



PLANNING COMMISSION APPEARANCE REQUEST FORM

The San Luis Obispo County Planning Commission Welcomes
Your Comments for the Phillips 66 Rail Spur Hearing

In the interest of time, three (3) minutes will be reserved for your presentation. Please submit this completed form to the Clerk of the Planning Commission when it is your turn to speak. YOU MUST HAVE THIS FORM WITH YOUR NUMBER TO SPEAK, speaker numbers will be called in numerical order. Please keep apprised of the speakers/numbers as your number will be called. If you miss your opportunity to speak, you must request a new number. Please note that you will be granted one 3 minute opportunity to speak per person (we are digitally recording speakers).

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NAME (print): REBECCA AUGUST

SIGNATURE: [Handwritten Signature] DATE: 2/4/16

IMPORTANT INFORMATION:

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Speaker Number 286

My name is Rebecca August, and I'm from Buellton in Santa Barbara County, speaking on behalf of SBCan. I spend a lot of time on the beaches of my county near the Union Pacific Coast Line railroad at Gaviota Beach, Refugio Beach, El Capitain Beach, and at Hollister Ranch. I was alarmed when I read the SBCAN Community Alert stating that Canadian tar sand oil (and the diluent used to make it transportable) is far more environmentally damaging, and expensive to clean up, when spilled into the ocean than our local crude oil. In fact, it may not be possible to clean up.

Tar Sands Oil clean up in aquatic environments is complicated by the fact that it does not float on the water like other oils, but sinks beneath the surface.

The April 2015 edition of the "Santa Lucian," the publication of the San Luis Obispo Chapter of the Sierra Club, reported that five years after a tar-sands oil spill into the Kalamazoo River in Michigan, and a clean up costing more than \$1 billion, approximately 20% of the oil is still in the river, and wetlands are damaged beyond repair.

According to June 26, 2012, Inside Climate News: "Existing clean up procedures and equipment are designed to capture floating oil. Nancy Kinner, a professor of civil and environmental engineering at the University of New Hampshire who studies submerged oil, said, 'When you can't see [the oil], you don't know where it is, so it's very hard to clean it up ... the average cleanup cost of every crude oil spill from the past 10 years was \$2,000 per barrel. The Marshall spill (in Kalamazoo River) has cost upwards of \$29,000 per barrel.'"

Please consider this and the other issues raised by SBCAN in your decision. You are in a unique position to eliminate the environmental risk by denying this project and stopping transport of tar sands oil through Santa Barbara County. Weigh the narrow economic benefits to SLO County against the huge economic, environmental, and personal risks the project imposes on your residents, and to the residents of so many counties throughout the western states along the main rail line. Please heed Santa Barbara County's request to deny the project and your own staff's recommendation. Join the growing number of communities that have successfully stopped oil train projects from endangering their citizens and their environment.

Rebecca August
705 Bobcat Springs Rd
Buellton, CA 93427



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NAME (print): AMRITA M. SALM

SIGNATURE: Amrita M. Salm

DATE: Feb 4, 2016

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Speaker Number 287

TO: Planning Commissioners, County of San Luis Obispo
FROM: Amrita M. Salm
RE: Phillips 66 Proposed Project
DATE: Feb. 2, 2016

Planning Commissioners,

As a Carpinteria resident of 25 years, who lives 5 minutes from the railroad tracks, I am strongly opposed to the expansion of the Phillips 66 project and the transportation of crude oil along the railroad tracks. It may have serious repercussions on the health, public safety, environment and economy of our communities, the state of California and our nation. Even the possibility of error is enough justification to reject this project. The future of our state depends on your decision.

Please consider these factors and the recommendation of staff and deny this project.

Thank you,

Amrita M. Salm, Ph.D.
PO Box 684
Carpinteria, CA 93014-0684
805/689-9640

THE BOARD OF COUNTY SUPERVISORS
COUNTY OF SAN DIEGO
1500 AVENUE A
SAN DIEGO, CALIFORNIA 92161
TEL: (619) 434-2000

Planning & Community Development

As a County Supervisor, you are responsible for the overall health and welfare of the County. In this capacity, you are expected to be actively involved in the planning and development of the County. This includes reviewing and approving the County's Comprehensive General Plan, the County's Annual Budget, and the County's Long-Term Financial Plan. You are also expected to be involved in the development of the County's policies and procedures, and to be a vocal advocate for the County's interests.

Please consider these factors and the recommendations of staff and bring this project

Thank you

Annita M. Zaleski, Ph.D.
90100000
California CA 92014-0000
90100000



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NAME (print): Betty Songer

SIGNATURE: Betty Songer DATE: 2/4/2016

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Speaker Number 289

comment on back

The rail road tracks bisect all the cities along the way and the danger is too great. There have been too many accidents
Oppose!



