

From: Alvin Remmers <westof113@me.com>
To: P66-railspur-comments@co.slo.ca.us
Date: 11/21/2014 08:47 PM
Subject: Concern over oil-by-rail proposal

Dear Mr. Murry Wilson,

Thank you for adding our comments to the public record on the Phillips 66 Rail Spur Extension Project.

We are uprail residents of Davis, Calif., and the proposed 80-car crude-oil train headed to the Santa Maria refinery five days a week will travel through Davis. We are concerned for a number of reasons.

REA-01

First is the cumulative impact of more trains. For Davis, the SLO rail spur means a second daily train moving through our community, if both this and the Valero crude-by-rail project are approved. We all live with the threat of more trains as California expects 25 percent of its crude to arrive by rail in the next few years, according to the California Energy Commission projection. As at the number and frequency of trains increase, the significant impacts multiply. No single project stands alone.

REA-02

Second, the map prepared by the Office of Spill Prevention and Response reveals serious dangers for our state. All three northern routes bring the oil trains over identified "high hazard" rail sections of tract. These include coming south through Dunsmuir (site of a spill that killed life in the Sacramento River for 35 miles), through the Feather River Canyon with long stretches of rail on high wooden trestles, and over the treacherous Donner Pass.

REA-03

In addition, California has many untrustworthy, old bridges such as the Carquinez Straights Bridge at Benicia, not built to carry trains of 100 heavy tank cars regularly. The map can be found at <http://is.gd/VEuel8>.

REA-04

Third, the same OSPR map reveals earthquake faults indicating seismic instability that run just south of Davis along the rail stretch to Benicia, and along the Capitol Corridor all the way to San Luis Obispo.

REA-05

Fourth, tar sands produce the dirtiest crude oil, and the decision to import it for refining should be made at the state level, not by any single industry or refinery. Spills that cannot be cleaned up threaten our waterways, and the refining process gives off sulfur dioxide, which causes health problems. Tar sands give off more greenhouse gas emissions and exacerbate climate change.

REA-06

Fifth, oil trains themselves create Class I toxic air pollution every mile they travel in California.

REA-07

Sixth, Phillips 66 and the Union Pacific and Burlington Northern Santa Fe railroads have not offered liability to cover accidents or spills despite California's SB 861, enacted in June, calling for safety measures and assurance of such liability.

REA-08

Seventh, states across the country are experiencing major disruptions to Amtrak and freight movement as railroads are favoring crude oil transport over apples in Washington, grain in the Midwest and people on Amtrak.

REA-09

Based on the seven serious concerns, among others, we recommend that the San Luis Obispo County Board of Supervisors reject the Phillips 66 Rail Spur Extension Project.

REA-10

Thank you for reading our comments.

Sincerely,

Residents of Davis
—Alvin Remmers and Diane Barnhart