



## 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~~ <sup>PLANNING COMMISSION</sup> as a whole and not to any individual thereof. No person will be permitted to make slanderous, profane or <sup>3</sup> personal remarks against any individual

AGENDA ITEM: \_\_\_\_\_  
DATE: 2/4/16

DO NOT REMOVE FROM FILE

NAME (print): Pameka Meeds

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

### IMPORTANT INFORMATION:

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

# Speaker Number 338

February 3, 2016

To: San Luis Obispo County Board of Supervisors

From: Pamela Meeds

264 Via San Blas  
San Luis Obispo, CA

Re: Phillips 66 Rail Spur

My name is Pamela Meeds. I live on Via San Blas, in San Luis Obispo. My family has been in San Luis Obispo since the Anza Expedition arrived in Spring of 1776. My grandchildren, Quinn & Shea Lillian were born here and are being raised in San Luis Obispo.

Several times a year I take the train from the Bay Area to San Luis. The only area along the route that is not heavily populated is from King City to San Miguel. When there is an oil train accident/derailment/explosion anywhere along the route through San Luis Obispo County it will cause irreparable damage to the people and environment of San Luis Obispo County. Even if there is never an accident, the daily trains will pollute the air my grandchildren and I breathe every day, and add noise pollution to the tranquility of living in San Luis Obispo. Not to mention what the trains will do to the passenger train schedule.

Running hazardous dangerous trains through San Luis Obispo County will bring no benefits to San Luis Obispo County that outweigh the loss of quality of life and potential loss of life and property the trains will bring.

I urge you to deny Phillips 66 request for a rail spur extension to transport oil trains through San Luis Obispo County. I want many more generations of my family to live in beautiful peaceful San Luis Obispo County.

*P. Meeds*

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NAME (print): SUSAN SMILEY

SIGNATURE: Susan Smiley

DATE: 2-4-2016

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PLANNING COMMISSION

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

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

**Speaker Number 300** DO NOT REMOVE FROM FILE

Too many oil train accidents, when people have to be evacuated from area, causing toxic fires and health problems.

The train proposed will run close to schools, communities

The rail cars used to move oil are not built strong enough

The fire caused by oil leakage takes too long to put out.

We need to keep the oil in the soil.

Time to go to renewable energy

I practice what I preach, I ride

Public Transport everywhere.

Today a bus to the transit center

where I rode a bus here with

a group from Santa Barbara.

Ken Curtis  
San Luis Obispo, CA 93401  
4 February 2016

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

**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 Southern 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 effects that are significant and unavoidable and for which there is no identified feasible mitigation.
2. In order to approve a project with unmitigated significant adverse environmental 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 only real 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.

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



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AGENDA ITEM: 3  
DATE: 2/4/16

NAME (print): Judy West DO NOT REMOVE FROM FILE

SIGNATURE: Judy West DATE: 2-4-2016

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Speaker Number 336 (OVER)

PLEASE DENY PHILLIPS 66 RAIL EXTENSION

I support the decision NOT TO ALLOW  
PHILLIPS 66 TO HAVE CRUDE OIL ON  
RAIL EXTENSION.

J. Wood

PLANNING COMMISSION

AGENDA ITEM:

DATE:

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

NAME (print): VIRGINIA JENSEN DO NOT REMOVE FROM FILE

SIGNATURE: Virginia Jensen DATE: 2-4-16

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Speaker Number 342 (OVER)

PLEASE DENY The Philips 66 RAIL EXTENSION

WE DO NOT WANT The OIL TRAINS

THEY PRESENT TOO MUCH RISK

PLANNING COMMISSION

AGENDA ITEM

DATE

DO NOT REMOVE FROM FILE

#5



# City of Santa Barbara

Office of Mayor

HSchneider@SantaBarbaraCA.gov

PLANNING@COMMISSION@SANTA.BARBARA.CA.GOV

August 4, 2015

Helene Schneider  
Mayor

Honorable Planning Commissioners  
San Luis Obispo County  
c/o James A. Bergman, Director of Planning and Building  
976 Los Osos Street, Room 200, Fax # (805) 781-5603  
San Luis Obispo, CA 93408

AGENDA ITEM: 3  
DATE: 2/4/16

DO NOT REMOVE FROM FILE

City Hall  
735 Anacapa Street  
Santa Barbara, CA  
93101-1990

Subject: Phillips 66 Santa Maria Refinery Rail Spur Project

Dear Honorable Chair and Commissioners:

Mailing Address:  
P.O. Box 1990  
Santa Barbara, CA  
93102-1990

On behalf of the City of Santa Barbara, I am writing to relay concerns about the proposed project plan to transport crude oil through the City of Santa Barbara to the Phillips 66 Santa Maria Refinery. This project poses increased risks to public safety, to the environment and to the economic interests of our local businesses. I respectfully request that the City's concerns be taken into consideration when evaluating the project details, and encourage the commissioners to deny the transport of significant amounts of crude oil via unit train through our City as proposed by the subject Rail Spur Project.