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NAME (print): FRAN SALSBURY

SIGNATURE: FRAN SALSBURY DATE: 2/4/16

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Speaker Number 248

My name is Fran Salisbury. As a veteran school teacher with a strong interest in my northeast corner of Santa Clara Valley, I am here not only on behalf of the students and families in my home district, Berryessa Union School District, but also on behalf of my neighbors in Milpitas Unified and Orchard School District. (Orchard's school, by the way, is located immediately next to the train tracks, with students crossing over twice a day to and from school.)

You have received the environmental report citing increased health risks -- particularly for children and the elderly -- of cancer, heart disease, respiratory disease, and premature death. You surely can appreciate why we and residents all along this proposed oil train route are extremely concerned about the safety and environmental risks related to transporting dirty crude by rail. I want to state that among my greatest concerns is the grave and constant air pollution that will affect the health of residents of this region, particularly but not limited to children.

As you deliberate your decision, keep in mind that what is at stake is the welfare of hundreds of thousands of people in all the schools, hospitals, neighborhoods and business sections along the train route. I strongly urge you to tell the SLO county commissioners to deny Phillips' oil-by-rail plan.

Fran Salisbury
2207 Ashwood Lane
San Jose, CA 95132
408 262 8277
fran.salisbury@gmail.com



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NAME (print): Janet Robinson

SIGNATURE: Janet Robinson DATE: 2-9-16

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Speaker Number 189

I live at Villa Rosa townhouse complex comprised of 85 residences. There is a high pressure solar gas line that runs through our complex. We're physically located less than 1/8 mile from the railroad tracks / blast zone.

Additionally SDO Housing Authority just built the 85 unit Moylan Terrace complex next us that overlooks the railroad tracks.

My concern is a high pressure gas line and 170 residences within the blast zone

PLANNING COMMISSION

AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE



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NAME (print): Brad Snook

SIGNATURE: [Signature] DATE: 2/4/16

IMPORTANT INFORMATION:

(see back)

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Speaker Number 153

I. Support STAFF

Recommendation;

Oppose P 66 RAIL

Spur project.



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PLEASE SEE THE BACK FOR MY PUBLIC COMMENT

NAME (print): _____

SIGNATURE: _____ DATE: _____

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Speaker Number 205

02-04-16

My name is Felicia Bander. I live in Los Angeles.

The Los Angeles City Council voted unanimously to Oppose the Phillips 66 San Luis Obispo rail spur permit. Why? Because granting the permit throws the doors of California wide open to these highly explosive, toxic oil trains filled with Canadian tar sands. These trains, once the oil is refined in SLO county, will travel up and down the state of California: along our coast, along our freeways, through our highly-populated cities.

In 2015, there were 9 explosions or derailments of fossil fuel trains in North America.

These oil trains pose a much-too significant risk to the health and safety of California residents and to our environment. Five million California residents are put at risk by allowing the oil-by-rail trains in to California.

As you know, cities and individuals all across California have weighed in to you, asking that you preserve the health and safety of our environment by DENYING the rail spur expansion permit!

Please do the right thing FOR THE STATE of CALIFORNIA.
Please deny the rail expansion permit.

Thank you.



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NAME (print): Kent Minault

SIGNATURE: [Handwritten Signature] DATE: 2/4/2016

IMPORTANT INFORMATION: Sherman Oaks CA 91423

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getkent@roadrunner.com

Speaker Number 235

We in Los Angeles are terrified of the prospect of mile-and-a-half long oil trains running through our city. The mile-wide blast zone places millions of our residents in serious danger. That's why our City Council voted unanimously for a resolution urging you to deny the permit for the Phillips 66 rail hub expansion. And that's why my organization, the Sierra Club, along with many other major environmental groups, opposes the expansion. But the danger of explosion is by no means the only reason to be alarmed by expanded oil-by-rail.

Health risks from expanded rail traffic will affect front line communities all across the state, not just in SLO County. Furthermore, state law requires all deliberative bodies in state government to factor in global warming in their deliberations. No mention is made of global warming in the applicant's presentation, but clearly the expansion is designed to accommodate tar sands crude - the most climate-damaging fuel on the planet.



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NAME (print):

Mike Clifton

SIGNATURE:

Mike Clifton

DATE: 2/4/16

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Speaker Number 237

2/14/16

Certainly we are here today to show "R" support
for "No more trains w/oil" coming thru "r" towns"

My name is Mike Chittom, here from Watts, Calif. I am
standing in support w/the coalition to demand Phillips 66
not send any more trains running thru our town, like
on Alameda Street w/toxic, and unnecessary disaster like (porter
rush) potential deadly sense of waste being sent thru our town

Therefore, I strongly urge you San Luis Obispo Planning Commission
to not have Phillips 66 or any other agent to send trains w/oil
thru our town in Los Angeles County.

