From: rachelle toti <rachelletoti@gmail.com>
To: mwilson@co.slo.ca.us, p66-railspur-comments@co.slo.ca.us
Date: 11/24/2014 01:16 PM
Subject: Revised EIR Comments - Rail Spur

Dear Mr. Wilson,

In my January 25, 2014 comments I pointed out several major issues with this project, naively expecting one or two to actually be addressed. Unfortunately, the revised EIR simply confirms the air quality impacts will be Class I impacts and the other issues such as safety, biological and water resources are still in jeopardy. For this reason I must urge the Planning Commission to disapprove this project request. TOR-01

I live on the Nipomo Mesa near Callender Road and Highway 1, maybe a quarter mile away from the train tracks. If there were any derailment or explosion, our little neighborhood of 30 homes would certainly be destroyed or severely damaged. Further, I can see the refinery from my backyard, I smell the Sulfur smell from the coke piles on occasion and keep my windows closed for that very reason. Adding more Intensity of Use at the refinery would likely create a nuisance for our neighborhoods.

Years ago, the Planning Commission decided to build homes on the Mesa, fairly close to the refinery in the case of Trilogy. At that time I doubt it was considering expanding the refinery with a rail spur and changing the mode of oil transportation from pipeline to trains. Now that the decision has been made to increase housing in the area, it is incompatible to increase the use and allow the building of a mini- train depot in the area. The land use, planning and zoning decisions have been made. The County opted for the steady taxes from thousands of homes rather than turning the Mesa into and industrial area. You can't have both. I have lived near the Mobil refinery in Torrance California and I can confirm that the homes closest to the refinery are much less valuable than those a mile away. Plus they have the added burden of worry over emissions, accidents, fires,and explosions occurring at the refinery. The schools actually have drills for such an accident, where heavy fabric/towels are placed across the doorways , windows are shut to keep vapors out and students shelter in place. TOR-02

All of my concerns about biological, air and water pollution from a spill remain the same. This EIR has not addressed these concerns in any meaningful way. I suggested Ultra Low Emitting Locomotives and diesel PM filters, none is mentioned. I suggested building berms around our dune lakes and Oso Flaco Lake, none mentioned. The Tier 4 engines mentioned are required by the EPA starting in Jan 2015 and will take years to change to, in the meantime, the older more polluting ones will be used. TOR-03

Safety of all people in SLO County is being put at risk with this project . Emergency response services are not provided. The County lacks the resources, personnel and training to deal with a rail car derailment with Hazardous Materials like crude oil. If you can't put out the fire, don't invite more trains into SLO in the first place. Think of the loss of jobs that could occur TOR-04 if an explosion occurred in the city of San Luis Obispo, or Pismo Beach or Grover Beach. Sure you could get low cost loans to rebuild, but how long would that take. This County has experience in that area with the explosion in Avila Beach years ago. Just envision that times ten. I am pretty sure people are not flocking to the sites of the latest spills, explosions or derailments for their vacations. TOR-04 cont

You should consider the Cumulative Impacts of the various oil production/exploration projects before the Commission and likely to be proposed in the future. Price Canyon, Huasna Valley and Porter Ranch are all on the drawing board so to speak. Each of these areas is beautiful right now, with the exception of a few oil rigs. Are you really prepared to transform this area into Bakersfield ? for what? Taxes on oil produced? Production which can be turned off at the drop of a hat when it becomes too expensive. The cost of fracking is about $75 per barrel, once the cost of a barrel drops below that, it is no longer profitable. Crude fell below $75 per barrel last week and may stay there for the foreseeable future. See http://www.forbes.com/sites/greatspeculations/2014/11/21/falling-crude-oil-prices-could-begin-to-hurt-caterpillar/ TOR-05

. Additionally, transporting by rail is one of the most expensive ways to move oil. The bottom line is this project puts much at risk for what may be a short-lived profit for a huge corporation. TOR-06

Lastly, air quality is a major factor to consider with this project. AQ.2, .3, .4,.5, .6 The County is already in federal non-attainment for PM 2.5 and 10. It is being sued for failing to address the pollution coming from its land (the La Grande tract). How long do you think it will be before a complaint/lawsuit is filed against the refinery (as has happened in the past)? The people who have retired here come from all over the country and have the expectation that they will have clean air and water.
This project endangers both all (throughout the county)
and your residents have shown they will not quietly accept it. TOR-07

For all of the above reasons this project should not move forward.

