parallel Highway 1 with a thin screen of eucalyptus trees in between and would likely be exposed to a view of the rail spur. The lighting at night would also ruin the views from the back yards of homes in this area; home owners typically spend tens (and sometimes hundreds) of thousands of dollars landscaping their back yards for outdoor evening entertainment. The current Phillips 66 facility is hidden by a stand of eucalyptus trees, though at night the current Phillips 66 lighting is visible through the trees.

MAJ-03

2. Air pollution - The exhaust from the increased train activity and the supporting diesel truck would add to the air pollution in a part of the county that already violates California air quality several weeks per year. There are many retired people residing in Trilogy (and nearby Black Lake Country Club) some of whom suffer from breathing problems; this increased pollution level would increase their problems and likely discourage other retirees from moving to this area.

MAJ-04

3. Sound - The sounds of tank cars rolling in and out along with the noise of supporting trucks and other machinery would also impact the western portions of the Trilogy community and probably beyond. (I live in the far eastern edge of Trilogy and can sometimes hear the trains going by.)

MAJ-05

4. Increased risk - With five trains of 80 DOT-111 tanker cars each coming and going each week, the risk of derailment and spills would increase dramatically for Trilogy residents (and the rest of SLO County).

MAJ-06

5. Odor - Some of my friends in the Trilogy community claim to have actually smelled discharges from the current Phillips 66 operations. Bringing crude oil in by tanker car would likely increase the frequency of such odorous events.

MAJ-07

6. Property values - Having the kind of facility proposed by Phillips 66 so visible would be likely to negatively impact our property values. It could also slow the growth of Trilogy and negatively impact property taxes for San Luis Obispo County. When my wife and I were looking at properties at Trilogy (before signing a contract), we once drove to Trilogy via Highway 1 from Pismo. We were unpleasantly surprised to see the Phillips 66 refinery so close to Trilogy. When it was explained to us that they received their crude oil by pipeline and were a relatively benign industrial facility, our concerns were somewhat relieved. The proposed rail spur would dramatically change that.

MAJ-08

I suspect that Phillips 66 is proposing this project for the sole purpose of taking advantage of the low-cost crude oil now being produced in Alberta and North Dakota. This would increase their profit margins over what they currently realize from the processing of more expensive (also less hazardous and cleaner) crude oil produced in California.

MAJ-09

Jack Mauger

From: "Jack Mauger" <[JackMauger@verizon.net](mailto:JackMauger@verizon.net)>  
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Date: 11/24/2014 04:56 PM  
Subject: Phillips 66 Rail Spur Project

Greetings,

In case someone tries to justify approval of the Phillips 66 Rail Spur project by claiming it will generate jobs, I'd like to comment on this and the potential economic impact it would have.

The rail spur project is expected to generate "no more than 12" permanent jobs, which would have a small positive impact on the county. The negative impact the project could have to Trilogy (in slowing and/or limiting growth) could have a much larger negative impact on the counties tax revenues (both sales and property taxes). The Trilogy has sold 595 homes to date and has plans to increase that number to 1,320 by the end of phase 2. There are also plans for commercial and light industry development that will provide new jobs in time (probably many times the 12 that Phillips 66 would add). In addition to overt new jobs, many of the Trilogy residents are retirees who bring their retirement savings to San Luis Obispo County and spend much of it in the local economy.

MAJ-10

It would seem brain-damaged to me to jeopardize the significant, positive impact of Trilogy's continued growth for the trivial addition of 12 jobs created by Phillips 66. This is to say nothing of the negative environmental impact of the rail spur project or the increased risk of a major oil spill disaster.

Jack Mauger