From: "Steve DuBow" <sfdubow@yahoo.com>
To: "SLO, Murry Wilson" <p66-railspur-comments@co.slo.ca.us>
Date: 10/27/2014 05:43 PM
Subject: Phillips 66 Crude-by-Rail Plan - An Accident Waiting to Happen!!!

Hello Mr. Wilson:

I, like many of my neighbors, am very concerned about the potential risks associated with Phillips 66 planned new rail line to and the rail terminal at their Santa Maria Refinery here in SLO county. In my opinion, after reviewing their REIR, Phillips 66 has not made a convincing case for their project.
I do not believe this project is about jobs. It is about increasing corporate profits. This project will adversely affect the people living near their oil refinery and its crude-by-rail transportation system.

It appears to me, and many others, that if allowed to proceed, we are looking at a catastrophe waiting to happen. In fact, Phillips 66 admits that there is a probability, not just a possibility, of a major accident and that the existing emergency responders are insufficient to deal with one. The danger of a terminal fire, a derailment of a mile long train coming down Cuesta Grade, an oil spill or some other disaster are inherent to this project and who gains the most by it? Surely not the residents of SLO county. Further, there will be a significant increase in air, noise and light pollution at and around their refinery which cannot be avoided. DUS-01

Who is going to pay to upgrade our emergency services to handle a major calamity just so Phillips 66 can have their crude-by-rail plan? They want to increase their refining capacity at the expense of SLO county. It sounds like pure corporate greed to me. Phillips 66 is talking about 260 trains per year (five per week) traveling to and from their refinery. The law of averages suggests that this won't be without a failure at some point.

I live in the Trilogy development in Nipomo, a neighbor to the Phillips 66 refinery. This puts our community and those adjacent to us in an accident 'hot zone'. This is unacceptable. We are not alone. All of SLO county, not to mention all of the California coast line, will be affected. This is an insane project. Why invite disaster when you don't have to. I beg you and your commission to deny the Phillips plan.

Respectfully,

Steve DuBow
email: sfdubow@yahoo.com
mobile: 530-570-0912

From: "Steve DuBow" <sfdubow@yahoo.com>
To: "SLO, Murry Wilson" <p66-railspur-comments@co.slo.ca.us>
Date: 11/25/2014 11:06 AM
Subject: Phillips 66 Crude-by-Rail Plan - A New Worry for Cancer!!!

Hello Mr. Wilson:

We are writing to you again to express our ever growing concerns about the Phillips 66 Rail Spur plan.

Given all the existing problems that SLO county in general and the Nipomo Mesa in particular have with cancer causing pollution, why would anyone allow a project like the Phillips 66 plan to be developed?

It will, with a 100% certainty, increase the level of carcinogenic pollution throughout the county and beyond. Their own REIR makes this perfectly clear:

"Air toxic emissions at the SMR would be significant and unavoidable (Class I) since the cancer risk over a 30-year exposure period would be greater than the 10 in a million threshold established by the SLOCAPCD. This cancer risk is driven mainly by diesel particulate emissions. About half of this cancer risk is due to the diesel particulate emissions from the existing trucking operations at the SMR. Use of Tier 4 locomotives would reduce most of the cancer risk from the rail operations, but the cancer risk would remain significant and unavoidable since the baseline risk is already about the SLOCAPCD threshold. As stated above, the County may be preempted by Federal law from applying mitigation to the UPRR locomotives.

DUS-02

Air toxic emissions from the mainline rail operations would be significant and unavoidable (Class I) for areas along the mainline that are in close proximity to populated areas, and there is a speed limit restriction on trains of less than 30 mph (when more emissions occur per length of rail due to the slower speeds). In these locations the 30-year cancer risk would exceed the SLOCAPCD thresholds beyond the railroad right-of-way. There are areas along the mainline rail route that have reduced speed limits for trains that pass in proximity of sensitive receptors. For example, in the City of San Luis Obispo, trains are limited to a speed of 25 miles per hour. In the City of Davis, there are stretches of track that are limited in speed to 10 mph."

We are not the only ones troubled over the cancer causing risks associated with a plan like this. The State of California is too. The following clip came from Tuesday's edition of the SLO Tribune on page A4.

# WARNING

**Chemicals known to the State of California to cause cancer, birth defects or other reproductive harm are contained in crude oil, gasoline, diesel fuel and other petroleum products and byproducts.**

Chemicals known to the State of California to cause cancer, birth defects or other reproductive harm are also contained in and around oil fields, service stations, refineries, chemical plants, transport and storage operations, including pipelines, marine terminals and tank trucks, and other facilities and equipment that manufacture, produce, process, handle, distribute, transport, store, sell or otherwise transfer crude oil, gasoline, diesel fuel or other petroleum products or byproducts.

The foregoing warning is provided pursuant to Proposition 65. This law requires the Governor of California to publish a list of chemicals "known to the State to cause cancer or reproductive toxicity." This list is compiled in accordance with a procedure established by the Proposition, and can be obtained from the California Environmental Protection Agency. Proposition 65 requires that clear and reasonable warnings be given to persons exposed to the listed chemicals in certain situations.

**BP America Inc. and its subsidiaries (and under the trademarks ARCO and Castrol)**

**Chevron Corporation its affiliates and subsidiaries**

**Phillips 66 including its divisions and subsidiaries (and under the trademark 76)**

**Aera Energy LLC**

**Venoco Inc. its affiliates and subsidiaries**

**Exxon Mobil Corporation its affiliates and subsidiaries**

**Shell Oil Products US**

**Tesoro Refining and Marketing Company and its subsidiaries (and under the trademark ARCO and USA Gasoline and licensee of ampm, Shell and Thrifty trademarks)**

**Valero and CST Brands, Inc.**

**Ultramar**

**Beacon**

**For more information, please call: 1-800-523-3157**

11-14

DUS-02 cont

Approving the Phillips 66 Rail Spur plan is simply unacceptable as far as we're concerned. What we have mentioned above is just one of many reasons why this crazy project should never be allowed to happen. We are implorng you to do the right thing for the citizens of San Luis Obispo county. REJECT THIS PLAN.

Respectfully,

Steve and Sandy DuBow
email: sfdubow@yahoo.com
home: 805-219-0408
mobile: 530-570-0912

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|---|---|
| DUS-01 | This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The commenter's concerns about project objectives, hazards, air quality, noise, and aesthetics and visual resources are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project. |
| DUS-02 | The RDEIR addresses the potential impacts and recommends mitigation measures for the proposed Project consistent with the requirements of CEQA. Section 4.0 presents the environmental analysis for the CEQA mandated issue areas; air quality and related health impacts are discussed in Section 4.3 (Air Quality and Greenhouse Gases). The commenter's statement about air issues are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project. |