"In a world wracked by hatred, economic crisis, and political tension, America remains mankind's best hope."

— Ronald Reagan

Re: Phillips 66 Oil Train Unit

This is an area of mostly natural beauty for Residents, visitors + Tourists to enjoy. As plans for the Oil train units are discussed please allow this area to stay a grand place.

Oil is necessary for all commerce and way of life, but the dangers these Oil train Units pose along all of the way of passage to Phillips 66, should not happen. There must be another way or place to refine oil.

Remember, those Oil train Units will be going to Phillips 66 and back out from Phillips 66.

Sincerely

From the desk of Mary Thiessen

Mrs. Mary Thiessen

Feb. 03, 2016

EMAIL:

bernard776@hotmail.com

106. Phillips' Plan Will Put SLO County's Tourism Business At Severe Risk (2:00):

Speaker: JOE STRONG

Hello, I'm JOE STRONG and I live in NIPOMO, ACCROSS THE STREET FROM Phillips REFINERY,

Tourism is part of our County's economic lifeblood. In 2011 it was our #1 industry, totaling $1.2 billion. It earned $405 million for merchants, resulting in $79 million in direct taxes ... a number that's likely far higher today.

It also employs 15,000 people in lodging, food service, entertainment, recreation and agri-tourism. It's an economic engine to be safeguarded, not put at risk.

But Phillips' plan puts it all at risk. Individual businesses and the entire industry's fame could be severely damaged.

Not only would they bring exhaust, visual and noise pollution, but they could derail, cause oil spills, property damage or injuries, catch fire, cause toxic smoke, and of course evacuations. Here are the tourism-related operations next door to or less than a mile from where Phillips' trains would travel.

- The Midstate Fairgrounds in Paso Robles.
- Hotels, restaurants and tasting rooms in Paso.
- Firestone Walker Brewery.
- Chalk Mountain Golf Course in Atascadero.
- Cal Poly's athletic fields.
- SLO's Performing Arts Center.
- Mission Square and restaurants in SLO.
- Sinsheimer Baseball Stadium.
- SLO's regional airport.
- SLO's Country Club & Golf Course.
- Wineries on Rt. 227.
- Restaurants in downtown Pismo.
- Pismo Pier.
- The Premium Outlets.
- Campgrounds in Pismo & Oceano.
- RV parks in Pismo and Oceano.
- The Monarch Butterfly Grove.
- Le Sage Riviera golf course in Grover Beach.
- The entrance to Grover Beach.
- ATV businesses in Grover Beach.
- The entrance to Oceano Beach.
- The Great Melodrama Theater.
- And the Monarch Dunes & Black Lake golf courses in Nipomo.

PLANNING COMMISSION
AGENDA ITEM: 3
DATE: 2/4/16
DO NOT REMOVE FROM FILE

All of those tourist businesses would be in danger. They're assets SLO County's financial stability relies on. Let's not shoot ourselves in the foot. Let's not put it all in danger simply to generate more profits for Phillips 66.

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

http://slo-business.com/san-luis-obispo-county-tourist-spending-hits-1-2-billion/

32. Counties, Cities And Organizations Representing Millions Of People Are Opposing The Phillips Plan (2:00):

Speaker: Kent Harvey

Hello, I'm _____ and I live in Nipomo

If only a handful of local people objected to Phillips' plan, you might doubt the scope of opposition. But the following municipalities and organizations have put their objections in writing, and sent them to SLO County. How many people do you think they represent?

The Counties in California ...

- Alameda County
- Monterey County
- Santa Barbara County
- Santa Clara County
- Santa Cruz County
- Ventura County

The Cities in California ...

- Berkeley
- Carpinteria
- Davis
- Fremont
- Grover Beach
- Goleta
- Los Angeles
- Mar Vista
- Milpitas
- Moorpark
- Oakland
- Oxnard
- Pismo Beach
- Richmond
- San Jose
- San Leandro
- San Luis Obispo
- Santa Barbara
- Santa Cruz
- Simi Valley
- Oakland
- Ventura

(continued)

PLANNING COMMISSION

AGENDA ITEM: 3

DATE: 2/4/16

DO NOT REMOVE FROM FILE

32. Counties, Cities And Organizations Representing Millions Of People, cont.

Additional Major Organizations ...

C. Additional Organizations (24)

The Oakland Unified School District
The Ventura Unified School District
The San Leandro Unified School District
The Hayward Unified School District
The New Haven Unified School District
The Pleasant Valley School District in Camarillo

The Lucia Mar Unified Teachers Association (in San Luis Obispo County)
The National Education Association
The California Federation Of Teachers
The California Teachers Association
The Hayward Education Association
The Oakland Education Association
The San Leandro Teachers Association
The Peralta Federation of Teachers

The California Nurses Association
Physicians for Social Responsibility from The State of Washington
Central Coast Nurse Practitioners and Physician Assistants

The League of Women Voters of San Luis Obispo County
The League of California Cities

The San Luis Obispo Democratic Club
The Alameda Democratic Club
The Contra Costa County Democratic Party
The Berkeley Rent Stabilization Board
The Goleta Water District

These municipalities and organizations represent highly educated officials who've studied Phillips' plan in detail. Cumulatively, they have hundreds if not thousands of years of experience in government, healthcare, education and other walks of life. They cannot all be misguided about the plan's threats. On behalf of the millions of citizens they represent, we ask you to deny Phillips' rail terminal project.

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

PLANNING COMMISSION
AGENDA ITEM: 3
DATE: 2/4/16
DO NOT REMOVE FROM FILE

NAME (print): JOE STRONG

SIGNATURE: Joe Strong Jr DATE: 2/4/2016

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

Speaker Number 243

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

PLANNING COMMISSION
AGENDA ITEM: 3
DATE: 2/4/16
DO NOT REMOVE FROM FILE

NAME (print): Kent Harvey

SIGNATURE: Kent Harvey DATE: 02-04-2016

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

Speaker Number 138

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

PLANNING COMMISSION
AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE

NAME (print): Cynthia Moreno

SIGNATURE: C Moreno DATE: 2/4/2016

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

Speaker Number 86

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).