Tel: 805.564.5323  
Fax: 805.564.5475

The recirculated Draft Environmental Impact Report (DEIR) estimates that the project could increase the occurrence of unit trains up to five per week on the Union Pacific Railroad (UPRR) mainline delivering crude oil to an extended rail spur at the Santa Maria Refinery. The potential increase in the number and frequency of trains transporting hazardous materials (crude oil) through our City raises the probability of a spill or accident occurring along a rail line that is densely populated with residences and businesses and crosses environmentally-sensitive creeks and wetlands.

Some of the hazards associated with crude oil transport are documented within the DEIR and include Class 1 (unmitigatable) impacts to public safety, biological, and water resources. Each crude oil train could carry more than two million gallons of crude oil, exposing our community to almost eleven million gallons of hazardous and potentially explosive oil product each week. The trains traveling through Santa Barbara would stretch over a mile long, along the Pacific Ocean shoreline, between the public beaches and Highway 101. The rail line through Santa Barbara passes right through areas densely packed with hotels, restaurants, galleries, tourist destinations, business centers and the downtown shopping area. Hundreds of houses and apartments back right up to the rail line and several schools, fire stations, and Santa Barbara's hospital are within less than a quarter mile from the tracks.

Another Class 1 impact states that a rupture or leak from a rail car could substantially degrade surface water and groundwater quality. Santa Barbara's wastewater treatment and desalination facilities are directly adjacent to the rail line. Any accident impacting either of those facilities could potentially shut down vital services affecting all residents and visitors to Santa Barbara. The trains would parallel the environmentally sensitive bodies of water including the ocean, the Andree Clark Bird Refuge wetlands, Mission Creek, Arroyo Burro Creek, and San Roque



Please consider the environment before printing this letter.

Creek. A major derailment or explosion not only has the potential for long-lasting harm, but would immediately consume all available local emergency response resources, also cited as Class 1 impact in the DEIR. Although the probability of major spills, derailment, fire, and/or explosions may be relatively low, the impacts of such an event could be devastating to the City of Santa Barbara.

What the DEIR *does not* include, is any analysis of the potential negative economic impacts due to loss of business to the local industries in the event of a spill or accident. Nor is there any analysis of the potential increase of greenhouse gas emissions released in Santa Barbara County.

In summary, the City of Santa Barbara has serious concerns regarding any increase of rail transport of volatile crude oil through our city. The first and foremost priority is protection for the hundreds of families living in homes adjacent to the rail line. Secondly, we must protect the water resources and sensitive creek and ocean habitats. And thirdly, much of Santa Barbara's economic prosperity is based on Santa Barbara remaining an environmentally clean and beautiful destination location.

The risks make this project unsupportable by the City and I respectfully request that you deny the project.

Sincerely,



Helene Schneider  
Mayor

CC San Luis Obispo Board of Supervisors  
Congresswoman Lois Capps  
California State Senator Hannah Beth Jackson  
California Assembly Member Das Williams  
City of Santa Barbara Councilmembers  
Dave Mullinax, League of California Cities

PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/4/14

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May 15, 2015

Mr. Ken Topping, Chair  
San Luis Obispo County Planning Commission  
976 Osos Street, Room 200  
San Luis Obispo, CA 94401

Dear Chair Topping:

This letter is to express my strong opposition to the proposed Phillips 66 Rail Spur Extension in San Luis Obispo County.

As the Senator representing the 17<sup>th</sup> Senate District, which encompasses all of San Luis Obispo County, I share many of the concerns about this project that have been brought forward by local leaders, community groups, and my constituents. With over 11,000 comments submitted on the Environmental Impact Report (EIR) alone, including the opposition of the County of Santa Cruz, the County of Monterey, and the City of San Luis Obispo, it is clear that our community has strong concerns about the serious threat this project poses to the health and safety of San Luis Obispo County.

