



Cool Davis
Empowering Citizens for Climate Action

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Cool Davis Mission

*To inspire our community to
reduce greenhouse gas
emissions, adapt to a
changing climate, & improve
the quality of life for all.*

info@cooldavis.org
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Re: Comments on the SLO Phillips 66 Rail Spur Extension Project

November 23, 2014

Murry Wilson
SLO County Dept. of Planning and Building
San Luis Obispo, CA 93408
P66-railspur-comments@co.slo.ca.us

Dear Mr. Murry Wilson,

Please add our comments to the public record on the Phillips 66 Rail Spur Extension Project which proposes the shipment of crude oil by trains. We understand that proposed route for the trains would pass through the center of Davis.

Cool Davis is a non-profit organization whose mission is to inspire our community to reduce greenhouse gas (ghg) emissions, to adapt to a changing climate, and to improve the quality of life for all! We are concerned that not only do the trains present the danger of spillage and explosions in our area, but also, that our own efforts to mitigate the climate crisis will be compromised or negated by the potential pollution and increased GHG emissions from the proposed trains carrying crude oil through Davis and other cities along the rail route.

COOL-01

The impacts of the trains are cumulative as more trains travel on the tracks.

Cool Davis has already commented on the Valero Crude-by-Rail Project in Benicia which proposes two trains of 50 cars each per day, seven days a week, traveling to Benicia and back through Davis. The additional trains to Santa Maria refinery and back five days a week means the greenhouse gas (GHG) emissions will be even higher, exacerbating the pollution problems already increased by the Valero trains. The mitigation for the Phillips 66 train emissions must take into account the round trip of the Phillips 66 trains in the larger context of the existing air quality and the compromised air quality in the near future should the Valero project be approved.

COOL-02

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 greenhouse gas (GHG) emissions and climate disruption. Spills threaten to pollute our waterways and often cannot be cleaned up as the heavy bitumen sinks rapidly to the bottom. The refining process emits sulfur dioxide and other toxic chemicals which can cause serious health problems. The refining process also produces the by-product "petcoke" which is too polluting to be burned in the U.S., though it can be sold for burning in Asia.

COOL-03



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CEQA addresses impacts for all of California. The REIR for the Phillips 66 project has focused on air quality and GHG emissions from Roseville to San Luis Obispo, saying the routes above Roseville are uncertain. Nonetheless, the REIR provides data on the three northern entry routes, and their GHG emissions are calculated and considered. Similar data is included for the two southern entry routes to Colton. Therefore, total GHG emissions in the state introduced by the Phillips 66 trains can be considered for possible mitigations from each possible entry point where the trains cross the California border.

To be truly complete, **the REIR should consider the full life-cycle impact of the fossil fuel footprint** from the extraction process to the transportation to the final consumption which all contributes to local pollution and to global climate change. Singling out only the greenhouse gas emissions as the train passes through town is a thin slice of the total lifecycle and its impact. CEQA requires a more cumulative and holistic approach.

Under AB32, the California Global Warming Solutions Act, California has chosen a set of goals for greenhouse gas reduction. According to the California Energy Commission, in the last year California significantly reduced its consumption of oil through conservation measures such as more efficient vehicles and more trips by transit, biking and walking. We have proven we can reduce our footprint! Bringing in more crude by any means runs counter to our path to renewable energy and conservation.

If mitigations are called for, generally, they are direct offsets related to local pollution. However, since GHG emissions contribute to global climate changes that affect California communities as well as others around world, the mitigation should also provide global benefits. Cool Davis proposes creative mitigations such as funding to support the transition to electric and hybrid vehicles, including incentives to encourage households to purchase electric vehicles and to encourage multi-family residences to install electric vehicle charging devices for their residents. Another example would be funding to support local government efforts to convert to “complete streets” to encourage more biking and walking. Cool Davis would be happy to work with the project proponents on a list of possible mitigations to effectively reduce GHG emissions to best fit our community, the region, and the world. The mitigations must reduce GHG emissions sufficiently to counterbalance the emissions added to the community by the added daily trains.

As already stated, the sudden and substantial increase in crude-by-rail into our state takes us backwards, increasing our ghg emissions into the atmosphere and slowing our necessary conversion to renewable energy and low-carbon fuels as we confront climate change. **This REIR must examine how the increase in oil trains will affect our state and local climate goals and propose appropriate mitigations if it finds that the incoming crude-by-rail makes it harder to reach those goals.** At stake is a livable climate for all living beings, including our children and their

COOL-04



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children. The best mitigation may be to stop importing crude by rail, particularly high carbon-intense and explosive crude, and instead put our efforts into supporting passenger rail and other measures more consistent with a safe climate.

Thank you for taking into account the above concerns regarding greenhouse gas emissions for the Phillips 66 Rail Spur Extension Project. We urge you to reject the REIR and the Phillips 66 Rail Spur Extension Project until the above concerns are addressed in full.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bill Heinicke'.

Bill Heinicke, President of Cool Davis Foundation Board of Directors
Davis, CA
info@cooldavis.org

COOL-04
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