PLANNING COMMISSION
AGENDA ITEM: 3
DATE: 2/4/16
DO NOT REMOVE FROM FILE

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

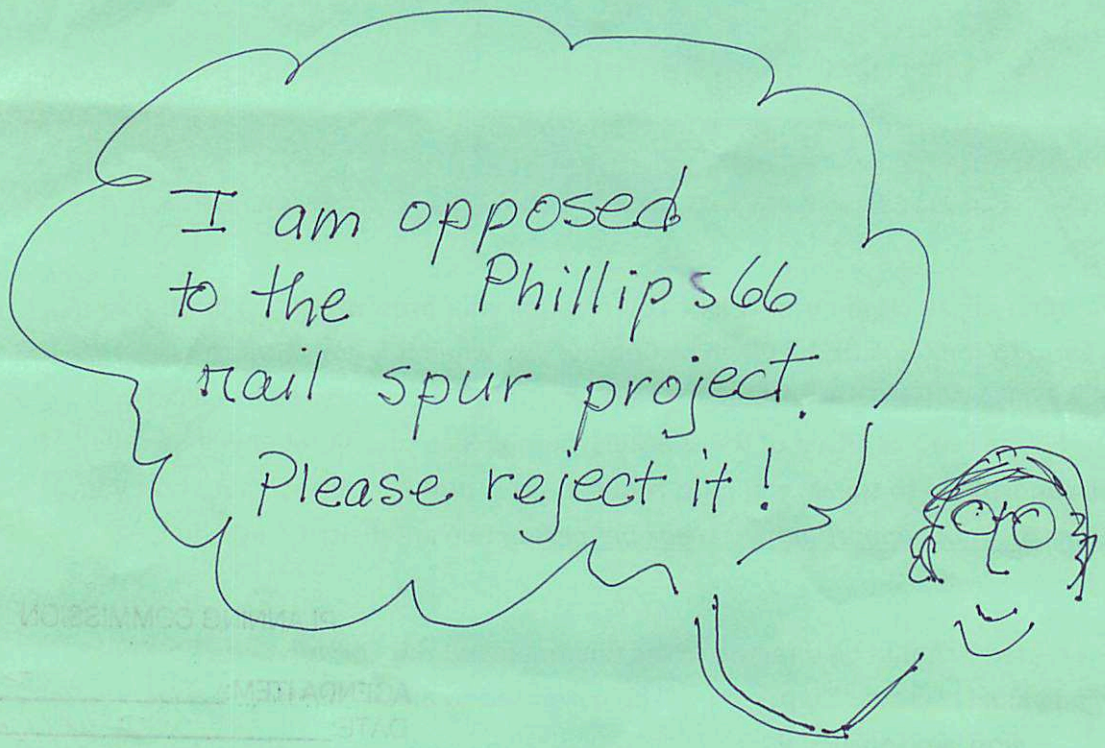
NAME (print): CHARLOTTE CASEY

SIGNATURE: C Casey DATE: Feb 4 2016

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

Speaker Number 260


I am opposed
to the Phillips 66
rail spur project.
Please reject it!

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

PLANNING COMMISSION
AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE

NAME (print): HOLLY SLETELAND

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

Speaker Number 369

I'M HOLLY SLETEZAND AND LIVE IN TEMPLETON WITH MY HUSBAND, BUT WE ALSO OWN PROPERTY IN SAN LUIS OBISPO WHERE WE PLANNED TO RETIRE, JUST A FEW BLOCKS FROM THE TRAIN STATION. I'M HERE TO LET YOU KNOW THAT WE'RE VERY OPPOSED TO THE PROJECT. LIKE OUR IMMEDIATE NEIGHBORS & THE THOUSANDS OF OTHER FOLKS WHO LIVE, WORK & GO TO SCHOOL ALL ALONG THE RAILROAD TRACKS, WE HAVE NOTHING TO GAIN & EVERYTHING TO LOSE FROM THIS PROJECT. THE THREAT OF A DERAILMENT IS VERY REAL & THE CONSEQUENCES COULD BE ABSOLUTELY HORRIFIC. EVEN IF A MAJOR ACCIDENT DOESN'T HAPPEN, THERE'S NO ESCAPING THE TOXIC EMISSIONS THAT THE INCREASED TRAIN TRAFFIC WILL GENERATE, POLLUTING OUR AIR & ACCELERATING CLIMATE CHANGE. I URGE YOU TO UPHOLD YOUR RESPONSIBILITY TO PROTECT THE HEALTH, SAFETY & WELFARE OF THE PUBLIC BY DENYING THIS PROJECT. THANK YOU.

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

PLANNING COMMISSION
AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE

NAME (print): Paul Elliott

SIGNATURE: [signature] 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?
- If you need assistance with a language translator (Spanish) please notify one of our staff with your speaker number handy.

Speaker Number 124

Since I'm unable to speak on 2/4/16 (I live 185 miles away and can't return on 2/5), I'm asking you to reject the Phillips 66 Rail Spur Project Proposal.

The impact of this project will affect areas of California well beyond the borders of SLO County; it has the potential to affect millions of residents and communities in California, including Santa Clara County where I and many concerned friends and colleagues live and work.

The potential dangers to residents, communities, agriculture and the environment outweigh any benefits.

Impacts that affect people directly, such as unhealthy air quality, potentially contaminated water resources and fires would be sufficient to reject the project, but it would also undermine the State of California's existing plan and efforts to address climate change.

We are already overdue to address climate change and have no time to waste. If we have any hope for reversing the effects of climate change, it is imperative that we do everything in our power right now. We can no longer afford to allow <u>new</u> carbon-intensive projects such as this to go forward.

Phillips 66 claims they want to protect jobs, but protecting millions of Californians by rejecting the project is of much greater importance than the relatively few, if any, jobs that would be affected by rejection of the project.

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).

PLANNING COMMISSION

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: 2/4/16

DO NOT REMOVE FROM FILE

NAME (print): Paul W Rea

SIGNATURE: Paul W. Rea DATE: Feb. 4, 2016

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

(over)

Speaker Number 150

Please oppose the P66 project.

- the risks to the county far exceed the benefits.

- the pipe line running to Rodeo could bring crude oil in, much as it carries "cracked" crude north to Phillips "sister" refinery.

- the proposal is designed to increase profit, but passes the costs on to the taxpayers. Thank you.

Paul W. Rea

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

PLANNING COMMISSION
AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE

NAME (print): SHARAT LIN

SIGNATURE: _____ DATE: 4 FEB 2016

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

over

Speaker Number 276

The Phillips Rail Spur Project should be rejected for safety reasons through highly populated areas from Rodeo to San Luis Obispo County for the reasons already stated by so many people.

So I will focus on the Canadian tar sands that I visited a few months ago. What is going on in northern Alberta is the bulldozing of a dense boreal forest two-thirds the size of California. Destruction of forest and removal of up to 150 feet of overburden is contrary to the reduction of greenhouse gases and preservation of the planet. We must not be a part of further destruction of the environment and extraction of the dirtiest fossil fuels on Earth. This is an existential issue.

Please reject the Phillips Rail Spur Project!

Sharat G. Lin
San José Peace and Justice Center

PUBLIC COMMENT: KERN-SISQUOC PIPELINE ALTERNATIVE

Mr. Chairman, Members of the Commission, I'm ~~Sam Saltoun~~ Mike Young, a resident of Nipomo, ~~and a licensed Professional Engineer with a long career of national and community service~~.

