



## 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).

Public Comment remarks should be directed to the Chairman and the Commission as a whole and not to any individual thereof. No person will be permitted to make slanderous, profane or personal remarks against any individual

AGENDA ITEM: 3

DATE: 07/5/16

DO NOT REMOVE FROM FILE

NAME (print):

BARBARA FINN - ARROYO GRANDE

SIGNATURE:

Barbara Finn

DATE:

Jul 5, 2016

### IMPORTANT INFORMATION:

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# Speaker Number 445

To the San Luis Obispo Planning Commission.

Thank you for conducting these hearings that permitted citizens of SLO county and beyond to voice their many concerns about the proposed Phillips 66 rail spur project.

The opposition has been an overwhelming tsunami of concerns involving health, safety, environmental impacts, rail road conditions and infrastructure, harm to wildlife, and worst case scenario, potential for derailment that would be catastrophic.

The many communities along this rail line that will bring this flammable crude to the Phillips 66 refinery will endure all the risks connected to the rail transport of crude. The only benefit is to the corporate bottom line of Phillips.

Your planning staff through diligent work recommends denying this project. Please follow their lead. Say NO to Phillips 66



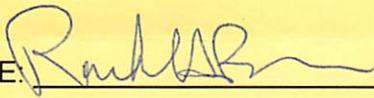
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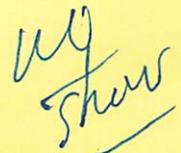
NAME (print): Rachel Penny

SIGNATURE:  DATE: 2/5/16

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Speaker Number 437



**Statement from Elizabeth Demsetz  
Resident of the City of San Luis Obispo and faculty member at Cal Poly**

Members of the Planning Commission,

Good afternoon. My name is Elizabeth Demsetz. I am a resident of the City of San Luis Obispo and a faculty member at Cal Poly. I encourage you to deny the project proposed by Phillips 66. I would like to highlight some features of the federal regulatory system governing the transport of crude by rail.

When new technological developments led to rapid exploitation of the Bakken and Canadian tar sands oil fields, crudes with new and different chemical properties began to be transported in a new and different way, via large unit trains. Why did the regulatory system at that time not disallow this practice? Because it could not *foresee* it. Changes in the regulations came about after the fact, when a great number of major derailment accidents triggered investigations by the NTSB, which then made recommendations to PHMSA. It is important to understand that this is how the federal system works. Because it cannot anticipate new technological developments, it responds after the fact when accidents trigger federal investigations. No one can foresee the future in the rapidly changing technology of the oil industry, and unfortunately accidents may be the means of highlighting weaknesses in the new regulations. Given the reactive nature of this regulatory system, we must be very wary in considering projects like that proposed by Phillips 66.

Furthermore, safety is not the sole factor considered in PHMSA's adoption of new regulations. The monetary burden that changes in regulations impose on the railroads is also considered. As a result, the timeline for the implementation of new regulations is, as you know, very long. If this proposal were to be approved, we would in effect be stating that we are **OK** with the fact that rail cars known to be inferior to the DOT 117 could continue to operate on the tracks going through our towns for many years.

This brings me to the most important point. We, the citizen's and the County, play a very important role within this regulatory system. That role is to send feedback to PHMSA. And the way we do that is through decisions on proposals like this. The PHMSA is sensitive to the voice of local agencies when they act across the country to oppose the shipment of large unit trains of crude. To fail to send this message would be to shirk our responsibility within the system.

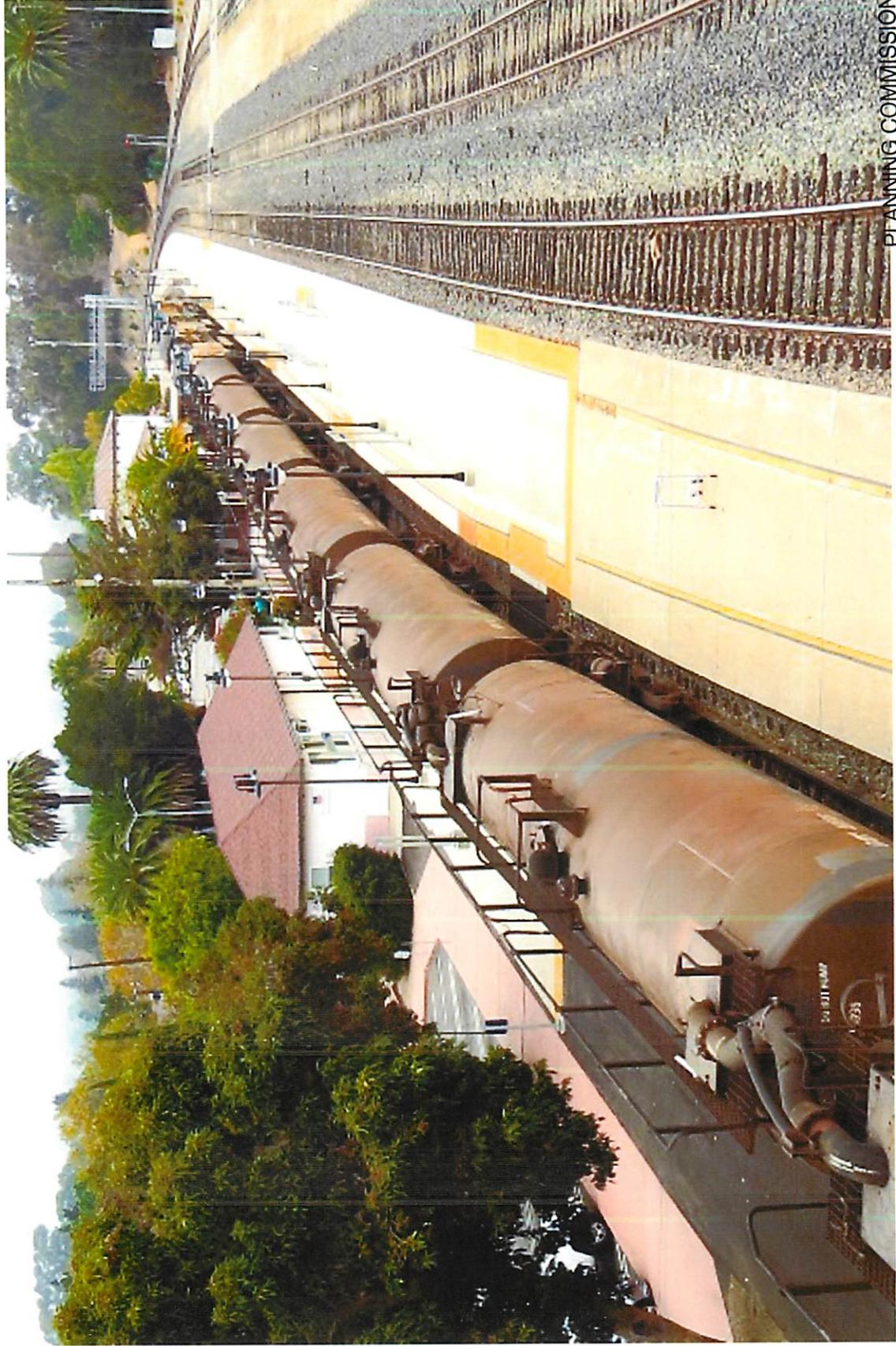
An argument can be made that the Phillips 66 proposal, and others like it, are what will keep prices down at the gas station. By denying the proposal, we can send a message back to the regulatory bodies that we do not actually believe this to be 'cheap oil'. It comes with a very high price tag – it compromises our environment and our safety – and we **DON'T WANT IT AT THAT PRICE**. Because we don't have the option at the gas station to choose slightly more expensive oil that is not transported in this way, the only way we have to let the regulators know that we consider these risks unacceptable is to deny this proposal.