The proposed Phillips 66 Rail Spur Extension would expand an existing rail spur and construct a crude oil unloading facility on the rail line near Phillip's 66 Santa Maria Refinery. The expansion proposed under the project would bring an additional 5 trains per week, with up to 80 cars per train, carrying the equivalent of 53,000 barrels of crude oil through San Luis Obispo County.

Increased oil by rail through, not only San Luis Obispo County, but neighboring communities, poses significant and unavoidable threats, as a derailment near a heavily populated city like San Luis Obispo could be catastrophic. Recent rail accidents, such as those in West Virginia and

Ontario, Canada, have resulted in disastrous oil spills and subsequent fires, compromising public safety and the local environment through spillage of hazardous materials. Derailments are estimated to cost approximately \$4 billion in cleanup and emergency damages, along with the incalculable costs of compromising community well-being and safety.

Additionally, as the EIR points out, a potential crude oil spill caused by derailment would pose a significant threat to the agricultural lands and environmentally sensitive habitats throughout my district. In the event of an oil spill, the hazardous discharge would contaminate water sources and jeopardize listed species and their habitats.

The benefits of extending the Phillips 66 rail spur to allow for increased crude oil shipments by train does not outweigh the significant potential costs to public safety and the environment. It is for this reason that I strongly urge the San Luis Obispo Planning Commission to reject the proposed Phillips 66 Rail Spur project through San Luis Obispo County.

Sincerely,

WILLIAM W. MONNING  
Senator, 17<sup>th</sup> District

WWM:tt/aa

cc: San Luis Obispo Planning Commission  
San Luis Obispo County Board of Supervisors  
Assemblymember Katcho Achadjian  
Representative Lois Capps

## 80. Citizens Of SLO County Are Telling The Truth; It's Confirmed By Those With In-Depth Credentials

Art Herbon (not speaking on behalf of SCAC) ...

Today you're hearing from citizens who've done their homework. Most of their points are based on fact and logic.

But please listen to people with significant credentials, on the dangers of crude-by-rail:

- Former NTSB Chair Deborah Hersman: "Regulators aren't moving fast enough. We don't need a higher body count. First responders don't have provisions in place to address a worst-case scenario involving a train carrying crude oil. We aren't prepared."
- Former NTSB Chair Jim Hall: "We've never had a situation equivalent to 100 tank cars end to end traveling through local communities. This is the most pressing safety issue in the country. The industry has turned a deaf ear."
- Senator Charles Schumer: "Tank cars are tragically flawed, causing catastrophic loss of hazardous materials. [They have] proven particularly prone to spills, tears and fires in the event of a derailment, and it's simply unacceptable."
- Sarah Feinberg, Federal Railroad Administration: "Recent incidents have proven once again that derailments of trains carrying this product can be catastrophic."
- Senator Jay Rockefeller: "The crude oil industry assured us they were focused on safety and willing to work on this issue. Since then, I've seen nothing to convince me this was more than just lip service."
- President of the North Dakota Petroleum Council: "What we're thinking is you need to keep the trains on the tracks, right? What are we doing to keep the trains on the tracks?"
- Chicago Mayor Emanuel (regarding dangers of tar sands): "[We] will continue to take every legal action possible to prevent Chicago from becoming a dumping ground for petcoke."
- Author of the Federal Railroad Safety Act : "Back in 1991 I said, 'One day a community is going to get wiped out by a freight train.' Well, in 2013 that happened, and unless something changes it's going to happen again."

What does all of this tell you? It says the citizens of SLO County are not fear-mongering when they specify the dangers. Experts around the nation are telling you the same thing.

<http://www.nbcnews.com/news/investigations/oil-train-spills-hit-record-level-2014-n293186>

<http://abcnews.go.com/Politics/wireStory/spate-oil-train-derailments-raises-safety-concerns-29520795>

<http://www.duluthnewtribune.com/news/3699947-crude-oil-train-wrecks-raise-questions-about-safety-claims>

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# SOUTH COUNTY ADVISORY COUNCIL

PO Box 2355 Nipomo, CA 93444-2355

Art Herbon of Nipomo, speaking on behalf of South County Advisory Council

Last week SCAC voted unanimously to recommend rejection the rail spur:

1. SCAC doubts that the South County has adequate public safety resources to evacuate the blase zone in the event of a major fire or explosion on the rail line.
2. We believe the proposal lacks details on who will monitor mitigations, and suggest that specific county departments, with dedicated funding, be identified in the proposal.
3. The rail spur ends ½ mile from the nearest neighborhood. The refinery is 1-1/2 miles from that point. Therefore, the rail spur is three times closer, representing a vastly intensified land use. This is inconsistent with the County's General Plan.
4. Phillips proposes mitigating air polluiton with prior credits. However, the Mesa already violates Federal and State air standards. Additional air pollution from the rail spur will exacerbate air quality, regardless of credits used for mitigation.
5. Homes perched on the edge of the Mesa will be severly impacted by views of the rail terminal 1/2 mile away. The FEIR only mitigates views seen from Highway-1.

PLANNING COMMISSION

AGENDA ITEM: 3  
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**SOUTH COUNTY ADVISORY COUNCIL**  
PO Box 2355 Nipomo, CA 93444-2355

Supervisor Caren Ray, 4th District Supervisor

Murray Wilson, Senior Environmental Planner

County Government Center  
San Luis Obispo, CA 93408

Dear Supervisor Ray and Mr. Wilson:

On October 27<sup>th</sup>, 2014, The SCAC directed me to share comments made by SCAC members, following presentations on the Phillips-66 Rail Spur REIR by the Mesa Refinery Watch Group, and by a representative of Santa Maria Refinery (SMR) (Jim Anderson):

Richard Wright – SCAC Public Safety Representative

- This project provides more disadvantages to the community in terms of adverse health issues than advantages to the county, such as added jobs (estimated at 17).
- Page ES-13 of the REIR states *“that the impact to fire protection and emergency services along the UPRR mainline was found to be significant (Class 1) in the event of a fire or explosion. Many local emergency responders lack adequate resources to respond to oil-by-rail accidents.”* This project should not be under-taken without appropriate public safety resources available for emergencies.
- It is doubtful that SLO County has adequate public safety personnel in the South County to provide for evacuation from impacted locations in the event of a major fire or explosion on the rail line.

Dan Woodson – SCAC Area 2 Representative

- Santa Maria Energy Company and others [purportedly] plan to add 7,700 oil wells between Orcutt and Caswellia. If SMR contracted to process that new product from its existing pipelines, the need for a rail spur would be completely eliminated.
- If SMR is allowed to process oil-by-rail, there is a potential for major railroad traffic impacts.
- The REIR lacks specifics on monitoring mitigation measures, and the county's monitoring capability will be dependent on budget constraints. Specific county departments should be listed as responsible for monitoring mitigations, and specific functionaries in departments should be assigned responsibility in job description. There should be a source of dedicated funding to provide those services.

- The REIR does not state if any mitigation factors are not in compliance with Federal Regulations, then mitigation factors can be ignored. I believe that past US Supreme Court cases imply State (local) regulations take precedent over Federal Regulations if they are more stringent than the Federal Regulations.

**Art Herber - SRM Area - Representative**

- The proposed rail spur runs ½ mile from the intersection of Via Concha and Hwy-1 (the closest residential area). The refinery is 1-1/2 miles from that point. This forces residential areas along with increased noise, view deterioration, night-lights, and air quality deterioration. This represents a vastly intensified land use, and is not in line with the L.O.'s general plan.
- SRM does not address air quality deterioration with prior credits. However, the Mesa is violating Federal and State air standards. New sources of air pollution will make the area unhealthy for the Mesa, regardless of using credits. Can the project use mitigation using prior credits, knowing that the decision will not meet Federal air standards?
- A major issue is the plans for running a 10" oil pipeline from Price Canyon to SRM. According to media reports, Price Canyon has been pursuing a permit for increased production. These combined issues are not covered (and addressed) in the "Lives" section of the Rail Spur REIR.
- The REIR's transportation section is based on an assumption of one peak round-trip train per day. However, the REIR's Transportation section should address the (1) delivery of (2) three round-trip trains per day to SMR. From the REIR, the following three peak round trips are allowable:
  - First Unit Train and hauls away empty tankers at SMR;
  - Second Unit Train for storage on 5<sup>th</sup> extra track at SMR;
  - Third Unit Train and hauls away empty tankers at SMR.
- The REIR's transportation section does not address the impact of daily round-trip trains is significant for at-grade vehicle impacts (emergency vehicles), and for passenger train impacts.
- The REIR does not address property taxes from diminished property values in neighboring areas, and the impact on Phillips-66's contribution to county taxes.
- It is unclear how the project meets the current REIR standards.