As Monterey County has pointed out, the alternatives analysis contained in the Final EIR is incomplete... it fails to analyze a viable alternative to Rail Spur project.

Buried in the Section 5 narrative are six sentences which first address... and then summarily dismiss construction of a connector from the refinery's Sisquoc Pipeline to Kern County railheads.

Such a pipeline could supply the exact same feedstock slate that the rail spur project is intended to import.

If Phillips 66 had originally submitted this Sisquoc-Kern pipeline alternative, county chambers wouldn't be filled to capacity, county planners wouldn't have to accommodate overflow crowds, and concerned citizens wouldn't be rallying on city streets.

The EIR's reasons for rejecting this pipeline connector without any study were concerns over right-of-way, required permits, and necessary inter-county coordination.

However, Chevron has a similar project to construct a pipeline from San Ardo oilfield to Coalinga. Chevron worked with both Monterey and Fresno Counties and had its project approved.

The Chevron pipeline alignment crosses roads, streams, wetlands, agricultural areas, the coastal mountains, and the San Andreas Fault zone.

What Chevron is accomplishing, shouldn't be dismissed as too speculative and too difficult for Phillips 66 to also accomplish.

A pipeline right-of-way with functional alignment over virtually the same route is proven, and already exists with Line 903.

Given the public outcry, how can this Commission rule on the rail project when all viable alternatives haven't been investigated?

The only thing that's a virtual certainty for this project is multiple, protracted administrative and possibly legal appeals.

And if the rail spur is eventually built in spite of a less dangerous alternative, Phillips 66 becomes a pariah on the Central Coast.

Mr. Chairman, the County shouldn't put itself in the position of acting on an incomplete EIR simply because an alternative requires right-of-way agreements, permitting and inter-county coordination.

Thank you...

PLANNING COMMISSION

AGENDA ITEM: 3

DATE: 2/4/16

DO NOT REMOVE FROM FILE

143. Citizens Who Live On The Mesa Deserve As Much Respect And Protection As The Rest Of SLO County (1:46):

PLANNING COMMISSION

Speaker: ROSEMARY NELSON

AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE

Hello, I'm _____ and I live in _____.

Let's talk about respect for residents of the Nipomo Mesa. It's necessary because their right to object to the rail terminal has been maligned by Phillips' supporters. It's as if the residents' very existence and expectations for a quality life don't matter ... simply because they moved in within the last 25 years.

In the 1980s our County decided it would be wise to build communities there ... starting with Black Lake. And they did it because the new homes would contribute high property taxes, drive small business development, and bring additional upstanding citizens to the County.

Approving those homes was smart. These residents are a tremendous asset. But once they began objecting to the rail terminal, here's how Phillips' supporters characterized them. They've said ...

- "The refinery has been here longer than the residents. So what the refinery wants counts more."
- They say - "Didn't the homeowners know they were buying near a refinery? They should have known there could be major changes."
- They cheapen residents' objections to breathing diesel pollution or having a rail yard operating in their faces by saying - "This is nothing more than homeowners who don't want their view disturbed."
- When residents point out the documented dangers, they're accused of "fear mongering."
- And they belittle residents by saying - "They're wealthy newbies. They're outsiders who just moved into their big homes! They're not like us. The heck with them."

So -- are residents of the Mesa second-class citizens? Do they have fewer rights?

Don't they deserve the protection of our planners and supervisors who specifically encouraged them to live next to land used passively for 60 years? Is it justifiable to let Phillips now conduct business in a far different, more active, invasive way ... one that will threaten residents' health, safety and quality of life?

This issue isn't only about Big Oil wanting to create a giant new rail footprint in our County. It's also about respect for the legitimate rights of the good people and taxpayers on the Mesa.

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

http://www.55places.com/california/communities/blacklake?_kk=black%20lake%20nipomo%20homes%20for%20sale&_kt=4453a178-89fc-4ad0-8c82-dadf8b66df7a&gclid=Cj0KEQiAiuOlBRCU-8D6idaPz_UBEiQAzTagNF1nomlPikFd-7do35aQw0gz7gEGAywU6tdcLkcwnlUaAuMl8P8HAQ

#258
speaker slip

Presented by: Gerald W. Hunt, CPA (Retired)
1697 Grizilo Drive
San Jose, CA 95124
(408) 266-107; gwhunt97@comcast.net

Transporting, Processing, and Refining Tar Sands Petroleum Material

Transportation Safety and Security:

1. Transporting volatile, unrefined petroleum material is hazardous and requires structurally sound tank cars and structurally sound railroad beds and intersections.
2. The U.S. Transportation Department has overall authority on these two concerns but has been handicapped in upgrading the standards and inspections of these elements.
3. The processor who is requesting approval of processing rights must take responsibility for assuring that the U.S. Transportation Department upgrades the standards and security of these elements before processing clearance can be given.

Dealing with accidents:

1. This volatile, unrefined petroleum material is highly likely to burn explosively in an accident and firefighters have only two realistic options in controlling such a situation: Evacuation and let it burn or Use Dozers to push dirt over the burning material to cut off the supply of oxygen. Do the communities through which this material is passing have dozers available for such a catastrophe?

Hazardous waste from the refining process:

1. There is a huge amount of hazardous waste being imported into your community because of this refining process. How will you dispose of this waste?

PLANNING COMMISSION

AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE

PLANNING COMMISSION

AGENDA ITEM:_____

DATE:_____

DO NOT REMOVE FROM FILE

February 4, 2016

Dear San Luis Obispo County Planning Commission and Board of Supervisors,

My name is Andrew Bear. I live in San Jose with my wife and teenage son. I am ordained clergy in both the United Methodist Church and in the Buddhist tradition of Thich Nhat Hanh. I am also a board member of the Silicon Valley Interreligious Council. I am here today due to my love for people and the living beings of this land, and my care for future generations.

I want to thank you for your service to the county. In your capacity as county commissioners, and county supervisors, I know you must make important decisions on behalf of many people, balancing a variety of needs and interests. I thank you for answering the call to public service.

I am here today to ask that you NOT approve the plan and permit for the Phillips 66 project because it will cause local, regional, and global harm.

If you look deeply at these plans, you will see that at a local and regional level, this proposed Phillips 66 Oil Train offloading facility would bring nearly 3 million gallons of dangerous and explosive tar sands crude oil per day through many densely populated urban areas, as well as sensitive natural ecosystems. It is a fact that these trains derail, spill, and at times explode. Emergency responders in my home of San Jose have said that they are not equipped to handle a major derailment and fire in our community. Phillips 66 also admits that the plan will mean "significant and unavoidable" levels of toxic sulfur dioxide and cancer-causing chemicals along the path of the trains.