Thank you.

PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/5/14

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PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/5/16

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# Phillips will introduce Ongoing, Obnoxious Noise Levels on the Mesa & throughout the County

Speaker: Robert D. Smith

Hello, I'm Robert Smith, and I am a Nipomo resident and property owner.

Phillips' proposal would introduce ongoing, obnoxious noise levels on the Mesa and throughout SLO County. Let's examine what county citizens, tourist and businesses alike would be hearing from Phillips' proposed trains... all day & night long... from north to south in SLO County:

- Noise will come from blaring train whistles, as 250 fully-loaded, mile-long trains enter each year and another 250 empty, mile-long trains leave each year...blasts heard for miles.
- Track noise will be generated by 500 trains coming and going: that's the loud clatter of metal wheels racing over rails...a seemingly unending sound from trains of extreme length.
- The empty trains will make even more noise than the loaded ones, because empty cars tend to shake, rattle and roll with even greater intensity.
- Engine and vibration noise will be heard as 200-ton locomotives idle at crossings in the majority of towns along the mainline in SLO County.
- And by the way, none of this noise that Phillips proposes to add along the mainline can be mitigated.

Turning now to the Mesa, here's what nearby residents, businesses, as well as Beach and Dunes tourist will hear from the proposed on-site Rail Operations and Terminal:

- Blaring whistles both from the mainline but especially from on-site; the track clatter noise; the train engine and vibration noises...but they'll hear far more than that as three on-site locomotives idle for a combined 25 hours a day.
- Plus- sharp clanging generated as locomotives uncouple and re-connect with tank cars...500 trains and 40,000 tankers a year.
- Ongoing mechanical and operational noise heard from the proposed off-loading facility, pumping systems, HVAC equipment and air compressors.
- Add to that noise emanating from additional support vehicles, cars, trucks, construction and transport vehicles servicing the proposed rail operations and terminal.

In conclusion, is this what we desire for our environment and our lives here on the Central Coast? Roaring noises all day and night long, all week long, all year long, forever? Given your thoughtful vision and leadership as Planning Commissioners, I implore you to 'do the right thing': please vote 'NO PROJECT' !

PLANNING COMMISSION

AGENDA ITEM: 3

DATE: 2/5/15

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NAME (print): Theresa M. Trew

SIGNATURE: Theresa M. Trew DATE: Feb 5, 2016

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PLANNING COMMISSION

AGENDA ITEM: 3

DATE: 2/5/16

# Speaker Number 362

DO NOT REMOVE FROM FILE

Dear Commissioners,

I urge you to reject the proposal to build the 1.3 mile spur with the parallel tracks from the main rail line to the Nipomo Mesa refinery.

I am concerned with safety as the railroad passes through our residential & commercial areas, as well as the University & High School and a derailment or spill could be disastrous.

Also I am concerned about public health - our air & water quality would be impacted

Sincerely,  
Theresa M. Lee



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NAME (print): Kathleen Oliver

SIGNATURE: Kathleen Oliver DATE: 2/5/18

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# Speaker Number 495

PLANNING COMMISSION  
AGENDA ITEM: 3  
2/5/18  
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I think 3 trains is 3 too many!

Train technology is outdated. - these vehicles belong in a museum and are NOT safe enough for the highways. Please deny the application.

Kathy Davis  
Coyne



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NAME (print):

Ellen Lodge

SIGNATURE:

Ellen Lodge

DATE:

2/5/16

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PLANNING COMMISSION

AGENDA ITEM:

3  
2/5/16

# Speaker Number 496

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5 chains to 3 is not enough

Ø chains is what is  
appropriate

no spill is acceptable

Please deny application

Ellen Lodge  
Los Osos



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NAME (print): Chloe Orton Cartnal

SIGNATURE: Chloe Orton Cartnal

DATE: 2/5/16

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PLANNING COMMISSION

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2/5/16

# Speaker Number 498

REMOVE FROM FILE

Dear commissioners,

My name is Chloe Orton Carnal and I am a 21 year old attending Cuesta College. As a student, I am a member of the ~~campus~~ grassroots club on campus which promotes a healthy environment and lifestyle. By ~~not~~ allowing Phillips 66 to happen you would be going against everything my club and others like it stand for. Not only that, but I am a cancer survivor and hearing about the health ~~issues~~ ~~that~~ <sup>issues</sup> that people might face if the project goes through scares me. Though I was young at the time of my diagnosis, my parents were left with paying medical bills and dealing with the emotional trauma that having a sick child left them. The thought of others going through what myself and my parents went through breaks my heart and I wouldn't wish it on anyone. Off topic, but still relevant, I have an uncle who works for an oil company in South Dakota and last year I participated in a fracking protest in Oakland, and he and ~~his~~ my grandma were apalled because I was potentially putting people out of work, but that wasn't my intention then and it isn't my intention now. I just want the community I live in to stay happy, safe, and healthy. Please oppose Phillips 66. Thank you for your time and consideration

-Chloe Orton Carnal

AND COMMISSION

DATE

REMOVE FROM FILE

Ken Curtis  
San Luis Obispo, CA 93401  
4 February 2016

PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/5/16

Chairman and Members of the Planning Commission  
County of San Luis Obispo, CA

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**Re: COMMENTS ON THE PHILLIPS 66 RAIL SPUR PROJECT & FEIR**

Dear Commissioners:

I am a resident of the City of SLO and a homeowner who lives within 200 feet of the Union Pacific rail line near the city's train station. The proposed oil trains would pass uncomfortably close to my residence and many others within the County and elsewhere. I urge you to accept the recommended findings of your staff and DENY the proposed project and the applicant's recently proposed modified project. I would like to emphasize the following points:

1. The proposed FEIR identifies numerous Class I environmental effects -- those adverse effects that are significant and unavoidable and for which there is no identified feasible mitigation.
2. In order to approve a project with unmitigated Class I impacts, the County would need to approve a Statement of Overriding Considerations, concluding that there are offsetting benefits of the project that outweigh the adverse impacts. There is no substantial evidence in the record of any such benefits as required by CEQA. The primary benefits of the projects are for the shareholders of Phillips 66 and certainly not for the residents and property owners of SLO County.
3. The applicant's recently proposed modified project would not materially change the substance of staff-recommended findings for denial.
4. The proposed project includes new development that is located within the Coastal zone and is therefore a local land use decision. The proposed new development would result in destruction of an Environmentally Sensitive Habitat Area (ESHA) and harm to nearby coastal agriculture, contrary to the requirements of the Coastal Act and the County's Local Coastal Land Use Plan (LUP) and implementation program. It must therefore be denied based on inconsistency with the County's Local Coastal Program. The use does not qualify as coastal-dependent industry.
5. The proposed FEIR identifies many specific instances wherein the proposed project would cause substantial harm to the health, safety and welfare of the County's residents.
6. You have already heard claims of preemption by Phillips 66 regarding operations on the Union Pacific main line. If the County were to approve the development of the rail spur and facilities for downloading oil, there is every likelihood that future

assertions of preemption would follow, and there might possibly be no limitations on the number of oil trains or the types of oil they might carry. Better to deny that which the County has clear authority over.