Sincerely

Mike Chittom c/o Sierra Club

General Mgr/Community Legal Research Center



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NAME (print): Michael Rotcher

SIGNATURE: Michael L. Rotcher DATE: 2/4/16

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Speaker Number 249

My name is Michael Rotcher. I am a 57 year old retired Letter Carrier from Mission Viejo, CA and I have very serious concerns about this proposed oil train project. Spills and explosions due to oil train derailment are becoming all too common in this country. The health and environmental impacts of such accidents are devastating to residents, businesses, wildlife, and agriculture. The risks do NOT justify the alleged benefits. In fact these supposed benefits themselves are indeed suspect given the effects of fossil fuel extraction on global ~~or~~ climate change, effects that would be further exacerbated if dirty tar sands oil is transported. This proposal would be a giant step backward our state's efforts to maintain a sustainable healthy environment that all citizens can enjoy. I urge you to reject this dangerous and wrong-headed proposal.

Michael D. Rotcher

2/4/2016



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NAME (print): Barbara Ishida

SIGNATURE: Barbara J. Ishida DATE: 2/4/2016

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Speaker Number 256

The time of the fossil fuel industries is over. Investing money into continuing a practice that destroys the environment, our health and the longevity of the planet makes no sense. ~~This rail line poses significant risk to the planet,~~

I live in ^{the} Los Angeles ^{area} and right now we have the crisis of the methane gas leak. This is a current example of how "accidents" cause irreparable damage and we are experiencing more and more of them. This proposed rail line would be another potential tragedy and death toll ring in our struggle to prevent climate change from going completely out of control and ending life as we know it.

I am opposed to this project from beginning to end.



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NAME (print): Elfrida Blond

SIGNATURE: Elfrida Blond DATE: 2/4/16

IMPORTANT INFORMATION:

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Speaker Number 261

I have long been an advocate for public T.V. and city council and planning commission meetings in particular. I defend this obsession by saying: "there is much to be gained from watching public channels besides the avoidance of commercials. In fact, public T.V. can help improve your financial portfolio, give you a heads up on ever changing property values, and it helps you be more aware of the space you occupy and how that fits into your community.

I am still working on what's in it for you as a commissioner or council member. We all know that the budget defines all decisions. However...

I get it when the community needs teachers and police officers yet the city decides they will get a greater tax revenue by permitting a hotel instead of a few low entry homes.

I get it when you decide to invest in repair and replace instead of new improvements and beautification.

I get it that the county won't be able to attract business investors unless you enlarge the airport.

I get it that if you say NO to 250 trains of hazardous waste it might jeopardize your lease and tax based revenues from the petroleum industry.

Perhaps it is time to remind this commission how Pismo Beach City Council faced a fearful crisis in 2014. Council member Eric Howell simply asked one simple question: "If the public doesn't like our decision - can they sue us?" Jim Lewis attorney and city manager of Pismo Beach promptly responded "Yes." Three years of negotiation... gone!

Which gets us to the here and now of today...

What is the greatest fear of those 1,000 plus people that had come before you today? ANSWER: we fear this problem will never go away in our lifetime.

What do we want? We on the Central Coast just want to have fun and live long enough to see our gene pool play outside in the clean air without any environmental mutations.



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NAME (print): DONALD L. PIEPER

SIGNATURE: Donald L Pieper DATE: 1/4/2016

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see comments on back

Speaker Number 270

I am a resident of Arroyo Grande.

I oppose the Phillipis GC Rail spur project for the following reasons:

1. concerns for safety/spills with the single-track line going through our cities and county. Note the age of the Steiner Creek trestle. The infrastructure is not ~~capable~~ capable of handling traffic.
2. we do not need more fossil fuel infrastructure. Emphasis should be on solar, and other clean sources of power. I do believe that nuclear has a place.
3. we do not need to refine ~~to~~ more oil for export. We need to keep oil in the ground. Big oil just wants more profit.
4. Climate change is the #1 problem facing the future of the planet.
 - we do not need toxic emissions from trains, refineries, or possible spills
 - we need to reduce use of oil.

Donald J Pien



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NAME (print): Nancy Kops

SIGNATURE: Nancy Kops DATE: 2-4-16

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See comments on back

Speaker Number 277

I live in San Jose. I rode to San Luis Obispo today to demonstrate my concern regarding the safety of the proposed oil trains.

The risks of potential accidents, derailments, spills, and explosions are too great. I live within $\frac{1}{4}$ mile of the railroad track that would carry the oil. Even if my house were not within the zone of danger, I would still oppose the oil train proposal. The risks are very high for life all along the route.

Nancy Kops



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NAME (print): Margaret Beebe

SIGNATURE: Margaret W. Beebe DATE: 2-4-2016

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Speaker Number 283

County Planning Commissioners
976 Osos Street
San Luis Obispo, CA 93408

Dear Planning Commissioners,

I am responding to the proposed eastward extension of the existing rail spur off the Union Pacific mainline, the building of a crude oil railcar unloading facility, new pipeline, and then impact that increasing crude by rail could have on coastal communities.

At a time when the amount of crude oil spilled from trains is at an all time high, it seems risky to expose communities who, unfortunately, are not adequately funded, trained or equipped to handle spills or explosions from crude oil railcars.