If you look more deeply at these plans, you will see that at the global level, the expansion of fossil fuel infrastructure commits our resources to an industry that is contributing to global climate change. In order to avoid catastrophic climate change, there must be no new expansion of fossil fuel infrastructure. Approval of this project would be tantamount to San Luis Obispo County willingly participating in catastrophic harm to future generations of humans, as well as the living biotic communities of this Earth. Rejecting this project is an opportunity for San Luis Obispo County to show its care for the wellbeing of our communities, ecosystems, planet, and future generations above the short-term interests of the fossil fuel industry.

As my teacher, Thich Nhat Hanh says, "Much harm has been done to the Earth out of our ignorance, craving, and arrogance. As children of this land we are determined to begin anew—to make all efforts, large and small, to collectively effect real change in our global ecological situation."

In the rejecting of this plan and permit for the Phillips 66 project, we have an opportunity to begin anew, showing wisdom and compassion for our communities, ecosystems, planet, and future generations

PLANNING COMMISSION

With respect and hope,

AGENDA ITEM: 3
DATE: 2/4/16

Rev. Andrew Bear
2003 Rosswood Dr.
San Jose, CA 95124

DO NOT REMOVE FROM FILE

PLANNING COMMISSION
AGENDA ITEM: 3
DATE: 2/4/16
DO NOT REMOVE FROM FILE

OIL-BY-RAIL POSES UNACCECTABLE HEALTH HAZARDS

Good day, I am Tom Comar, vice-president of the Central Coast Nurse Practitioners and Physician assistants organization.

I would like to address the five class 1impacts regarding air quality and the impacts of noise pollution on the health and well-being of Phillips 66 workers and their families and county residents living in close proximity to the rail lines.

Tens of thousands of lives will not only be at risk from derailments and/or explosions , but they will be at perhaps a greater risk from the insidious effects of increased train traffic. Increased air pollution, including diesel particulate matter, and increased train noise drive many adverse health impacts.

As health care professionals, we oppose the proposed project on the basis of very serious, credible threats to the health of County residents, thousands of whom are our patients. A thorough review of health data published in peer-reviewed medical journals by Oregon and Washington states' Physicians for Social Responsibility (PSR) and summarized in a statement, released January 2015, spell out the shocking direct health threat posed by oil-by-rail, other than derailment, explosions and fire. (www.psr.org)

"Locomotives, being powered by diesel fuel, emit a large amount of gaseous and soot or particulate pollution in their exhaust (PSR)." (Gaseous components include carbon monoxide, nitric oxide, nitrogen dioxide, sulfur oxides and polcyclic aromatic hydrocarbons(PAHs). Diesel exhaust particulate is comprised of carbon particles, organic components and trace metals). Inhalation of diesel particulates leads to a gamut of diseases, including cancer, particularly of the lung and breast; asthma and obstructive lung disease; heart attack and stroke.

"In children prenatally exposed, diesel pollution is linked to higher rates of neuro-developmental disorders, such as autism spectrum disorder, attention deficit hyperactivity disorder, lowered IQ, and disruption of normal sexual differentiation during fetal development, including 2.42% higher odds of male

(cryptorchidism) undescended testes among babies of fathers exposed to diesel exhaust before conception. Direct exposure to train related air pollution leads to impaired lung development and increased development of asthma. Exposure as an infant leads to lifelong disease and disability."

Several studies referenced by PSR, have documented the adverse health impacts of train noise and vibration, including sleep disturbance, cognitive impairment, cardiovascular disease and psychiatric disorder. "Noise and vibrational effects from rail traffic vary from idling, screeching, and horn sounding. Horn sounding poses the most significant risk to human health." Increased heart attacks and arrhythmia are associated with nighttime noise and noise exposure greater than 90 decibels (in the range of train horns which are 96 to 110 decibels mandated by the US DOT in advance of all public grade crossings).

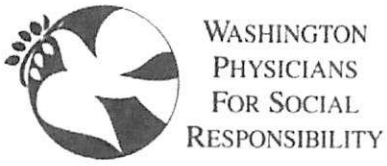
Whether it is five or three extra trains a week, they pose an unacceptable threat to human health and safety. We urge the Commission to do their due diligence, as the staff has done, and reject Phillips 66's expansion proposal. There can be no overriding condition, that can put going forward with this project over the unacceptable, ummitigatible project's health hazards. For more scientific details of these hazards, go to www.psr.org. And I would like to submit the PSR study for your review.

Tom Comar, Vice President, CCNPPA

5525 Cascabel road

Atascadero, Ca. 93422

805-610-0367



Position Statement on Crude Oil Transport and Storage

To Governors of Washington & Oregon

From Concerned Washington & Oregon Health Care Professionals*

Energy companies have proposed increases in oil-by-rail transport and storage in the states of Washington and Oregon with subsequent ocean shipments from Pacific Northwest ports. While there was no movement of oil-by-rail in Washington three years ago, dramatic increases in oil extraction from the Bakken fields in North Dakota and Montana and from Canadian oil/tar sands have occurred with significant increases in oil-by-rail traffic. If current proposals are allowed to proceed, the volume of oil-by-rail coming into Washington would increase from the current 19 trains per week to as many as 137 trains per week, each about 1.5 miles long. Each would carry approximately 2.9 million gallons of volatile crude to be stored, in some cases refined, and then exported to other states. This is a larger daily volume than would flow through the proposed Keystone XL pipeline. Trains also carry Bakken oil through Oregon to California, and barges carry it from Oregon ports on the Columbia River to Washington and California refineries via the Pacific Ocean. If the federal crude oil export ban were lifted, the number of crude-by-rail trains and barges traveling through Washington and Oregon could increase significantly more than currently projected.

The known risks associated with oil-by-rail transport, oil tank storage, and oil export by vessel pose an unacceptable threat to human health and safety. As concerned Washington and Oregon health care professionals, we are deeply troubled by the public health and safety impacts of these proposals.

A thorough review of data published in peer-reviewed medical journals and other reliable sources is summarized below, and the findings are discussed in greater detail in Appendices A-F.