7. Please disregard proponents' assertions regarding the alternative of oil transport by truck. Such an alternative is unlikely as long as the price of oil is relatively low, given the comparatively higher costs of truck transport.

Please deny this project and thank you for your consideration of my comments.



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NAME (print): THOMAS DANFIELD

SIGNATURE: Thomas Danfield

DATE: 2/4/16

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# Speaker Number 397

MY CONCERNS ARE :

- 1) SAFETY/ FOR ALL THOSE IN THE "BLAST ZONE."
- 2) LACK OF A VIABLE BENEFIT TO THOSE PUT AT RISK.  
THE NUMBER OF JOBS AFFECTED OR CREATED IS  
NEGLECTIBLE.
- 3) NEGATIVE EFFECT ON TOURIST INDUSTRY.
- 4) OUR FOCUS SHOULD BE ON RENEWABLE ENERGY  
SOURCES TO BREAK OUR DEPENDENCY ON FOSSIL FUELS.
- 5) POLLUTION CAUSED BY THE TRANSPORTING OF THE OIL.

SINCERELY & EARNESTLY,

~~Thomas Danfield~~

THOMAS DANFIELD  
1581 4<sup>th</sup> ST,  
LOS ANGELES, CA 90002  
805-528-7216

45. The Tracks On Which Crude Oil Trains Will Travel Are Extremely Unsafe (1:50):

Speaker: Wendy Brown #278

Hello, I'm \_\_\_\_\_ and I live in \_\_\_\_\_.

There's plenty of evidence regarding how unsafe rail tankers and diesel-spewing locomotives are.

Well, the safety director for the railroad inspectors' union said in April, 2015 that the tracks themselves are a major issue. He stated bluntly - "Let's see what we can do to keep the damn trains on the tracks. When they come off the tracks, bad things happen."

Data from the Federal Railroad Administration shows an astounding 1,220 derailments of all types in 2014 ... with 39% caused by flaws in tracks.

The union's president added - "Track-caused derailments - including those involving highly volatile crude oil - continue to be a threat. The (railroad) industry arrogantly claims they can't afford to maintain the tracks to a higher safety standard. My question is, can we afford for them not to?"

But instead of calling for the tracks to be replaced, the union is calling for slower speeds. That's like saying that if automobiles are crashing due to a highway design flaw, the permanent solution is to drive 30 mph slower. Forget about the infrastructure being unsafe. Just make everyone go slower.

Of course, the railroads' industry association (which includes Union Pacific) is fighting slower speeds. They say that slowing down trains "can have a serious impact on the delivery of goods and services." They're more concerned with having trains run on time, than on blowing up towns and citizens.

Also -- in April 2015, a Union Pacific representative, in defending Phillips' plan, told the Arroyo Grande City Council that "the rail industry is safer than a grocery store." She linked shipments of crude oil to "safer than a grocery store." That says the industry is either ignorant of the dangers inherent in crude-by-rail, or more likely, they think we're gullible and ignorant.

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

<http://www.dailyjournal.net/view/story/fcf6da6208774717a918126d16c81cec/PA--Oil-Train-Safety/>  
[http://www.philly.com/philly/business/transportation/20150426\\_Railroad\\_unions\\_urge\\_tougher\\_rules\\_on\\_tracks.html](http://www.philly.com/philly/business/transportation/20150426_Railroad_unions_urge_tougher_rules_on_tracks.html)

PLANNING COMMISSION

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DATE: 2/15/16

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AGENDA ITEM: 3DATE: 2/5/16

To Whom It May Concern:

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I write to ask your consideration of the tremendous negative impact of the oil train off-loading facility expansion, ~~being considered by San Luis Obispo County~~. This would increase rail traffic through densely populated areas of Alameda County, including high risk of oil spills, fire and explosion to residences, businesses, and at least 20 schools located in the "blast zone" along the projected route. I am a member of the San Leandro School Board. Eight of our schools and numerous private schools are within the "blast zone" identified in the environmental impact report.

The current rail system is designed to connect residents to their destinations throughout the state and NOT to move large quantities of hazardous materials like crude oil through populated areas. Just last week a train spilled hazardous materials in the Bay Area. Regardless of claims by the company and the rail system, the danger to residents in our county—as well as a wide area of California—cannot be minimized.

In addition, the diesel emissions from trains along the route would generate toxic pollutants that exceed the medically advised threshold in our area that is the third highest for childhood asthma disorders in the state of California.

Both the School Board and the City Council of San Leandro have sent letters in response to the EIR. However, on a personal note, I'd like to add that I have two grandchildren living in Los Osos, who are also likely to be affected by problems with this plan. I respectfully request that you vote against this project. Since I am unable to attend this meeting, I have asked a friend to read this letter on my behalf.

Sincerely,

Diana Prola, Trustee and Immediate Past President of  
The San Leandro Unified School Board.

I urge you to think of those who are not in the room today, including low income communities of color. According to research by ForestEthics and Communities for a Better Environment, 80% of people in CA living along the blast zone of an oil train are low income communities of color. If thinking about these communities makes you uncomfortable, THAT is a problem. California is an extremely influential state, and your denial of the proposal would set a precedent for future, more just and sustainable solutions. The whole state, country, and world are watching. Make the right decision and deny the proposal.

# 424

107. Phillips' Plan Puts SLO County's Property Taxes At Risk (1:57):

Speaker: \_\_\_\_\_

Hello, I'm \_\_\_\_\_ and I live in \_\_\_\_\_.

Phillips has issued a flyer showing their financial contributions to our County. They imply it's all at risk if the rail terminal is rejected.

So let's look at it more closely. The main item is property taxes. They point to the \$1,673,000 paid in 2014. Supposedly it's in peril if their oil trains didn't come.

I say supposedly, because Phillips' corporate spokesman said they've never discussed closing the plant if crude-by-rail wasn't allowed here.

Regardless, Phillips isn't the only one paying taxes. There are other property taxes also at risk ... and they're definitely in jeopardy if a rail terminal IS built.