It is my understanding that the Department of Transportation has not kept up with the regulation of puncture prone cars, and while encouraging double hulled cars, is allowing older cars to carry Bakken crude and Alberta, Canada's very viscous tar sands, even though they are caustic enough to eat through tanker cars over time. I also understand that the DOT has not required cities along routes through which these crude cars roll to have comprehensive oil spill response plans and personnel and equipment at the ready to deal with a derailment spill or explosion.

It is also my understanding that the DOT has not limited the length of crude oil caravans, despite statistics that show excessive oil tank car convoys contribute to increased derailments and spills. Aging tracks and trestles will be asked to stand up to longer, heavier segments of crude oil freight that will pass with increasing frequency over our coastal tracks.

If the project is accepted, the central coast will be accepting the burden of increased air pollution from the transfer station itself as well as from locomotives' exhaust and the concomitant air borne metallic abrasion of the tracks as they move up and down the coast. We know from the the recent land-to-sea pipeline spill that containing oil is not easy once it is on the move above ground. With crude oil trains carrying 2,240,000 gallons of tar sands, a derailment could be deadly as well as causing lasting environmental damage.

I encourage you to deny this proposal.

Sincerely,



Margaret Beebe
175 Aries Ave
Lompoc, CA 93436



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NAME (print): BETH DUNN

SIGNATURE: Beth Dunn DATE: 4 Feb 2016

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*I do not want to speak
but have comments on back*
Speaker Number 285

I am against the rail spur because
of safety issues.



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NAME (print):

Charisse Matisz-Cordero

(Carpenteria)

SIGNATURE:

Charisse Matisz-Cordero

DATE:

2/4/16

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Speaker Number 291

These trains are too dangerous
to run through our communities.

Our neighborhoods and beaches are
too close to the tracks,

Danger to human life and our

delicate coastal environment is far

too great!



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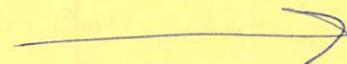
NAME (print): Katie Davis

SIGNATURE: [Handwritten Signature] DATE: 2/4/16

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See Reverse



Speaker Number 293

Please Deny Project

Dozens of us have traveled here from Santa Barbara County to oppose this project.

Derailments happen. In Goleta an earthquake caused a train derailment. In the 90s a train wreck near Santa Barbara caused a chemical spill and shut down the freeway and rail to L.A. - cutting us off and causing human and economic harm. Oil train accidents are too frequent and severely under-regulated. And along our tracks where the rail line intersects many roads and higher traffic and density, the risks of accident are increased. Sending Canadian tar sands oil by rail along the populated coast is an offensively terrible idea, blatantly disregarding of human health and the economic importance of our region. Please deny this ^{rather} project.

Lastly, as a Goleta resident near the Plains Pipeline spill at Refugio last May, I can attest to the horror of an oil spill. It was one of the most horrible things I've ever seen, or smelled. Don't let it happen to SLO. (According to Assoc. of American Railroads ^{oil} ^{more} ^{spills} ^{than} ^{any} ^{pipeline})



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NAME (print): Amy Anderson

SIGNATURE: Amy Anderson DATE: 2/4/16

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Speaker Number 292

52. The Never-Ending Aftermath Of Spills & Oil Train Fiascos (1:40):

Speaker: Amy Anderson

Hello, I'm _____ and I live in Santa Maria

When Big Oil screws up, they do it in big ways ... with grisly outcomes that remain for years. For example ...

It's been two-and-a-half years since the Lac-Megantic rail accident vaporized people and devastated the town*. Decontamination work continues out at the crash site. A pile of toxic dirt still remains in town-center. And it's reported that "substance abuse and mental health issues have been major challenges" for survivors.

The only thing back to normal is the oil trains. While it's too late to help the 47 who died, citizens are demonstrating against return of the trains. One resident stated - "It's shocking that after everything that happened, people's lives still come second to money." And, the investigations, accusations and legal actions are ongoing, and will keep going for years.

Here's one more example. One of our nation's worst oil spills occurred here at our own Guadalupe Dunes. In the early 1990s, a 2,700 acre oil field operated by Union Oil was determined to have spilled millions of gallons, saturating the sands and seeping into the Pacific.

Cleanup and restoration began in 1994 -- over 20 years ago -- but it's expected to continue for at least another 10 years, through 2025!

Even the excavations are damaging ... abusing the dunes' ecosystem which houses endangered species. Some oil "plumes" are simply too deep and environmentally harmful to excavate. As the SLO Tribune reports - this is "a warning that oil spill remediation is a long and complex process."

It's this type of decades-long harm that we'd be inviting here, by approving Phillips' plan for crude oil trains. Their plan must be rejected.