**Sandra C. ... Representative and Chair**

- It is unclear how the project meets the current REIR standards. The REIR responses are vague.

El-Jay Hana

Reproducible

- The health of the site is most important.

Gary Spill

Reproducible

- The Phillips have expressed, that additional uplands that cannot be mitigated.

Vince Mitchell

Reproducible

- [Impacts on the site] from an industrial site three-... and encroaching the buffer zone that the

Bill Dor

Reproducible

- The [buffer zone] was originally required to shield
- The [SMR] local crude production. SMR production drops off.
- [Rail line] that runs along the coast.

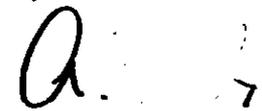
Harry White

Reproducible

- This [impact] about the impacts on neighbors.
- The [homes on the Mesa] will suffer. The REIR should consider view

By Director

Reproducible



Art Herberich

Reproducible

cc: Member SC

#24

# From Davis to San Luis Obispo: Lives are on the Line

Presented to the San Luis Obispo  
Planning Commission regarding  
**Phillips 66 Company Rail Spur  
Extension Project**

By:  
Elizabeth Lasensky, Yolo MoveOn and  
Yolano Climate Action, Davis, CA

PLANNING COMMISSION

AGENDA ITEM: 3 ~~1~~  
DATE: 2/4/16

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## The Project vs Davis

“The Project would result in 10 significant and unavoidable environmental impacts (agricultural resources, four of which are air quality, biological, cultural, hazards, public services, and water resources), with regards to the mainline rail operations beyond San Luis Obispo County and throughout the State.”

Department of Planning and Building Staff Report  
San Luis Obispo County  
January 25, 2016

# Oil Train Passes near Yolo Bypass Wildlife Refuge



Photo by Frances Burke

# Oil Train Passes over Yolo Bypass



Photo by Susan Rainier, May 20,  
2015 7:00 pm

# Yolo Bypass Wildlife Refuge

- On Interstate 80, between Davis and Sacramento
- Covers 25 square miles, is home to nearly 200 species of birds
- In the heart of one of the richest agricultural areas in the U.S.
- Yolo Bypass provides a direct path for Sacramento and Feather River flows to enter the Sacramento River Delta.
- 500,000 residents of Contra Costa County receive their water from the Delta.(Restore the Delta)
- Supports 38 special-status wildlife species, and many more are locally rare or have specialized habitat requirements that the Wildlife Area provides.
- Provides seasonal or permanent aquatic habitat for 44 species of fish, 8 of which are special-status species.
- Special-status wildlife species are legally protected or are otherwise considered sensitive by federal, state, or local resource conservation agencies and organizations. Special-status wildlife species that occur or have the potential to occur on the Yolo Bypass Wildlife Area include 5 species of invertebrates, 2 species of reptiles, 2 amphibian species, 32 species of birds, and 2 mammal species.