Let's take Trilogy, with 630 existing homes, valued at about \$600,000 each. Together, they pay property taxes of roughly \$4,700,000 ... about three times more than what Phillips pays. And when Trilogy is built out at 1,300 homes, residents will contribute about \$8,000,000 in property taxes ... 5 times what Phillips pays. And that doesn't take into account the homes in Black Lake or other planned developments.

However, what do you think will happen to property taxes when an invasive rail terminal is built in Trilogy's backyard ... with diesel emissions and more pet coke pollution flowing over the homes ... with the noise of trains screeching, coupling and uncoupling, blowing their whistles ... with the increased odors of tar sands being refined ... plus the constant visual pollution of lights and hundreds of trains coming and going. What will happen?

You can bet far fewer people will want to move here with that in their backyard. They won't want to hear it, smell it, see it, feel it or breath it. And you can bet property values and taxes will fall sharply.

So let's not be threatened by Phillips' numbers. They'll continue paying taxes even if the rail terminal is not built. But if it is built, our County's financial well-being will suffer.

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

Source: Phillips flyer #CSB 15-0195; 2015

PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/15/14

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98. Phillips Lacks Transparency, Because What They Intend Is A Clear Danger To SLO County (1:47):

Speaker: \_\_\_\_\_

Hello, I'm \_\_\_\_\_ and I live in \_\_\_\_\_.

Phillips has done the least they could to be transparent about the impacts they intend. They thought their plan would sneak by citizens ... but that didn't happen. Let's look at just four of their attempts to be less than forthcoming.

- The most flagrant was to leave the door open for the incredibly dangerous Bakken crude. But when citizens pushed back, they said "Oh we're sorry, no Bakken."
- Second -- they originally focused only on impacts for South County, as if this was a NIMBY issue and didn't affect the entire County. Then they said -- "We're sorry, now we'll describe potential disasters in all the other towns our trains will go through."
- Third - they initially ignored how they would generate new pollution in towns up and down California, as well as contributing to the greenhouse gas problem. Only when this was pointed out did they say - "We're sorry. Of course we'll let you know -- it's a Class 1, significant, unavoidable impact."
- Fourth - they let us think that shipping crude by rail is safe, and that tar sands shipments aren't volatile. Now we know none of that's true, and we can prove it.

There's only one way to fully understand Phillips' lack of transparency and the full scope of dangers they intend. That's by counting the number of times the term "mitigation" has had to be used. That term has 1,256 mentions in the Final EIR. And there's the term "preemption" ... the County's inability to protect itself under Phillips' plan ... there are a glaring 123 mentions in the FEIR. That reference grew by 18% compared to the Draft EIR.

So how has Phillips' explained away all these reversals? They've said things like ...

- "Well, we listened to what citizens were saying and took that into account."
- "Well, it's a process -- just wait for the next EIR."

But here's the reality. What Phillips intends is a clear and present danger. They know this. But they'll do as little as they can to reveal it all.

Given that fact, we can't even count on the final EIR to reveal all the impacts. Their lack of transparency and ongoing changes could go on forever. And that has to stop right now.

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

PLANNING COMMISSION

AGENDA ITEM: \_\_\_\_\_  
DATE: 7/5/10

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8. SLO County Is Not Dealing With The Same Oil Company Or People As In The Past (1-50)

PLANNING COMMISSION

Speaker: \_\_\_\_\_

AGENDA ITEM: 3  
DATE: 2/5/16

Hello, I'm Marcia Traversaro and I live in Nipomo.

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It's important we understand that SLO County is no longer dealing with the same oil company as in the past. It's a new company, with new people, and different objectives.

For decades we had good relationships with the refinery's owners and managers. From 2002 to 2011 it was owned by ConocoPhillips.

But in 2011 they decided to spin off Phillips as a stand-alone company. A new CEO and new corporate team took over. And they set a new companywide imperative -- to take advantage of low cost oil through a strategy they called crude-by-rail.

Today, it's the local refinery's turn to implement that strategy. And since they can't say it's all about increased profits, they're hiding behind their "good neighbor" status, the jobs issue, and the local faces we know.

But, behind the scenes, their new managers in Houston are pulling the strings. And they're working hard to spin their intentions. For example ...

- They had a political PR person with direct ties to oil companies write a letter-to-the-editor in the Tribune, blasting opponents. Conveniently, she didn't reveal her profession or industry ties.
- Then, at a meeting with the New Times, Phillips sent a different public relations executive to massage their story.
- During that same interview, they had their PR guy from Houston on speaker phone, just to be sure everyone toed the corporate line.

What does this tell us? That we're dealing with a different company, employing paid spinners, selling something that's fundamentally wrong. Bringing in low-cost, crude-by-rail is huge for Phillips. So they've put their big guns and enormous pocketbook behind this.

Those pulling the strings are not the same local people we've respected in the past. They're people who have only corporate selfish interests in mind. Don't be fooled by their good neighbor disguise.

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

14. When It Comes To Closing The Plant, Phillips' Claims Are Bogus (1:45)

Speaker: BRIAN POLKINGHORNE

Hello, I'm BRIAN POLKINGHORNE and I live in NIPOMO.

Phillips' employees claim that if their oil trains aren't allowed, the refinery will close and they'll all be fired. They state it as fact, even though their jobs are not at risk and there's no evidence that will happen. Here's the proof ...

- **FACT:** Phillips corporate spokesman in Houston told the *New Times*, for public attribution, they've never discussed closing the plant. Never! And he repeated that to KCBX News.
- **FACT:** This plant is half of a larger unit. Crude refined here is piped to Phillips' Rodeo plant. So - closing this plant would severely harm their Rodeo operations ... and they're not about to do that.
- **FACT:** Phillips' refining business generates enormous profits. During 2015 they earned \$604 million in 90 days! It would be insane to shut a plant that's part of a money juggernaut.
- **FACT:** Phillips' Maintenance Superintendent, Jim Anderson, was on Dave Congalton's radio show. Dave repeatedly pressed him on whether they were going to reduce production or close the plant if the rail terminal was denied. He dodged by saying -- "*We just need to be sure we can maintain the supply of crude.*" That's all he would say, because they have no intention of shutting the plant.
- **FACT:** Phillips' Manager for Government Affairs spoke at a recent public meeting.\* She was asked to answer "Yes" or "No" regarding whether the plant would close if the terminal was denied. Her response - "No ... no-one said we'd shut down."

So the jobs issue is bogus. It's a public relations diversion, designed to enable Phillips to bring their trains here.

Phillips is like a matador waving a red cape with the word "jobs" on it, thinking we'll rush in their direction. But once we get there, they'll lift the cape and we'll see what they really have in mind -- lethal oil trains.

Please -- keep your eye on the true issue ... it's not jobs, it's the health and safety of the citizens you represent.