(Hand one copy of your statement to each commissioner + three copies to the clerk)

<http://www.railwayage.com/index.php/news/charges-laid-in-connection-with-lac-megantic-train-derailment.html>

<http://www.commondreams.org/news/2015/07/06/two-years-after-oil-train-disaster-profound-scars-remain-lac-megantic>

<http://www.sanluisobispo.com/2015/06/27/3699350/another-10-years-guadalupe-dunes.html>

*July, 2013



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NAME (print): SETH STEINER

SIGNATURE:  DATE: 2/4/16

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Speaker Number 294

The train would be an unacceptable risk to the health and safety of all people within miles of the tracks.

Phillips 66 has had a poor safety record. We can't afford this project whose main beneficiary would be Phillips 66 shareholders.



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NAME (print): BRIEGUE TEAL ROBBINS

SIGNATURE: [Handwritten Signature] DATE: FEB. 4TH 2016

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Speaker Number 295

Comments: " FOR THE RECORD, THE FACT THAT,
AS A CITIZEN OF SANTA BARBARA COUNTY - MY
HOMETOWN - WHERE ISSUES OF OIL SPILLS HAVE
PREVAILED CELEBRATE ACTION AND THE HISTORIC
LEGACY OF THE EARTH DAY - I AND MANY OTHERS
HAVE TAKEN THE TIME OUT OF OUR BUSY LIVES TO VOICE
OUR VOTE - OUR PROTEST - AS NURSES, TEACHERS &
NEIGHBORS IN SAYING "NO" TO THE PHILLIPS 66 RAIL
SPUR IN A REASONABLE - RATIONAL REQUEST TO
PROTECT CITIZENS OF SLO - SHOULD SPEAK VOICES.
THINK IF YOU HAD TO WAKE UP EACH MORNING WITH
THE POSSIBILITY OF PEOPLE YOU KNOW - PEOPLE WHO
VOTED TO ELECT YOU IN YOUR COMMUNITY - WERE
TO HAVE LOST THEIR LIVES TO AN OIL TRAIN -
YOU CAN MAKE THE DIFFERENCE OF EXPECTING
MORE FROM COMPANIES IN OUR COMMUNITY OR
LESS. WE DESERVE MORE - IT IS IN THE BEST
INTEREST OF ALL - SAYING "NO" TO PHILLIPS 66 RAIL
SPUR PREVENTS LIABILITY AND LAWS SUITS TO BOTH
THE COMPANY AND THE COUNTY. PLEASE -
DO THE RIGHT THING FOR
OUR FUTURE. "



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NAME (print): Gary Shapiro

SIGNATURE: May D Shapiro DATE: 2/4/2016

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Speaker Number 297

No way is it appropriate to approve this proposal or any like it on so many levels.



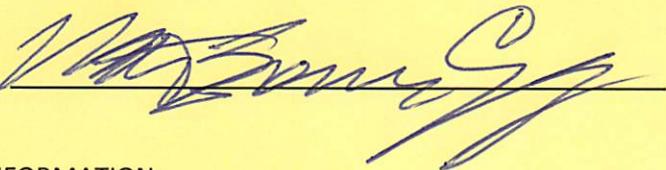
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NAME (print): MARIAH BRENNAN CLEGG

SIGNATURE:  DATE: 2/4/2016

IMPORTANT INFORMATION:

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Speaker Number 299

COMMENT:

At what price do you sell our bodies?

At what price do you sell our children?

At what price do you sell those who
have no voices you will listen
to?

And when will we reject the false god
of money?



PLANNING COMMISSION APPEARANCE REQUEST FORM

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NAME (print): Vivian Stanton

SIGNATURE: Vivian Stanton DATE: 2/4/16

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Speaker Number 301

Planning Commission:

I am a retired public elementary school teacher from Santa Barbara. The most important concern I carry in my heart is that we learn to move away from dependence on fossil fuels to safeguard our children's survival on this planet. I oppose the Phillips' 66 application to expand their transportation of oil because I strongly believe this is a step backward in terms of strengthening the already crisis-ridden status quo.

Our efforts have to be directed towards solutions for our climate crisis, not towards increased profits and availability of oil.

Please take this opportunity for leading our counties and state forward towards solutions and incremental change. Our children and planet's survival are at stake. Thank you



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NAME (print): Nansie Chapman

SIGNATURE: [Handwritten Signature] DATE: 2-4-16

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*Extremely dangerous to health
and safety of public*

Speaker Number 302



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NAME (print): PAM WALL

SIGNATURE: Pam Wall DATE: 2/4/16

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Speaker Number 303

THE RISK TO LIFE & THE ENVIRONMENT
TRANSPORTING THE MOST TOXIC FUEL HAS
ALREADY PLAYED OUT IN THE US & CANADA,
WE DO NOT WANT A REPEAT IN CALIFORNIA
PARTICULARLY WENT IT IS BEING SHIPPED
OUT OF THE COUNTRY. IN ADDITION, THE
RAILROAD BRINGS THESE TRAINS BY SCHOOLS
WITHIN THE BLAST ZONE. PEOPLE & ENVIRONMENT
MATTER MORE THAN THE PROFITS OF OIL COMPANIES
& THEIR INVESTORS. NO OIL TRAINS !!



