

From: Martin Luschei <sierra@sierraclub.org>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/24/2014 11:12 AM
Subject: Public comment on the Phillips 66 Santa Maria oil terminal
proposal
Sent by: Sierra Club <information@sierraclub.org>

Nov 24, 2014

Mr. Murry Wilson

Dear Mr. Wilson,

In addition to the hazards listed below--Adam Hill, take special note--in Wyoming I've often seen unit coal trains up to a mile and a half long waiting on a siding for another train or two to clear the track ahead. Imagine a lengthy train of crude here in California, waiting for a rival train or a delay by accident, silently emitting its toxic fumes until the track is cleared. That's the air we and our children breathe.

I am deeply concerned about the proposed crude-by-rail project at the Phillips 66 Santa Maria Refinery. This project presents significant and unacceptable risks to communities across California.

This proposal would increase the number of crude oil unit trains traveling through numerous California communities and population centers. I am concerned about the toxic air emissions resulting from these shipments, which would pose an unacceptable risk to public health. Volatile toxic chemicals leak out of tank cars into the air poisoning communities along rail routes. In its latest environmental review, Phillips 66 even admitted that its proposed oil train facility will create "significant and unavoidable" levels of air pollution, including toxic sulfur dioxide and cancer-causing chemicals. The report cites increased health risks -- particularly for children and the elderly -- of cancer, heart disease, respiratory disease, and premature death.

It is also clear that communities and emergency responders along the rail route are not prepared for these heavy, dangerous trains and current safety standards are not adequate to protect the public. The recirculated draft EIR dangerously misinforms the public because it uses outdated data and does not adequately assess the risks of an oil train disaster involving an oil train carrying millions of gallons of explosive crude oil.

It's not just communities that will be put at risk. The EIR must also fully analyze the potential worst-case scenario of a spill near each of the many watersheds crossed en route to the Santa Maria refinery, including the San Francisco Bay-Delta watershed and California's central coast. 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,

LUS-01

LUS-02

SLO must not approve this project and create contamination risk for the rest of our state.

The climate impacts of Canadian tar sands crude must also be taken into account. At every stage of the mining, transportation, and refining process, tar sands are more carbon intensive than any other source of oil. Bringing tar sands to California will undermine the state's efforts to be a global leader addressing climate disruption.

LUS-03

Finally, I urge the planning department to examine the Santa Maria and Rodeo proposals as a single project. 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 them to refine tar sands, thus creating more toxic air and water pollution for families along the rail line and near the Santa Maria refinery. San Luis Obispo cannot approve the Santa Maria project in isolation.

LUS-04

For all the aforementioned reasons, I urge the San Luis Obispo County Planning Commission and Board of Supervisors to reject the Phillips 66 proposed rail spur. This project creates significant, unavoidable, and unnecessary risks for our communities and our climate.

LUS-05

Sincerely,

Mr. Martin Luschei
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