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

<http://www.newtimeslo.com/cover/11850/a-crude-proposal-the-pros-and-cons-of-a-controversial-phillips-66-oil-by-rail-project/>

<http://www.phillips66.com/EN/about/our-businesses/refining/Pages/western-pacific.aspx>

<http://m.examiner-enterprise.com/business/p66-reports-earnings-1b>

Dave Congalton Show, 5/6/15 - <http://920kvec.com/dave-congalton-podcasts/>

\*SLO Democratic Club, October 13, 2015

PLANNING COMMISSION

AGENDA ITEM: 3  
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126. Spills Of Tar Sands Are Far More Difficult And Costly To Clean Up (2:25):

Speaker: ROD GIBBS

Hello, I'm \_\_\_\_\_ and I live in \_\_\_\_\_.

One major hazard of the Phillips plan is the potential for oil spills. They're always a nasty business. But based on the type of oil Phillips intends to bring here, that business will be of the nastiest type -- because it would involve tar sands.

In 2010 an oil pipeline burst and flowed into Michigan's Kalamazoo River. 843,000 gallons of heavy crude - tar sands from Canada - went into the river.

The oil spread for 40 miles and into the river's wetlands. The crude had been diluted with volatile light hydrocarbons for shipment. But the diluent evaporated, leaving the heavy crude to sink into the river and attached itself to sediment. The outcome ...

- Local homes were evacuated.
- Residents were told not to drink their water.
- 35 miles of the river were closed to traffic and recreation.
- Wildlife were coated with black oil.
- The cleanup lasted two years. But even that wasn't enough, because the EPA ordered the oil company to return in 2013 for further cleanup of submerged oil. The agency called the cleanup "uniquely challenging."
- The EPA estimated the total cost to be \$1.2 billion.
- This disaster was the largest and most costly on-land oil spill in American history, largely in part because it involved tar sands.
- Even after the cleanup, an environmental expert said "Putting folks along the banks of the Kalamazoo is a bit of a science experiment."

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What was learned? That tar sands, due to its exceptionally heavy composition, is extremely difficult and costly to clean up, whether it spills on land or water. In fact, in water, the cleanup may have to include sonar, containment booms, dredges and pumps. The ramifications are felt for years.

The Final EIR discusses the Kalamazoo River spill and the impact of tar sands in waterways. It says ...

"If released to water, crude oil typically floats on the surface. (But) dilbit crudes (which are) known as tar sands oils, will typically submerge in the water. Spreading of the oil in three dimensions creates many challenges for responders. Submerged oil in water would require different response planning and equipment. Dilbit intermixed with sediment will present new recovery challenges."

Based on actual events and the FEIR's statements, we ask that our officials not allow SLO County to become a hub for the transportation and processing of tar sands.

I would like to submit photos of the Kalamazoo oil spill.

## 126. Spills Of Tar Sands Are Far More Difficult And Costly To Clean Up, cont.:

FEIR - 12/15

<http://thinkprogress.org/climate/2014/04/11/3426044/enbridge-oil-pipeline-reopening/>  
<http://tarsandsolutions.org/in-the-media/nas-to-study-spill-cleanup-for-oil-sands-crude>  
[http://www.washingtonpost.com/business/economy/ntsb-blames-enbridge-weak-regulations-in-kalamazoo-oil-spill/2012/07/10/gJQAWzqgbW\\_story.html](http://www.washingtonpost.com/business/economy/ntsb-blames-enbridge-weak-regulations-in-kalamazoo-oil-spill/2012/07/10/gJQAWzqgbW_story.html)  
[http://en.wikipedia.org/wiki/Kalamazoo\\_River\\_oil\\_spill](http://en.wikipedia.org/wiki/Kalamazoo_River_oil_spill)  
<http://www.freep.com/article/20120621/NEWS06/120621067/Kalamazoo-River-Enbridge-oil-spill>  
<http://www.sacbee.com/news/local/transportation/article4331978.html>  
<http://www.theglobeandmail.com/report-on-business/industry-news/energy-and-resources/buoyancy-of-oil-sands-bitumen-raises-spill-concerns/article10033867/>  
<http://michiganradio.org/post/3-years-and-nearly-1-billion-later-cleanup-kalamazoo-river-oil-spill-continues>

**Kalamazoo River, Michigan (2010 - 13)  
Tar Sands Oil Spill (The Most Difficult Of All To Clean Up)**



#126

**Kalamazoo River, Michigan (2010 - 13)  
Tar Sands Oil Spill (The Most Difficult Of All To Clean Up)**



#126



**Kalamazoo River, Michigan (2010 - 13)  
Tar Sands Oil Spill (The Most Difficult Of All To Clean Up)**

**Kalamazoo River, Michigan (2010 - 13)  
Tar Sands Oil Spill (The Most Difficult Of All To Clean Up)**





# 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).

Public Comment remarks should be directed to the Chairman and the Commission as a whole and not to any individual thereof. No person will be permitted to make slanderous, profane or personal remarks against any individual

NAME (print): Susan Harvey, President North County Watch

SIGNATURE: Sa Harvey DATE: 2-4-16

### IMPORTANT INFORMATION:

- If your number is not within approximately 20 of the current speaker we ask that you wait outside of the Chambers in one of our overflow areas where the hearing will be streaming for you to view. Staff will be available in overflow areas to help with any logistical questions. The hearing room can only hold 160 people for safety.
- If you wish to submit digital information such as a PowerPoint or digital photos within your 3 minute presentation, please put a sticker with your speaker number on a flash drive and submit to the clerk when it is your turn to speak. Stickers will be available in the lobby with our staff. The flash drive will not be returned as the information will need to be retained for the record.
- Overflow viewing areas are located in the Fremont Theater which is next door to the hearing chambers, Conference Room 161/162 outside the hearing Chambers as well as the lobby area. The hearing will be streaming for viewing at these locations. The hearing can also be viewed online at [http://www.slocounty.ca.gov/planning/meetings.htm?](http://www.slocounty.ca.gov/planning/meetings.htm)
- If you need assistance with a language translator (Spanish) please notify one of our staff with your speaker number handy.

PLANNING COMMISSION

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comment on back →

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## Speaker Number 281

## North County Watch

Please deny this project. We are particularly concerned about health + safety impacts.

You are permitting a rail spur, not the number of trains which is not in your control.

Cega requires looking at the worst ~~case~~ case. The numerous class 1 impacts are the out come of looking at the worst-case scenario ~~and~~ based on refinery capacity. It has nothing to with the number of trains. Thank you for considering our comments

Susan Harvey  
North County Watch

PLANNING COMMISSION

AGENDA ITEM

DATE

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123. The Refining Of Tar Sands Generates Petcoke - Another Extremely Harmful Pollutant (1:51):

Speaker: Donna Lachi

Hello, I'm \_\_\_\_\_ and I live in \_\_\_\_\_.

Phillips intends to make SLO County a super-site for refining tar sands. But in addition to the excessive sulfur dioxide pollution it would generate, there's a second danger.