* Statement prepared by Washington & Oregon Physicians for Social Responsibility, released February 2015

wpsr.org / 206.547.2630 / wpsr@wpsr.org
oregonpsr.org / 503.274.2720 / info@oregonpsr.org

Summary of Major Risks

Major health risks of the proposed oil-by-rail transport, storage, and vessel export in Washington and Oregon include:

1) Delay of emergency vehicles (See Appendix A, Appendix B)

- Proposed routes in WA could cause emergency services delays in up to 93 towns and cities;[114] and
- In Oregon, 88 communities currently have at-grade crossings over which unit oil trains operate.[77]

2) Oil rail car fires, spills, explosions and derailments (See Appendix A)

- Bakken crude is more volatile and flammable than most other crude oil;[88]
- Most is carried in hazardous tank cars (DOT-111s) prone to puncture, spills and fires in train accidents;[23, 73]
- Nine significant train derailments have occurred in North America since July 2013,[114] one of which resulted in multiple fatalities and injuries;
- Between June 2011 and December 2013, train derailments occurred on average every 3.5 days in the Northwest;[27]
- Three million Washington residents and more than half a million Oregon residents live within a recommended evacuation zone as defined by the US Department of Transportation;[108, 114] and
- Rescue and cleanup crews face risks of toxic exposures, in addition to risks of fires. (See number 5 below)

3) Adverse health impacts of train noise (see Appendix A)

- Train noise in populated areas is associated with significant sleep disturbance;[1]
- Increased cardiovascular events including myocardial infarction and arrhythmia are associated with nighttime noise and noise exposure greater than 90 decibels (in the range of train horns);[95,100] and
- Adverse cognitive performance and increased psychiatric illness have been observed in children exposed to noise.[45]

4) Oil storage tank spills, fires and explosions (See Appendix B)

- Major fires and explosions of petroleum products have occurred at storage terminals within the past 10 years (e.g., Hertfordshire, England, 2005; Raleigh, Mississippi, 2006);
- Should a fire or explosive event occur at proposed sites located in close proximity to schools and residential areas, injuries and deaths would likely occur; and
- Several proposed storage tank sites would be located in an earthquake and tsunami zone, [37] increasing the risk of spills, fires and explosions.

5) Oil spills during loading and vessel transport (See Appendix C, Appendix D)

- Crude oil exposure during spill and cleanup increases the risk of neurotoxicity, cancer, lung disease, loss of cognitive function, and endocrine disruption in humans;[13, 21, 63]
- Dispersant chemicals used in cleanup are also highly toxic and associated with increased risks of cancer, lung and endocrine diseases.[66, 103]

6) Increased air pollution, including diesel particulate matter (See Appendix A)

- Accounts for the majority of air-toxic cancer risks in the Puget Sound area;[33, 90]
- Increased risks of cancers, particularly lung and breast cancer;[6, 9, 18, 26, 29, 32, 98, 117]
- Lower infant birth weight and increased risk of respiratory death in first year of life;[22, 75, 121]
- Impaired pulmonary development and increased risk of lung disease in infants,[55] children,[16, 36, 123] and adolescents;[36]
- Increased risk of neurodevelopmental and behavioral disorders in children;[8, 15, 74, 82, 83, 93, 111, 112]
- Increased risk of asthma diagnosis, exacerbation of symptoms, and asthma-related hospitalizations;[11, 16, 25, 41, 46, 81, 98, 99, 104]
- Increased risks of acute cardiovascular and cerebrovascular events;[10, 14, 30, 65, 69, 70, 84, 85, 87, 92, 97, 118, 119]
- Enhanced reactions to airborne allergens and immune system impairment;[38, 47, 67] and
- Increased risks of acute and chronic obstructive lung disease,[46] systemic inflammation, and overall risk of disease and mortality.[6, 29, 30, 61, 70, 87, 89]

7) Increased water pollution (See Appendix E)

- Cancer, digestive, and reproductive health risks associated with oil-contaminated drinking water sources;[3, 4, 105]
- Reduced short- and long-term viability of food sources, including salmon and shellfish;[51, 94, 114] and
- Pollution of tribal fishing resources.[20, 39, 80, 114]

8) Contributions to climate change-induced injury and disease (See Appendix F)

- Increased heat related illness and health care costs; [54, 57, 68]
- Increased extreme weather events with associated injuries and deaths;[5, 52, 54, 72]
- Food supply disruption;[64]
- Spread of infectious diseases;[64] and
- Disproportionate adverse effects on low income and communities of color.[52]

As Washington and Oregon health care professionals, we oppose the transport by rail and the storage and shipment of crude oil within our states on the basis of very serious, credible threats to the health of our residents. Further, we call upon the Governors of Washington and Oregon, as well as agencies in both states, to deny permits that facilitate the transport, storage and handling of crude oil by rail and/or barge.

Appendices:

Appendix A: Summary of Health Risks for Crude-by-Rail Transport
Appendix B: Summary of Health Risks for Oil Tank Storage
Appendix C: Summary of Health Risks for Oil Export by Marine Vessels
Appendix D: Washington & Oregon Oil Transport Routes & Oil Spill Response Plans
Appendix E: Overview of Water Pollution Risks & Sources
Appendix F: Summary of Health Risks from Climate Change
Appendix G: References

Appendix A:
Summary of Health Risks for Crude-by-Rail Transport

1. Delay of Emergency Vehicles:

- A total of 93 cities and towns and approximately 3 million Washington residents live on or near the crude-by-rail train routes. Crude-by-rail train routes pass through 38 heavily populated cities and towns in Washington, delaying traffic and emergency vehicle routes.
- In Oregon, 88 communities, including the state's largest, have at-grade crossings over which unit trains now operate. Mile-long oil trains can potentially operate over 403 crossings (ODOT, 2015).
- Emergency vehicle delay at railroad crossings could result in increased fatalities. Five to ten minute delays in emergency medical service (EMS) can critically alter chances for survival, particularly in the case of cardiovascular and respiratory emergencies as well as trauma. The additional blocked traffic at train crossings could make the difference between life and death.
- Example: Individual commercial streets in Aberdeen would be blocked for 17 minutes per train, given their length and mandated 5 mph speed within the city. A projected increase of 6-10 trains per day, multiplied by 17 minutes each, means a total blockage time of 12-20 hours per week.

2. Rail Car Fires and Explosions:

- The Pipeline and Hazardous Materials Safety Administration has concluded that crude oil from the Bakken Shale region of North Dakota is more flammable and more dangerous to ship than crude oil from other regions (2014).

  Train Derailment Statistics & Bakken Explosion Events
  - Trains carrying crude oil on major US railroads have increased from 9,500 carloads in 2008 to 415,000 carloads in 2013 (US DOT, 2014).
  - In 2013 the US Department of Transportation reported 154 rail car "failures" and 116 "episodes" involving tank cars carrying crude oil (US DOT, 2014).
  - The Sightline Institute has tracked derailments in the Northwest from June 2011 through December 2013. Their calculations map 276 reported derailments over a 31-month period – an average of 8.9 derailments per month, or one every three-and-a-half days (de Place & Abbotts, 2014).
  - The heads and shells of DOT-111 tank cars, which carry much of the nation's crude-by-rail, can almost always be expected to breach in derailments that involve pileups or multiple car-to-car impacts (NTSB, 2012).
  - Severe accidents involving oil train derailments have increased significantly in recent years, resulting in explosions, fires, and multiple deaths. Recent incidents include:
    - July 2013: a 79-car train carrying Bakken crude oil derailed in Lac-Mégantic, Quebec, killing 47 people.
    - December 2013: several explosions sent flames and mushroom clouds into the air when a 106-car train derailed in Casselton, North Dakota.
    - April 2014: a train derailed into the James River in Lynchburg, Virginia, sending burning volatile compounds into the water.