Sincerely,

Rachelle Toti

Forbes http://onforb.es/1yynsUJ

Great Speculations

Buys, holds, and hopes

INVESTING 11/21/2014 @ 8:31AM | 3,762 views

Falling Crude Oil Prices Could Begin To Hurt Caterpillar

Trefis Team , Contributor

Comment Now

Caterpillar's revenue has already been suffering from a decline in its Resource Industries segment due to weak demand for machinery and equipment in the global mining sector since the fourth quarter of 2012. Now, to add to its woes, crude oil prices have declined to a level where Caterpillar's (CAT's) Energy & Transportation segment may begin to feel the pinch. This is a cause for concern for the company, since Energy & Transportation was the only segment that it could rely on for growth in the short term, as the company's Construction Industries segment also took a dive in the third quarter due to poor sales in Brazil. CAT's Energy & Transportation segment will also feel the heat in the coming year from lower sales of locomotives in the U.S.

See our complete analysis of CAT here

Crude prices drop to possibly unsustainable levels

During its recent quarterly earnings meet, CAT touched upon the impact of the declining crude price on the overall oil & gas industry. According to CAT and its customers, crude oil price within the range of $80-$90 was sustainable for production. However, low 70s *would bring a chill across the market* and will likely impact CAT's business. On Wednesday, November 19, 2014, crude oil prices moved to reach that level when light sweet crude futures on the New York Mercantile Exchange closed below $75 per barrel for a December delivery.

Things aren't looking particularly good for crude oil prices in the near future considering that a recent report by the U.S. Energy Information Administration revealed results completely contradictory to market expectations. According to the EIA, for the week ended November 14, U.S. crude supplies increased by 2.6 million barrels, compared to market expectations of a decline of 660,000 barrels. Apart from growth in production in the U.S., global crude oil supply is also receiving a boost due to the unwillingness of the Organization of the Petroleum Exporting Countries to lower their output, fearing that it will negatively impact their market share. On the demand side, China, the largest oil importer in the world, is likely to import less in the near term given that its GDP growth is expected to decline from 7.7% in 2013 to 7.3% in 2014 and 7.1% in 2015.

With a significant demand supply mismatch, we do not expect to see an increase in crude oil prices any time soon. This certainly sparks a concern for CAT, whose sales to the oil & gas industry account for more than 25% of its Energy & Transportation revenue and also a considerable portion of its Construction Industries revenue. If crude oil prices continue to remain at the present unsustainable levels, many of CAT's oil & gas industry customers may have to shut shop, which will have a negative impact on CAT's revenue.

Caterpillar could suffer due to delayed response to locomotive emissions requirements

U.S. railroads have been looking for new locomotives or retrofit kits for existing locomotives that would help them remain compliant with the latest emissions standards, which will come into effect from January 2015. This would have been a great growth opportunity for CAT's Energy & Transportation segment, which also manufactures locomotives, if it would have been able to offer the railroad industry with the required locomotives.

CAT had announced that it will not have emissions-compliant locomotives ready for production anytime before 2017. It anticipates its demonstration models to be available only by next year. By the time CAT will be able to deliver production ready units, General Electric will already have captured a large chunk of the market. GE has already begun testing its locomotives for compliance with the latest emission standards and should be able to provide emissions-compliant locomotives by next year. This loss of market share could be a significant blow for CAT, 70% of whose locomotive revenues are generated through sales to the U.S. railroad industry.

View Interactive Institutional Research (Powered by Trefis):

Global Large Cap | U.S. Mid & Small Cap | European Large & Mid Cap
More Trefis Research

Like our charts? Embed them in your own posts using the Trefis WordPress Plugin.

This article is available online at: http://onforb.es/1yynsUJ