Compared to conventional crudes<sup>1</sup>, its refining yields higher amounts of the byproduct petroleum coke, or "petcoke." The Nipomo refinery already produces some of it. It's left outdoors, as large hills of black dust.

These particulates are easily blown into nearby towns by strong onshore winds. And that's ill advised -- because like its father "tar sands", petcoke also contains heavy metals ... and these metals have been linked to respiratory issues, heart disease, and childhood cancers.

The EPA says -- "Fugitive dust from pet coke storage and handling presents a health risk. EPA is particularly concerned about particles 10 micrometers in diameter (referred to as PM<sub>10</sub>) because (they) enter the lungs. These particles can affect the heart and lungs and cause serious health effects."

By the way - petcoke can be burned like coal. But due to its high level of pollutants, U.S. power plants won't burn it ... it's too filthy. So refineries export it to countries with far lower pollution standards.

There's also the issue of trains moving through petcoke fields at the refinery, further launching dust into the air. And unwashed tankers would leave the site with petcoke dust clinging to them, spreading it along the mainline.

For perspective -- Chicago is working aggressively to ban petcoke from its city limits ... trying to protect its citizens from inhaling the dangers.

Approving this project means tar sands will have found a super-site in SLO County. Bringing in tar sands means pollution both from its refining and the resulting petcoke. On the other hand, no rail terminal means no trains delivering tar sands.

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

PLANNING COMMISSION

(continued)

AGENDA ITEM: 3  
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<sup>1</sup><http://www.nrdc.org/energy/tar-sands-health-effects.asp>

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## 123. The Refining Of Tar Sands Generates Petcoke - Another Extremely Harmful Pollutant

(R.F. Meyer, E.D. Attanasi, and P.A. Freeman, "Heavy Oil and Natural Bitumen Resources in Geological Basins of the World," U.S. Geological Survey Open-File Report 2007-1084 - 2007 - p.14, Table 1.)

<http://beniciaindependent.com/wp-content/uploads/2014/10/2014-10-02-AGO-Valero-CBR-Project-DEIR-Comment-Letter-OCR.pdf>

<http://www.phillips66.com/EN/newsroom/feature-stories/Pages/AdvantagedCrude.aspx> (Phillips and advantaged crude)

<http://fuelfix.com/blog/2013/01/09/phillips-66-moving-bakken-oil-by-rail-in-1b-deal/> (Phillips shipping ND Bakken by rail)

[http://www.mercurynews.com/ci\\_23366256/canadian-tar-sands-crude-heads-bay-area-refineries](http://www.mercurynews.com/ci_23366256/canadian-tar-sands-crude-heads-bay-area-refineries) (Phillips shipping tar sands by rail; description of tar sands)

<http://energy.cr.usgs.gov/oilgas/addoilgas/WEC07NBEHO.pdf> (properties of tar sands)

<http://www.republicreport.org/2014/keystone-xl-refinery/> (Phillips ownership of tar sands refineries)

<http://www.fastcoexist.com/1680531/why-you-dont-want-your-local-oil-refinery-processing-materials-from-tar-sands> (health issues; corrosiveness)

[http://switchboard.nrdc.org/blogs/ddroitsch/mounting\\_evidence\\_that\\_tar\\_san.html](http://switchboard.nrdc.org/blogs/ddroitsch/mounting_evidence_that_tar_san.html) (tar sands; cancer)

<http://www.nrdc.org/energy/tar-sands-health-effects.asp> (description of tar sands crude; health risks)

[http://switchboard.nrdc.org/blogs/bolson/oil\\_companies\\_bet\\_on\\_tar\\_sands.html](http://switchboard.nrdc.org/blogs/bolson/oil_companies_bet_on_tar_sands.html) (tar sands, properties, risks)

[http://www.huffingtonpost.ca/2014/01/03/bakken-oil-flammable-megantic\\_n\\_4534862.html](http://www.huffingtonpost.ca/2014/01/03/bakken-oil-flammable-megantic_n_4534862.html) (volatility of Bakken; flash point)

<http://online.wsj.com/news/articles/SB10001424052702304834704579401353579548592> (Bakken - high combustion risk; unstabilized)

<http://www.reuters.com/article/2014/01/03/us-usa-energy-bakken-idUSBREA010ZI20140103> (Jan. 2, 2014) (Canadian Crude Tech. Assn.)

National Resources Defense Council Bulletin

Oil Shale/Tar Sands Guide

<http://www.ci.richmond.ca.us/DocumentCenter/View/26803> (causes of Richmond, CA 2012 Chevron refinery fire)

<http://sierraclub.org/dirtyfuels/tar-sands/toxic-report.aspx> (Sierra Club on tar sands)

[http://www.epw.senate.gov/public/index.cfm?FuseAction=PressRoom.PressReleases&ContentRecord\\_id=57c67ed1-a1ae-5957-6194-ca167dcc42f1](http://www.epw.senate.gov/public/index.cfm?FuseAction=PressRoom.PressReleases&ContentRecord_id=57c67ed1-a1ae-5957-6194-ca167dcc42f1) (Barbara Boxer on tar sands)

[http://www.theecologist.org/News/news\\_analysis/2668144/petcoke\\_the\\_toxic\\_black\\_dust\\_coming\\_to\\_a\\_community\\_near\\_yo\\_u.html](http://www.theecologist.org/News/news_analysis/2668144/petcoke_the_toxic_black_dust_coming_to_a_community_near_yo_u.html)

[http://www.contracostatimes.com/contra-costa-times/ci\\_27103119/berkeley-environmentalists-cite-concerns-over-two-city-refinery](http://www.contracostatimes.com/contra-costa-times/ci_27103119/berkeley-environmentalists-cite-concerns-over-two-city-refinery)

<http://www2.epa.gov/petroleum-coke-chicago/health-effects-petroleum-coke>

<http://thinkprogress.org/climate/2014/12/16/3594223/undercover-polluters-2014/>

# 282

15. This Is A Continuation Of The Expansion Of The Phillips Refinery;  
More Requests Will Follow (1:51):

Speaker: \_\_\_\_\_

Hello, I'm \_\_\_\_\_ and I live in \_\_\_\_\_.

If we think Phillips' request to bring crude-by-rail to SLO County is the end of their desire to change, we're deluding ourselves. Granting them new railroad tracks at the refinery will satisfy their increasing appetite for profits only a short time. Then they'll be back asking to be fed again.

As the saying goes, "Let's look at the record." The record shows they weren't satisfied with their historical production volume. So a few years ago they requested and were granted even more crude to be delivered by pipeline. Why? Because they wanted to increase profits. Today, they're asking to change their business model from pipeline to rail. Why? Because they want to increase profits by refining lower-cost crude oil.

Phillips thinks they can fast-track and push through anything they want in SLO County. Why? Simply because they're Phillips, our supposed good neighbors.

But what do you think will happen next, if you approve their crude-by-rail strategy? You can bet they'll apply yet again for a change in the way they do business. And that will likely include requests to increase the number of crude oil trains they bring to SLO County. More trains will equal more crude oil, which equals more processing which equals more profits.