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NAME (print): Connie Buttram

SIGNATURE: Connie Buttram DATE: 2/4/16

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over for
Comment

Speaker Number 305

Living in Lompoc

We have only one way to get to Los Angeles if anything happens in the 101 corridor we will be shut off. More train increase that likelihood. Not to mention

the effects on the environment

Tourism is our main industry

We can not put that in harms way.

We have enjoyed this beauty

Clean air etc. We want

our children & grandchildren to

have this same opportunity

SAVE our neighborhood, Save

our Air, SAVE our Oceans.



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NAME (print): Jeff Hall

SIGNATURE: Jeff Hall DATE: 2/4/16

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Speaker Number 307

I am worried about the impact
this will have on the environment. God
help us if we endure another oil spill.



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NAME (print): DARYL GALE from Los Angeles
SIGNATURE: Daryl Gale DATE: 2-4-16

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Speaker Number 308



Don't Do this!

Don't Ruin this beautiful
touristy area with ~~as~~ just
one horrible accident!

We don't need this

Problem!

2nd
split
most





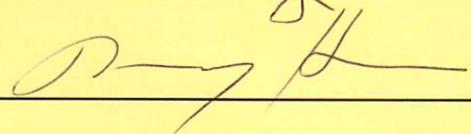
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NAME (print): Rosemary Holmes

SIGNATURE:  DATE: 2-4-2016

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- If you need assistance with a language translator (Spanish) please notify one of our staff with your speaker number handy.

Speaker Number 309

No oil trains, please!

Our environment & safety
is held hostage to this
travesty.

Thank you.



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NAME (print): Michael Lynch

SIGNATURE: [Signature] DATE: 2/4/2016

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COMMENT ON ~~REVERSE~~ SIDE

Speaker Number 310

NO amount of risk to public lives + / or health is tolerable.

ie, I can opt to risk my own life in a car, or even on public transit - at my option.

Trains traveling near our schools, carrying explosive material, are not something any individual can opt out of.

This is not acceptable.



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NAME (print): STEW PLOCK, 350.ORG

SIGNATURE: [Handwritten Signature] DATE: 2/4/16

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Speaker Number 311

I am Stew Plock, a 40-year resident of Santa Clara County. I'm a member of the leadership team of 350 Silicon Valley, part of 350.org, a national grassroots organization working to keep 80% of fossil fuels in the ground as we accelerate the move to renewable energy.

You're hearing a lot today why we and residents all along this proposed oil train route are extremely concerned about health, safety and environmental issues related to transporting dirty crude by rail through our backyards and neighborhoods. We're so concerned that all the major cities and counties all along the route have voiced their deep concerns in writing to the SLO board of commissioners.

Here's why I'm so opposed to this project, over and above the concerns I just mentioned. Back in my late teen years, I took up smoking and luckily quit after several years. Later I found out that the tobacco companies knew for decades about the horrible negative effects of smoking and how they immorally deceived the public.

The same thing has happened with the fossil fuel industry. Exxon Mobil has admitted they knew from the mid-80s about CO2 emissions' impact on climate change and they and their industry group do all they can to torpedo the climate change movement.

And now Phillips 66 wants cheaper tar sands crude for more profits, with not a care about the nations of the world's ambitious goals to reduce/not increase..the burning of fossil fuels.

We said no to transporting dirty Albertan crude by the KXL pipeline, and we stopped it. And the oil producers said, "no problem, we'll just ship it by rail." Well, they won't ship through Portland, where the city councillors just voted no on any new fossil fuel infrastructure development. And we are determined that Phillips will not ship dirty crude 1500 miles or more by rail to your county.

No, they won't ship it by rail..it's staying in the ground..and the sooner this immoral climate-ignoring proposal gets stopped, the better for all concerned. When I was in manufacturing, we knew that the sooner you spot a problem with a process and fix it, the less expensive and better.

Now's the time... for SLO's planning department to accept their staff's report and to tell the county commissioners to deny Phillips' oil-by-rail plan.

Stewart Plock, 350 Silicon Valley 650-856-0625 stewplock@gmail.com



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NAME (print): STEPHEN EITZREIM

SIGNATURE: Stephen Eitzreim DATE: 2/4/16

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Speaker Number 313

We, as a nation and all humanity, are going through the "Great Transition" from fossil-fuel-based economy to a renewables economy. We are not going through the transition fast enough however. CO-2 is already beyond 400 parts per million in the atmosphere & increasing. So my grandchildren will suffer from great climate deterioration. We need to move faster through this transition.

This oil train project is exactly wrong. It takes us in the wrong direction. You on this commission with your recommendation have the power to correct this great wrong before it happens.

Major fossil-fuel infrastructure projects, investments aimed at decades into the future, take us backward.