3. Increased Air and Diesel Particulate Matter (DPM) Pollution:

- Diesel exhaust from train engines is made up of a number of substances with gaseous and soot (particulate) components. Gaseous components include carbon monoxide, nitric oxide, nitrogen dioxide, sulfur oxides, and polycyclic aromatic hydrocarbons (PAHs). Diesel exhaust particulate is comprised of carbon particles, organic components (including PAHs), and trace metals. Individuals living in proximity to trains are vulnerable to inhalation of diesel gases and particulate matter.
- The World Health Organization's (WHO) International Agency for Research on Cancer (IARC) specifically classifies diesel engine exhaust as "carcinogenic to humans" (Simon, 2013).
- Fine particulate matter, categorized as less than 2.5 microns ($PM_{2.5}$), is especially harmful to humans because of its potential to deeply penetrate the alveoli of the lungs, resulting in lung inflammation. Additionally, exposure to particulate matter and gaseous pollutants such as benzene and PAHs is linked to systemic inflammation, increasing risk of disease and mortality (Avogbe et al., 2004; Dominici et al., 2006; Mustafic et al., 2012; Pieters et al., 2012).
- The US Environmental Protection Agency (EPA) placed the Puget Sound area in the top 5% nationally for potential cancer risk from air toxics (1996).
- DPM poses the largest potential cancer risk of all air toxics in the Puget Sound area (PSCAA, 2011).
- Fetuses, infants, children, the elderly, and those with preexisting disease or impaired immune systems are particularly vulnerable to health impacts from DPM air pollution.
- Even low levels of DPM below current federal standards have been linked to adverse health effects in children, the elderly, and other vulnerable populations (EPA, 2009).

Given this information, it is not surprising that many studies have demonstrated adverse health impacts associated with exposure to ambient air pollution in general and to diesel particulate matter specifically, including:

Cancer

- Increased cancer rates, particularly lung and breast (Beeson et al., 1998; Crouse et al., 2010; Demetriou et al., 2012; Dockery et al., 1992; Wei et al., 2012)
- DPM contributes 78% of the risk for cancer from airborne toxics in the Puget Sound area (PSCAA, 2015)
- Increased biological markers associated with risk of lung cancer (Demetriou et al., 2012)
- Increased oxidative DNA damage predictive of cancer risk (Avogbe et al., 2004)

Cardiovascular Diseases

- Higher rates of heart attack and stroke (Chen et al., 2013; Dominici et al., 2006; Lue et al., 2013; Mustafic et al., 2012; Qian et al., 2013; Wellenius et al., 2012; Shaw et al., 2013; Brook et al., 2010)
- Increased cardiovascular disease, overall mortality and morbidity for short- and long-term $PM_{2.5}$ exposure (Brook et al., 2010)
- Increased hospitalization for cardiac arrhythmias (Peters et al., 2000)

- Increased probability of hospitalization for acute myocardial infarction (Mustafic et al., 2012; Peters et al., 2001)
- Increased ischemic heart disease, arrhythmias, congestive heart failure (Dominici et al., 2006) and biomarkers (HRV) associated with cardiac morbidity and mortality (Pieters et al., 2012)

Cerebrovascular Diseases

- Increase in hospital admissions for strokes (Dominici et al., 2006; Lue et al., 2013; Wellenius et al., 2005)
- Significant increase in stroke mortality (Chen et al., 2013; Qian et al., 2013)
- Increased risk of stroke associated with increased exposure to fine particulate matter ($PM_{2.5}$), black carbon, and nitrogen dioxide (Wellenius et al., 2012)
- Increased risk of stroke and death from stroke for postmenopausal women (Miller et al., 2007)

Neurodevelopmental Disorders

- Higher rates of neurodevelopmental disorders in children (prenatally exposed) such as autism spectrum disorder (ASD), attention deficit hyperactivity disorder (ADHD), lowered IQ, and adverse behaviors (Becerra et al., 2013; Chiu et al., 2013; Newman et al., 2013; Perera et al., 2013; Perera et al., 2009; Roberts et al., 2013 Volk et al., 2013; Volk et al., 2011).
- Increased behavioral symptoms such as anxiety, depression, social problems, rule breaking, and aggression in children (Perera et al., 2013)

Pulmonary Diseases and Disorders

- Respiratory deaths in infants during first year of life and lower infant birth weights (Woodruff et al., 2006; Dadvand et al., 2012; Olsson et al., 2013)
- Impaired lung development in children (Gauderman et al., 2004; WHO, 2005)
- Impaired pulmonary development in adolescents and measurable airway inflammation (Gauderman et al., 2004)
- A 6% higher risk of infant bronchiolitis (Karr et al., 2009) and significantly increased risk of asthma diagnosis with early life exposure to traffic-related air pollution (Clark et al., 2010)
- Increased frequency and severity of asthma attacks in children (Slaughter et al., 2003)
- Overall decreased lung function (WHO, 2003)
- Increased asthma rates and exacerbation of preexisting asthma and chronic obstructive pulmonary disease (COPD) (Carlsten et al., 2011; Gowers et al., 2012; Delamater et al., 2012; HEI Panel, 2010; Trasande & Thurston, 2005; Simon, 2013)
- Worsening asthma symptoms and increased hospitalization (Delameter et al., 2012; Gowers et al., 2012; HEI Panel, 2010; Pandya et al., 2002)

Reproductive and Developmental Disorders

- Reduced sperm quality in men exposed to air pollution, particularly diesel exhaust (De Rosa et al., 2003)

- Disruption of normal sexual differentiation during fetal development, including 2.42% higher odds of male cryptorchidism (undescended testes) amongst babies of fathers exposed to diesel exhaust before conception (Kurahashi et al., 2005)
- Increased congenital heart, lung, and immune system anomalies in children (Gauderman et al., 2004; Vrijheid et al., 2011)
- A 10 microgram increase in DPM (2.5) is associated with a 3.4% increase risk in daily mortality (Laden et al., 2000)
- In 2005 the World Health Organization published a summary of the health risks of air pollution on childhood health and concluded that "sound evidence already exists for a causal link between air pollution and children's health" (WHO, 2005, p.7)
- In the same document the WHO recommended that policy makers take measures to reduce childhood exposure to air pollution (WHO, 2005)