And you can also bet that down the road they'll say "Oh look! There are new sources of California crude ... so now we want to start delivering more of that by pipeline again!"

That's all the Phillips corporation in Houston is interested in ... ever-higher profits. That's what they need to satisfy shareholders. Actually, we don't blame them. We simply don't want them to do it on the backs of our citizens, who gain absolutely nothing from their plan.

But, you can stop the momentum of this ever-more demanding runaway train. You can stop Phillips from making SLO County a major hub for crude-by-rail, tar sands, diesel pollution, and the threat of rail disasters. You can do it by voting No Project.

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

PLANNING COMMISSION  
AGENDA ITEM: \_\_\_\_\_  
DATE: \_\_\_\_\_  
DO NOT REMOVE FROM FILE

135. The Noise & Congestion From Oil Trains Will Affect Us All (1:15)

Speaker: Tom Nefcy

Hello, I'm Tom Nefcy and I live in Nipomo, on the Mesa, ~ 1000 yards from the proposed Rail yard site.

When each of Phillips' hundreds of crude oil trains move in and out of SLO County each year, we're going to know about every single of them. Why? Well, just listen to the experience of people in Savannah, Georgia. Their experience is so bad, that it became a story in the Wall Street Journal.

It reported that the trains "blow their horns at every single one of the rail crossings." A local lawyer stated that "he and other attorneys have to take train breaks during depositions. And he has to step into a closet for phone calls. 'Everybody hates it' he said."

The article pointed out why the trains blow their whistles so often - "Trains are federally mandated to honk at most street-level crossings for safety reasons."

In addition to the noise, the article discussed the impact on traffic. In one Indiana town, "trains block major intersections, sometimes up to five hours. And some communities complain that rail traffic is blocking thoroughfares, delaying commuters and holding up ambulances and fire engines."

The article quoted what one of the mayors said about the trains. She explained - "We have everything to lose and nothing to gain."

We can say the very same thing about Phillips' plan to haul hundreds of mile-long trains through SLO County -- we have everything to lose and nothing to gain.

Please, don't let us become another Savannah.

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

<http://www.wsj.com/articles/towns-force-railroads-to-address-complaints-about-noise-delays-1430420433>

PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/5/16

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February 5, 2016

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My name is Bill Almas. I have spent by career working at various industrial facilities as an Environmental and Regulatory manager. During my career I have been responsible for several emergency responses, facility health and safety programs and the preparation of EIR's and various industrial planning documents and permits.

I reside in the City of San Luis Obispo and live with my family within 200 yards of the UP rail line. The rail line had been there over 80 years when we purchased our home 16 years ago, we recognized that there was some inherent risk and nuisance associated with living close to a rail line at that time. I look at my bedroom window and see an oil train roll through from time to time as well as cargo that includes other types of hazardous materials. We weighed the risks and we decided to purchase our home, and we have not been sorry for that decision.

I have reviewed portions of the EIR including the response to comments from the County, Phillips 66 (P66) response to comments and the County Findings. I have not considered off-site effects associated with transport. These effects may or not be allowed for consideration as a result of Federal Preemption, and the County is not likely to have a definitive answer to its applicability before your decision is made to County Supervisors. You and County legal staff will no doubt consider the legal ramifications of your decision carefully.

What is clear is that the County does have jurisdiction and responsibility for the impacts associated with the proposed rail spur and off- loading facility. County Staff has found several Class 1 impacts associated with the on-site facility including exceedances of concentrations of air pollutants resulting in unacceptable levels of cancer risk, increases in the hazard to public safety due to increased rail activity on site, nuisance factors affecting nearby neighborhoods and impacts to Environmentally Sensitive Habitat.

I have listened to much of the public comment over the last two days, and I think the transport issues are greatly overblown, unless the actions were taken to prohibit the transport of all petroleum on rail lines. Any increase in transport volume results in some additional increment of risk. The risks that are discussed for off-site transport all exist currently and will increase incrementally. Only the on-site activities pose new risks. The question for the Planning Commission and County Supervisors (when the issue gets there) is can the Project be legally and safely operated with acceptable risk and with minimal impacts to the environment while still allowing for the positive effects of commerce.

It appears likely that it will be at least a few months before you make your decision regarding the P66 project. I encourage the County staff and P66 to continue conversations during that period of time to try and find adequate mitigation for the on-site impacts of the project or an acceptable redesign of the Project and resubmittal to allow

• Comments to Accompany Verbal Remarks by Bill Almas  
Phillips 66 Rail Road Spur Project  
San Luis Obispo County Planning Commission

February 5, 2016

favorable approval of the Project. With P66's offer to cut the number of trains from 5 to 3 a week, some of the Class 1 impacts may be addressed simply through this action. Other Class 1 impacts such as the impacts to ESHA may require mitigation and possible modification of the project design.

As part of this discussion, I also encourage P66 to more clearly state the ability of the refinery to continue operations if additional rail transport proves impossible due to denial. Clarify whether rail transport poses an existential risk to the refinery or that if rail transport is simply an enhancement of efficiency. This will allow the County Supervisors the information needed to consider the clear trade-offs of Project denial with the possibility of Findings of Overriding Considerations by the County Supervisors.

I support taking responsible actions that will allow the safe and commercially viable operation of the refinery, including the approval of the Rail Spur project if mitigations and changes to the project can be made which ensure this outcome. There are clear economic benefits to the community, San Luis Obispo County and the Nation from its continued operation and production of an essential product that we all use in our daily lives. Most people here today used petroleum to get here today.

Thanks you for your efforts and for listening to me today.

William J. Almas



## PLANNING COMMISSION APPEARANCE REQUEST FORM

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

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NAME (print): William Bradlee

SIGNATURE: William Bradlee DATE: 2/5/16

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PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/5/16

# Speaker Number 93

DO NOT REMOVE FROM FILE

Hello,

My name is Bill Bradlee and I am here to speak on behalf of myself, a resident of San Luis Obispo, as well as the organization where I am employed, Interfaith Power & Light. I should also note that I am a member of the board at the local nonprofit ECOSLO.

A quick background: The mission of California Interfaith Power and Light (CIPL) is to be faithful stewards of Creation by responding to global warming through the promotion of energy conservation, energy efficiency and renewable energy. Our California affiliate has over 600 member congregations in the state including some right here in San Luis Obispo.

As a resident of San Luis Obispo, living well within the blast zone of the rail line, I am concerned about the significant community health, safety and environmental risks associated with the transport of oil on trains through our county.

As Interfaith Power & Light's Affiliate Services Director, I also care deeply about the moral implications of not doing everything we can to move away from fossil fuels for the short and long term health of our community and our planet.

The Rev. Sally Bingham, president and founder of Interfaith Power & Light said, "People of faith have a moral obligation to care for and protect our children and future generations by addressing the effects of climate change and carbon pollution, especially as they wreak havoc on the poorest and most vulnerable among us. Lets protect the people, not the polluters. Let us make the right and moral choice to implement sensible climate solutions that speed the transition to a just and equitable clean energy economy."