Are Phillips-66 profits more important than the well-being of my grandchildren?

Please do the right thing and recommend against this oil train project. My grandchildren will thank you.

Steve Eitroim



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NAME (print): Janet Blevins

SIGNATURE: Janet Blevins DATE: 2-4-16

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Speaker Number 319

Please deny Phillips 66
plan to increase rail traffic
of volatile crude oil via
routes up and down the
Calif Coast. I was raised to
practice the precautionary principle.
No matter ^{how} slim the chance of
an explosion - any chance at all is
too great! It is time to transition
to clean, renewable energy and if
Phillips 66 is going to continue to try to
expand the use of fossil fuels, then it
is up to those whose job it is to protect
the health + safety of the populace and
the environment - YOU - to say No!
~~Fossil fuels are 20th century~~ The EARTH
~~has~~ can't handle burning more fossil ^{fuel}. Say NO
for the safety of our planet, our air,
our water, our health, our safety, our children,
our schools, our hospitals, our land, our
Ocean - AND EVERY GENERATION YET TO COME.



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NAME (print): STAN SIMON

SIGNATURE: Stanley Simon DATE: 2/4/16

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Speaker Number 325

NO - ON THE VOTE -

VERY DANGEROUS TO SHIP THIS

BY RAIL



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NAME (print): Thomas Reynolds

SIGNATURE: Thomas Reynolds DATE: Feb. 4th, 2016

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- If you need assistance with a language translator (Spanish) please notify one of our staff with your speaker number handy.

Speaker Number 335

There are 47 dead people dead in Canada

saying just say "NO" to this proposal.

Stop this disaster from happening. Please vote

NO!

Thomas Reynolds



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NAME (print): Lois Richerson

SIGNATURE: Lois Richerson DATE: 2/4/16

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Speaker Number 206

51. The Industry Has Rejected The Government's New Rules For Railroads;
For Them, Profits Trump Safety (1:15):

Speaker: Lois Richerson

Hello, I'm Lois Richerson and I live in Ocean, CA

On May 1, 2015, the U.S. government issued new rules that attempt to make crude-by-rail safer. ~~Arguably, giving companies 10 years to attempt to fix fragile crude-oil tankers isn't a solution, but that's another story.~~

According to the Wall Street Journal, the railroads responded quickly. In an article entitled "Rail Executive Blasts Oil-Train Rules", a CEO stated - "The safety rules could make shipping crude by train prohibitively expensive. The economics are such that you can't justify shipping the oil." He also complained about installing new tanker brakes - "~~The requirement could cost billions of dollars.~~"

Then this railroad executive waved the flag - saying this will "throttle the journey toward energy independence." Conveniently, he forgot to mention the industry's huge, successful drive to export U.S. crude oil.

The oil industry also leaped in, asking the Court of Appeals to block many of the rules. The government, which was hoping for industry compliance, called the lawsuit "disappointing."

What's truly "disappointing" is that some people are still on the fence about allowing Phillips to bring crude oil trains to SLO County. Despite the dangers, despite the industry's adamant resistance to do anything that would ~~cost them a dime in~~ ^{lower their} profits, some people believe that crude oil trains are benign and should be allowed to invade our lives.

The industry believes firmly that profits trump safety. We believe it should be the opposite -- safety should always trump profits.

The public takes all the risk, the companies make all the profit

(Hand one copy of your statement to each commissioner + three copies to the clerk)

<http://www.wsj.com/articles/rail-executive-blasts-oil-train-rules-1430860808>

<http://www.grandforksherald.com/news/crime-and-courts/3743582-oil-industry-challenges-us-train-safety-rules-court>

<http://www.mcclatchydc.com/2015/05/12/266352/oil-industry-sues-government-over.html>

http://www.huffingtonpost.com/2015/05/14/oil-trains-amtrak-_n_7287326.html



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NAME (print): D Artagnan Torica

SIGNATURE: D Artagnan Torica DATE: 2/4/15

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Speaker Number 220

Hello my name is D'Artagnan Lorica. I wish to oppose the proposition. I have 2 younger brothers and we live in Carson. We will be very grateful if you hear out our reason for the rejection of the oil trains. We currently attend Port of Los Angeles High School, which could almost definitely be where the oil will be exported from. If that were to accidentally or purposely be derailed or sabotaged, many innocent people will die. Even if Phillips 66 says they can be efficient, why risk it. Money made from the trains can never repay the lives that might be lost. Please do the right and moral thing to do. Thank you for your time.



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NAME (print): Rachel Bohnke

SIGNATURE: Rachel Bohnke DATE: 2-4-16

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Speaker Number 314

- Vote against the rail expansion!
- No Keystone XL West
- I am a high school teacher and know that the youth are not interested in a fossil fuel-based future. Vote No, and let the creative force in this country change our Energy infrastructure.