Multi-System and Overall Mortality

- Increased cardiovascular, pulmonary, and overall mortality (Dockery et al., 1993; Pope et al., 2002)
- Long-term exposure linked to decreased life expectancy from cardiopulmonary mortality (Krishnan et al., 2012; WHO, 2014)

4. Adverse Health Impacts of Train Noise and Vibration:

- Environmental noise pollution is a growing concern, and several studies have documented negative health consequences of chronic noise including sleep disturbance, cognitive impairment, cardiovascular disease and psychiatric disorder (Goines & Hagler, 2007; Babisch, 2005).
- Noise and vibrational effects from rail traffic vary from idling, screeching, and horn sounding. Horn sounding poses the most significant to risk to human health.
- The U.S. Department of Transportation's "Train Horn Rule" (49 CFR Part 222) requires engineers to sound train horns at 96 to 110 decibels (dB) fifteen to twenty seconds in advance of all public grade crossings (US DOT, 2005).
- The World Health Organization's "Guidelines on Community Noise" (1999) states that sleep disturbances and risk of adverse health effects of noise have been observed at 45 dB or less, recommending that noise events exceeding 45 dB be "limited if possible" (p. 8).

Despite public safety mitigation in some urban areas where quiet zones have been established, a growing body of research demonstrates that continuous noise, as well as intermittent nocturnal noise and vibrations, result in sleep disturbances and can cause impaired cognitive function and cardiovascular effects.

Sleep Disturbance

- Studies have demonstrated that outside nocturnal noise >50 decibels (dB) is associated with sleep disturbance, that railway noise has greater impacts than road noise, that intermittent noise is more sleep-disruptive than continuous noise, and that even one railway noise event during sleep significantly decreases rapid eye movement (REM) sleep (Aasvang et al., 2011; Carter, 1996).
- A recent case-control experimental study found that train transportation noise and subsequent vibrations led to a significant acceleration of heart rate of at least 3 beats

per minutes in 79% of sleeping participants after experiencing high-vibration periods produced from trains passing. These nocturnal heart rate accelerations are believed to potentially affect long-term cardiovascular health for populations living in close proximity to railroads with frequent rail traffic (Croy et al, 2013).

- Millions of people living along these rail lines will be at risk for disrupted sleep and associated health risks from proposed rail traffic volume (Kim et al., 2012; Hume et al., 2012).

Cardiovascular Effects

- New epidemiological studies support previous evidence that night-time noise and noise in excess of 90 decibels are associated with cardiovascular disease including risk of acute coronary events, myocardial infarction, arrhythmia, accelerated hypertension, and stroke (Hume et al., 2012),
- More specifically, the elevation of stress hormones such as epinephrine and cortisol resulting from high decibel noise exposure increases endogenous risk factors of heart disease from both short-term and chronic exposures (Ising & Kruppa, 2004; Selander et al., 2009; Sørensen et al., 2011; Sørensen et al., 2012).

Impaired Cognitive Function and Mental Health Effects

- Another less well appreciated risk of high decibel rail noise and vibration exposure is the impact on mental health and cognitive function.
- Sleep disturbance resulting in fatigue increases risk of hypertension, arrhythmia, and risk of accidental injury.
- Elevated noise is associated with cognitive impairment in children, as well as exacerbation of mental health disorders including depression and anxiety (Lercher, et al. 2003; Haines et al., 2001; Hygge et al., 2002).
- The health implications of chronic and nocturnal noise from increased rail traffic are highly likely and will impact human health in multiple areas and all age ranges (Goines & Hagler, 2007; Babisch, 2005).

71A. The Federal Government's New Rules Tell Us That Phillips' Proposed Tank Cars Are Far Too Dangerous (2:36):

PLANNING COMMISSION

AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE

Speaker: Sandra Tiffany

Hello, I'm Sand. T and I live in Nipomo.

It's often said that the Union Pacific Coast Line already carries materials more hazardous than crude oil.

But that's only half the story: It's not just the kind of material on the rails – quantity counts too.

After two years of fiery explosions involving mile-long oil trains, Federal regulators issued new rules for High-Hazard Flammable Trains.

These new regulations inform the railroad industry and shippers that special requirements are needed to move huge quantities of flammable liquids.

The National Transportation Safety Board Chairman, Christopher Hart, recently said, "The biggest contributor to a large explosion or fire is how much product is released, rather than the volatility of the product."[1]

Here's an analogy: A camp fire and a wildland fire are both types of fire, but the amount of fuel available makes them categorically vastly different.

Now let's get back to crude oil trail accidents. Investigations revealed that a major part of the problem has been bare steel tank cars ... that is, those built with far less protection. Bare tank cars that have survived derailments and didn't leak or rupture, nevertheless had a short survival time in the fire zone.

The new Federal tank car design specs I just referred to, require tank cars to have steel jacketed, ceramic thermal protection ... an enormous upgrade from bare tankers. Railroad industry modeling shows an "eight-fold improvement in survival time" for those that meet the new regulations.

The Final EIR confirms the need for Phillips to meet the new standards. It says -- "All existing Non-Jacketed CPC-1232 tank cars in Packing Group I (that is, tank cars proposed for use by Phillips) would have to meet the DOT-117R standard by April 1, 2020." In effect, it says that Phillips' tankers must adhere to the new regulations.

Any way you look at it, this project is a bad idea. But if it's approved, it should be conditioned on using only tank cars with thermal blankets from day-one, not from the year 2020 forward.

SLO County and California cannot and should not wait until April, 2020 or beyond for Phillips to perhaps retrofit or buy tankers that are safe for volatile crude oil transport.

The Feds' new regulations tell us that what Phillips proposes is outdated and dangerous. Phillips will tell you that they meet current Federal deadlines ... but there would be no need for even newer, future deadlines if their tankers were safe. However, they aren't safe.

1. NTSB Chairman Christopher Hart, KFGO-AM radio interview, Fargo, ND, September 17, 2015

PLANNING COMMISSION

AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE

January 28, 2016

My name is Ethel Landers
I am a resident of Nipomo, CA.

I'm here today to speak on behalf of my grandchildren who are 7 and 10 years old. They were born in San Luis Obispo County, have lived here their entire lives and, I hope, will get married, raise their families, work and enjoy a lifetime here in San Luis Obispo County.

The issue before this commission shall impact my grandchildren as well as yours. We have a moral responsibility to secure their safe future. Will they live in a County with natural beauty, clean air, an economy based on tourism and agriculture, in a County where families live in a positive safe environment?

Or will they live in a County that in 2016 gambled away their future quality-of -life based on arguments by an Oil Company attempting to make even greater profits at the expense of the environment, local communities, and local people.