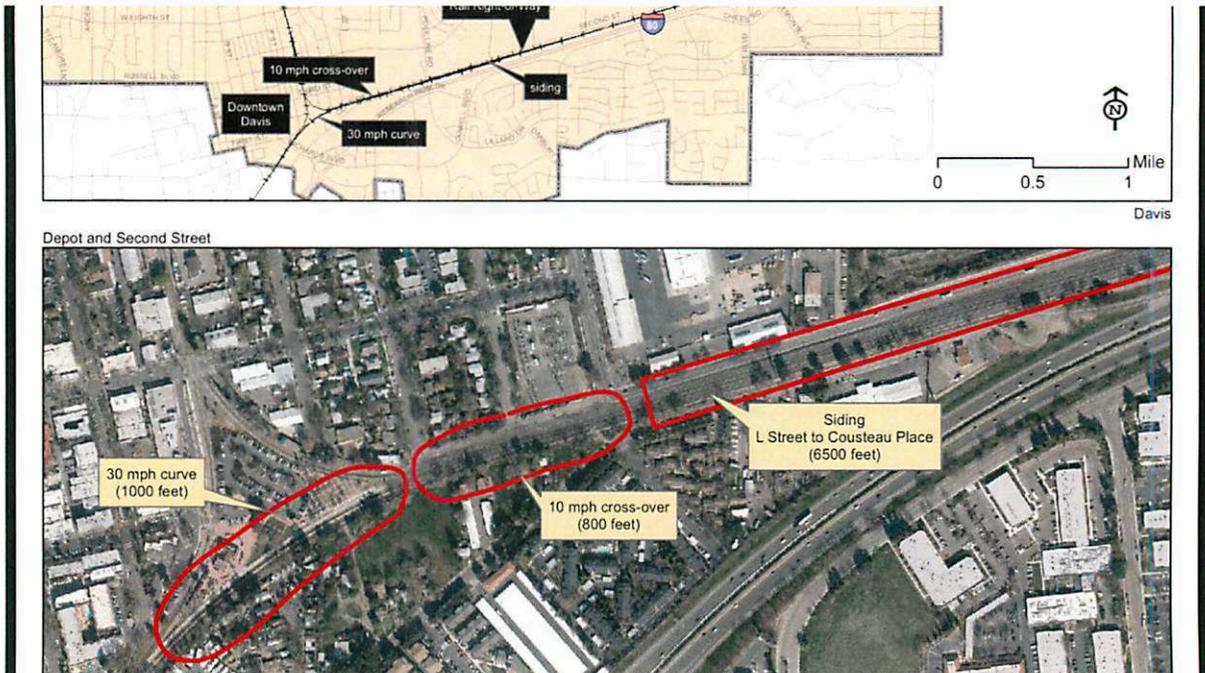
California Department of Fish and Wildlife  
Land Management Plan (LMP) for the Yolo Bypass Wildlife Area (Wildlife Area)  
<https://www.wildlife.ca.gov/Lands/Planning/Yolo-Bypass-WA>

## Davis

- From US Census for 2010
- Square miles – 9.89
- Persons per square mile - 6,637.2
- 2010 population - 65,611

Within .5 miles of tracks (considered the blast zone) are Interstate 80, many senior housing projects, a convalescent home, the Davis Police Department, almost the entire of downtown Davis, some student housing at UCD, the Mondavi Performing Arts Center and the new Shrem Museum. All have increased exposure to air and noise pollution from oil trains as well.

# Union Pacific RR tracks in Davis



In 2003, two trains collided along this set of tracks. Two cars were derailed, fortunately both were empty. It tied up Amtrak travel for quite some time.