I was researching oil trains since I read in the environmental impact report that Phillips would be using the newer CPC-1232 rail cars. I found that even this new rail car is not the best design possible, but rather a cost benefit analysis that trades off the thicker steel the Department of Transportation proposed for thinner steel that allows more capacity and profits but less safety. And the report also noted that they are going for the unjacketed rail cars – again less costly and less safe.

When I look at the big picture on this issue and try to weigh the pros and cons, ultimately what I see is profits for a few and costs for the many.

I encourage you to deny this project.

Thank you,

Bill Bradlee



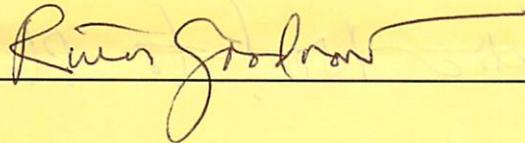
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NAME (print): RUTH GOODNOW

SIGNATURE:  DATE: 2/5/2016

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PLANNING COMMISSION

AGENDA ITEM: 3

DATE: 2/5/16

Speaker Number 349

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2/5/2016

For the public record:

As a citizen of this wonderful state and the city of San Luis Obispo, which I cherish, I expect to be safe from the inevitable harm that would occur should oil trains run through our neighborhoods.

We have seen the terrible accidents and the damage that ensued — to people and the environment.

I say an emphatic No! to Phillips 66's proposal. It's time to spend our resources on developing the alternative energy of the future.

Sincerely,

Ruta Goodman  
1245 San Mateo Dr.  
San Luis Obispo, CA 93401  
805-458-4438



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NAME (print): MARY ELLEN HARPER

SIGNATURE: Mary Ellen Harper DATE: Feb. 4, 2010

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PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/15/10

Speaker Number 364

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HONORABLE COMMISSIONERS'

SPEAKING AS AS public health NURSE  
and school nurse. I am Admmently opposed  
to PHILLIPS 66 EXPANSION PLANS,

THIS PROPOSAL WILL EXPONENTIALLY  
INCREASE THE RISK TO THE public  
health and safety of our children  
AND GRAND CHILDREN.



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NAME (print): Eric Tyler Conrad

SIGNATURE: Eric Tyler Conrad DATE: 2-5-2016

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PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/5/16

Speaker Number 419 DO NOT REMOVE FROM FILE

My name is Eric Tyler Conrad. I live in Morro Bay, Ca. I am a retired teacher and I am alarmed about the possibility of oil trains running through SLO County.

We currently have a pretty healthy air basin in SLO. I am very concerned that the pollution from the exhaust and particulate matter produced by the diesel oil trains will destroy our clean air, for our residents and our tourist industry.

We need to wean ourselves off fossil fuels. That is one of the goals of the Paris Climate Accord signed by 196 nations. Rejecting the Phillips 66 project is what we need to do, for the health of our world, our country, the citizens of California and SLO County.

Certainly if 26 other municipalities and counties can say "No" to this project, we in SLO can do the same. Please reject the Phillips 66 Rail Terminal project.

Thank you.



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NAME (print): SHERRY A. COLLIER

SIGNATURE: Sherry A. Collier DATE: 2/5/16

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PLANNING COMMISSION

AGENDA ITEM: 3

DATE: 2/5/16

Speaker Number ~~438~~

DO NOT REMOVE FROM FILE

I have resided in SLD country  
for 40 years & own a home  
in SLD city for 10 years -

- NO OIL TRAINS

- DISMANTLE THE REFINERY

PLANNING COMMISSION

AGENDA ITEM

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NAME (print): Thomas Nishikawa

SIGNATURE: Thomas Nishikawa DATE: 2/5/16

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AGENDA ITEM: 3

DATE: 2/5/16

**Speaker Number 449** DO NOT REMOVE FROM FILE

My concerns are many, among ~~them~~<sup>on</sup> them are the fact that <sup>the</sup> Phillip 66 Company has been less than candid on multiple issues. Many / most of their arguments are contradicted by their own annual report. Their "red herring" arguments about jobs is a real "red" flag. Jobs, if any, would be effected by oil prices and NOT approval of this project.

You commissioners have a heavy responsibility not only to SFO County residents but to all coastal residents from Alameda, Contra Costa, Santa Clara, Monterey, Santa Barbara, Ventura, Los Angeles and San Bernardino Counties residents. When oil train accidents happen, people in these counties will be effected in the accident areas. History & recent records show that the question is "when" and not "if".

Please heed the many Californians and vote to deny the rail project.

Thomas Nishiura

PLANNING COMMISSION

AGENDA ITEM: 5

DATE: 1/2/08

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NAME (print): Mark Nelson

SIGNATURE: [Signature] DATE: 2/5/16

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AGENDA ITEM: 3

DATE: 2/5/16

# Speaker Number 452

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The major problem with our government is that it is no longer representative! I can see politicians only caring about re-election ... where are my contributions for my campaign coming from? How can I raise money for buying more votes? ETC.

I canvassed south county for 5 months. Initially very few people had heard of the P66 project, but after a few months most had. OVERWHELMINGLY the response was "this is a BAD project" ... "the risks outweigh the benefits."

Our future will always be tourism. Tourism and Oil Trains don't mix any more than Water and Oil. Please represent the MAJORITY of your constituents.

Thank You for hearing us



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NAME (print): NANCY GEAVES

SIGNATURE: [Signature] DATE: 2/5/16

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PLANNING COMMISSION

AGENDA ITEM: 3

DATE: 2/5/16

Speaker Number 454

DO NOT REMOVE FROM FILE

GOOD AFTERNOON COMMISSIONERS. MY NAME IS NANCY GRAVES  
I LIVE IN THE BLAST ZONE IN GROVER BEACH, I AM  
THE BOARD CHAIR OF ECOSLO AND PAST REPRESENTATIVE  
FOR DISTRICT 1, COUNTY TRANSPORTATION ADVISORY CMTE.  
I WOULD LIKE TO THANK AND COMMEND YOUR  
PLANNING STAFF FOR AN EXCELLENT EIR. THE  
MILE LONG OIL TRAINS PROPOSED ARE A BAD IDEA  
FOR SAND LUIS OBISPO ON SO MANY LEVELS, I  
URGE YOU TO FOLLOW THE STAFF'S RECOMMENDATION  
AND DENY THIS PROJECT.



PLANNING COMMISSION

AGENDA ITEM: \_\_\_\_\_

DATE: \_\_\_\_\_

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NAME (print): M. E. PAGE

SIGNATURE: M.E. Page DATE: 2/5/2016

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PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/5/16

Speaker Number 456 DO NOT REMOVE FROM FILE

I am a legal resident of California  
and vote emphatically against any train  
transport of oil; to prevent risk and damage  
to the environment and residents of this  
great state.

AGENDA ITEM

DATE

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