Our grandchildren have too much to lose. San Luis Obispo County has too much to lose.

Please Vote to protect the lives of my grandchildren and yours.

Please vote against the rail spur proposal.

Thank you,

Ethel Landers
1045 La Serenata way
Nipomo, CA 93444
805 550-0348

3. County Officials Must Take Into Account How The Change In Land Use Will Impact Citizens Throughout The County (1:56):

PLANNING COMMISSION

Speaker: JOHN HAIL

AGENDA ITEM: 3
DATE: 2/4/16

Hello, I'm _____ and I live in N. Pomo.

DO NOT REMOVE FROM FILE

In its decisions, our Planning Commission has looked at land use in two ways:

- First - whether the actual site is in accordance with codes.

- Second - whether any change in use adversely affects neighbors. Recent precedents are ...

  - How Viva Farms' use of their land as a distribution center was not only wrong versus codes, but it adversely affected homeowners through more intense truck traffic, noise and pollution.

    The County launched an onsite investigation to measure the impact on homeowners. Investigator Harley Voss stated that Viva was seeking a "new normal" for the neighborhood.

    After it was resolved, one of our supervisors said "Now the neighborhood can return to normal."

  - There was the proposed composting facility and the effects it would have on homeowners -- intense odors, traffic, noise, and visual impacts. That proposal was withdrawn, but those impacts would have been taken into account.

  - And there was the Santa Margarita quarry, which was voted down by both the Planning Commission and Board of Supervisors based on land use incompatibility and negative impacts to traffic, noise, safety and visual aesthetics.

The same dynamics apply to Phillips' plan. But this issue isn't limited to whether Phillips should be permitted to change their land use from passive to highly active. And it's not only the appalling impact on its neighbors.

The change would affect all of SLO County ... because nearly everyone would face far more air, noise and visual pollution, plus the dangers of derailments, oil spills and toxic fires. The impacts would not be limited to their land ... that's why the EIR discusses all impacts throughout the County.

Certainly you'll decide whether land codes are being met. But you must also consider how that change affects the health, safety, quality of life and economic well being of everyone throughout the County.

Every impact from the Phillips crude-by-rail project, both local and extended, stems from the change in use of their land. Surely, those impacts are the responsibility of our Planning Commissioners.

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

http://www.sanluisobispo.com/2014/08/06/3184442_viva-farms-nursery-nipomo.html?sp=/99/177/183/&rh=1#storylink=cpy
http://www.newtimesslo.com/news/10771/strong-smells-and-strong-words-applicants-withdraw-their-proposal-for-a-controversial-green-waste-composting-facility/
http://www.sanluisobispo.com/2015/05/12/3630602_las-pilitas-quarry-supervisors.html?rh=1

77. Healthcare Professionals Describe The Dangers Of Crude-By-Rail (1:50).

PLANNING COMMISSION

Speaker: Janet Nord, RN

AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE

Hello, I'm _____ and I live in Nipomo.

How real are the health dangers of crude-by-rail? Listen to experts who've done their homework -- 289 West Coast healthcare professionals who signed a position statement in 2015. These doctors and nurses, based on investigating peer-reviewed literature, tell us why we need to stop this danger before it happens:

- First - a trauma surgeon pointed out the extensive injuries caused by derailments, and the delay in emergency services. He said - "Outcomes drastically worsen for seriously injured patients who don't receive treatment within the golden hour. Ten minutes can cost lives."

- Second - they specified that oil trains are a major source of diesel pollution, linked to heart attacks and stroke in adults. The exhaust is also credited with higher rates of lung and breast cancer.

- Third - in children, diesel pollution is connected to an increased frequency and severity of asthma. And in the young, it causes higher rates of neurological disorders, and impaired lung development.

- Fourth - they pointed out the health impacts of oil spills into waterways. Crude oil contains thousands of chemical compounds, many harmful to human health. That would go into our lakes, rivers and streams.

  They described the chemical toxins used to clean up spills. A nurse who assisted in the clean-up of the Deepwater Horizon spill stated - "I saw first-hand the grave effects of oil dispersants including nausea and vomiting, seizures and memory loss, undiagnosed skin rashes and lesions, and hormonal changes."

- The report described additional outcomes ... including rescue and cleanup crews facing fires and toxic exposures, excessive noise leading to sleep disturbances, and the impact on humans linked to climate change.

Finally, a family physician warned - "Given the number of dangerous oil trains heading so close to residential areas, there's no way the health and safety of residents can be assured."

These are the opinions of hundreds of highly educated doctors and nurses who know what they're talking about. Please don't ignore them.

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

http://www.psr.org/chapters/oregon/news/health-professionals-call-for.html
http://www.bizjournals.com/portland/blog/sbo/2015/05/pacific-nw-medical-pros-call-oil-by-rail-a-bad-rx.html

PLANNING COMMISSION

AGENDA ITEM: 3
DATE: 2/4/16

DO NOT REMOVE FROM FILE

1. The Decision Must Be Nonpartisan (1:54):

Speaker: MILTON CARRIGAN

Hello, I'm MILT CARRIGAN and I live in SLO.

Some people are pessimists. They say SLO's officials will ignore the facts and make their decisions based solely on political party, dogma and campaign funding.

However, I'd like to discuss why officials should view this situation differently ... why they should ignore political affiliations.

Quite simply - sometimes country and citizens come before party. And we've seen a number of examples.

Let's take Pearl Harbor. When a clear threat emerged, virtually all politicians worked together to defeat the enemy. For the most part, party was shunted aside.

Following September 11th, politicians of all persuasions came together. Virtually everyone was in agreement we were under attack and needed to respond. No one said -- "Well, this happened to the people of New York City, so it's a partisan issue."

The same is true here. What Phillips' strategy brings would affect our health, safety and the way we live our lives. Indeed, they would present us with a life and death issue.

When diesel pollution from thousands of locomotives reaches homes in Atascadero and Pismo Beach, the children of both Democrats and Republicans will breath it.

When toxic smoke from a derailment settles on the vineyards in Paso Robles or vegetable fields in Arroyo Grande, the economic damage will affect both Republicans and Democrats.

When offshore winds blow even more black petcoke dust from the Phillips plant into Arroyo Grande and Nipomo, it will be breathed by those who voted for both parties.

And when a crude oil train derails and destroys businesses and homes in Grover Beach or a university in SLO City, no one will care whether those buildings were owned by people who registered themselves as red versus blue.

With Pearl Harbor and September 11th, we didn't see the disasters coming. But this time, we can clearly see the destruction Phillips' plan would bring. And we can stop it from happening.

Recently, our officials haven't played nicely together. But now they must somehow find a way to put politics aside and become non-partisan, if only for one issue. And this is the issue.

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