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NAME (print): Barbara B. Fukumoto

SIGNATURE: Barbara B. Fukumoto DATE: 2-4-15

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Speaker Number 250

The applicant has attempted to dictate what factors you may consider. Phillips would like to proscribe your review to narrow, preferably technical concerns & to the site, itself. She has told you that consideration of the health and safety of those on the mainline is not your job, implying that higher authorities have RR safety covered. Why then have there been 25^{oil} derailments since 2013, including 11 explosions and ~~20~~ over 2 million gallons of oil spilled? Whether there are 156 or 260 mile-long trains a year, the danger remains.

Also, please consider that the applicant's claim (threat?) that tree oil will be shipped by truck on the last leg may not come to pass due to increased costs, low oil prices & citizen opposition.

And then there is climate change.

Please support your staff and deny the permits and do not certify the EIR.

Barbara Fehreback

60 $\sqrt{750}$ 12.5
 1500
 3000

Comments at the San Luis Obispo County Planning Commission Hearing, February,6, 2015

Thank you for this opportunity to speak on this issue of great importance to us all.

I'm Barbara Fukumoto, from Sunnyvale CA. I'm here today out of concern for our natural resources and the health and safety of residents and workers both near the terminal and along the route and for my daughter and son-in-law, my nieces and nephews, my grand-nieces and nephews and two granddaughters who will likely be on this earth after I'm gone.

I strongly support the staff recommendation to deny the permit for the Phillips 66 development plan and the Coastal Development permit and instead protect the people, land, and air and water quality near the Phillips facility and along the main rail route, both inside and outside the county.

That this project puts people, the air, water, and land at risk is clear from the "Crude by Rail Accident Table," Exhibit I of the EIR. Four derailments are listed, prior to the submission of this application, resulting in four oil spills, 1,581,036 gallons of oil spilled and one explosion, the infamous tragedy in the province of Quebec. (~~that~~ ~~is~~ ~~the~~ ~~only~~ ~~explosion~~ ~~of~~ ~~oil~~ ~~in~~ ~~the~~ ~~US~~ ~~and~~ ~~Canada~~ ~~in~~ ~~the~~ ~~last~~ ~~50~~ ~~years~~.)

* Since the application was submitted in July of 2013, there have been 20 more derailments, ~~20~~ ~~more~~ ~~derailments~~; ~~1,077,148~~ ~~more~~ ~~gallons~~ ~~of~~ ~~oil~~ ~~spilled~~; and 10 more explosions. These accidents have occurred in Wisconsin, Montana, North Dakota, Illinois, West Virginia, Washington, Colorado, Virginia, Alabama, Minnesota, New York, Pennsylvania and five Canadian provinces. While the causes of ten of the derailments are still under investigation, the known causes include "emergency stop failure," "broken wheel," "brake system loss in pressure," "valve failure," collision with a derailed train, "failure to anchor crossties," "possible winter weather," "rail failure," and an "emergency stop." It seems lot can go wrong, and it does, despite what I hope are best efforts.

In addition to the risks associated with derailment, numerous other significant and unavoidable risks which ~~could not be identified~~ were identified ~~on the project site and~~ on the main railroad line both within and outside the county. These include health risks due to diesel pollution. Add to these significant risks that the Phillips proposal is inconsistent with several local and regional plans and policies and an ordinance.

Specific benefits were not found to over-ride the significant and unavoidable negative impacts. Indeed, I believe that facilitating the development of the ~~Phillips 66~~ ^{Canadian Tar Sands} helps accelerate the pace of climate change, adding one more very significant negative global impact.

The inevitable risks of derailment, the unavoidable health and other risks; the non-compliance with policies and plans; the staff recommendation; the preponderance of public comment; and the negative impact on the climate of this oil all point in one direction. Please deny the permits and protect our air, land, water, health, and climate.

Barbara
Fukumoto

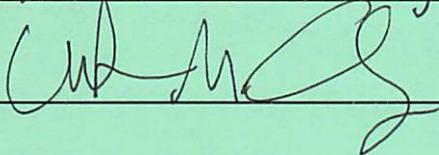


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NAME (print): Victoria M. Armigo
SIGNATURE:  DATE: 02-04-2016

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Speaker Number 252

My name is Victoria Armigo and I live in Sunnyvale, CA. I have 2 children and a grandchild on the way (due in May). I am here today to speak on behalf of all the children who will be impacted by a changing climate, as well as others who may be in the blast zone.

I am opposed to approving the plan and permit for the Phillips 66 project because the time has come for society to make the decision to leave fossil fuels behind and in the ground. It is the responsibility of local government to take actions that are in the best interest of its people. Transporting oil on trains, means putting thousands of people across North America in harm's way. The number of oil trains is growing at dangerous speed.

You have the opportunity today to make the decision to stop this from happening here and now. I ask you to please think deeply about the implications of your actions. What do you think the children of today will have to say in the coming years about the decisions you make today? From the bottom of my heart, I respectfully request that you refuse this plan and permit for the Phillips 66 project. - Victoria Armigo