# Lac Megantic Blast Zone over Davis



# Oil Train on Picnic Day, April 18, 2015

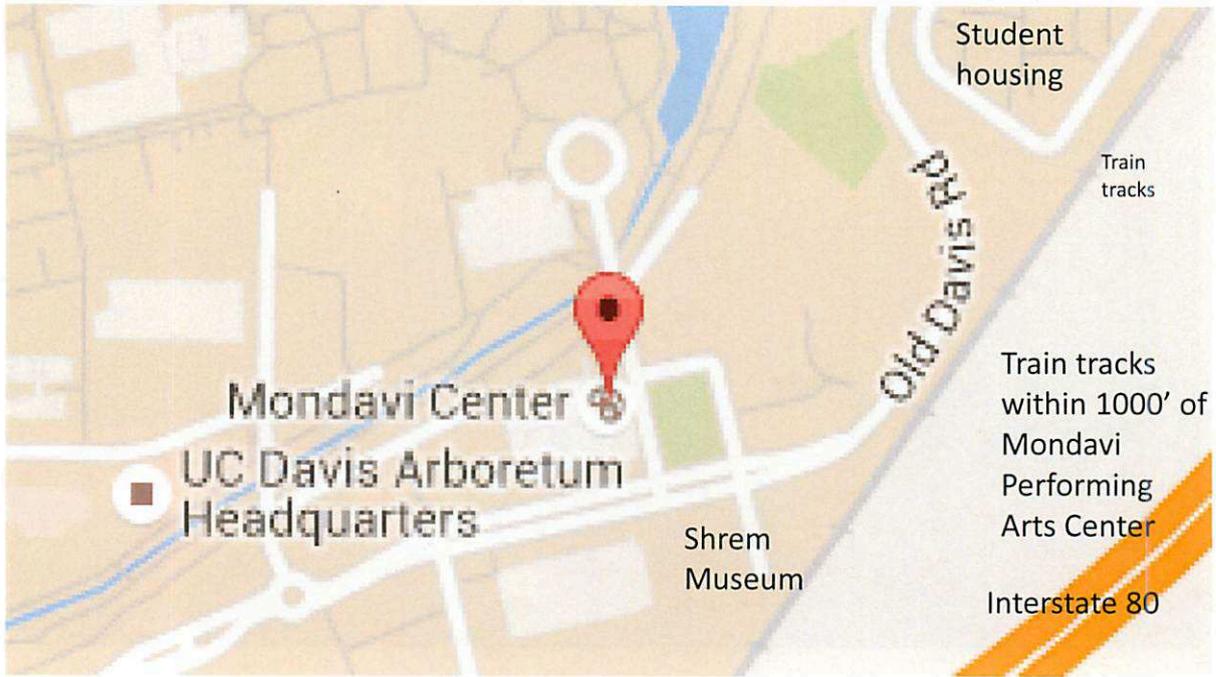


Photo by Richard McAdam

## Picnic Day in Davis

- Is believed to be the largest student-run event in the nation.
- Attracts as many as 100,000 visitors to UC Davis
- The day's festivities begin with a parade from campus to downtown and back to campus.
- Note the oil train passing behind parade goers during Picnic Day 2015.

# Train Tracks - UC Davis



## Yolo County Supervisors

“Although San Luis Obispo County acknowledges that the project will have significant impacts to communities along the Union-Pacific rail line, Yolo County is concerned that these significant impacts are not sufficiently mitigated. Indeed, San Luis Obispo County eschews its responsibility to consider possible mitigation measures on the incorrect premise that any such efforts would be preempted by federal law.”

“In light of the significant impacts identified in the Revised Draft EIR, we ask that San Luis Obispo County reconsider its position on preemption and not approve the project until the impacts are mitigated.”

Letter to County of San Luis Obispo from County of Yolo Board of Supervisors, January 26, 2016

# We agree with the staff recommendation

“There is a lack of specific overriding economic, legal, social, technological, or other benefits of the Project that outweigh the significant effects on the environment, as would be required to approve the Project pursuant to Public Resources Code section 21081.”

Department of Planning and Building Staff Report  
San Luis Obispo County  
January 25, 2016

## Oil Train Protesters in Davis



July 11, 2015

Photo by Richard McAdam



## 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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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): Mary Ann Neilson Blake  
SIGNATURE: Mary Ann Neilson Blake 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.
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- If you need assistance with a language translator (Spanish) please notify one of our staff with your speaker number handy.

PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/4/16

DO NOT REMOVE FROM FILE

# Speaker Number 296

Please deny this dangerous project —

I am a grandmother and fear for the safety of my grandchildren — we live in an area of drought, earthquakes, high fire area —

it is just not safe for residents, tourists, animals, the land, the ocean, streams —

I am a frequent Amtrak train rider — I cannot imagine a train loaded with crude competing with passenger & freight trains — It's too busy —

we have experienced many train - by suicides — this is an additional danger — overpasses also have suffered from the recession, lack of repair and the drought

I implore you as a mom, grandmother and cancer survivor —

Please protect us —

SAY NO

I am very concerned about the number of K-12 schools in the "hazard zone"



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NAME (print): MARI MILLER

SIGNATURE: Mari Miller

DATE: 2/4/16

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PLANNING COMMISSION

AGENDA ITEM: 3

DATE: 2/4/16

DO NOT REMOVE FROM FILE

# Speaker Number 321

~~possible~~

possible derailment / Explosion / Fire ↑

increased air pollution

water pollution possible

increased demand for fire protection  
& emergency services

DO NOT REMOVE FROM LIFE

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

TRAINING COMMISSION



## PLANNING COMMISSION APPEARANCE REQUEST FORM

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NAME (print): Linda Tanner

SIGNATURE: Linda Tanner DATE: 2-4-2016

### IMPORTANT INFORMATION:

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PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/4/16

DO NOT REMOVE FROM FILE

# Speaker Number 323

DO NOT REMOVE FROM FILE

DATE

AGENDA ITEM

PLANNING COMMISSION

Possible Deregulations  
increased air pollution  
increased water pollution  
increased demand for fire protection  
increased emergency services



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NAME (print): MATTHE MARGULIES MD  
SIGNATURE: Matthew Margulies MD DATE: 2-4-16

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DO NOT REMOVE FROM FILE

# Speaker Number 290

TSLO PLANNING COMMISSION  
PUBLIC INPUT HEARING  
ISSUE : "RAIL SPUR" request by Phillips 66  
date – Feb. 2<sup>nd</sup> 2016

by Matthew Margulies MD

I am a retired physician, Internist, Pulmonologist  
experienced in CRITICAL CARE & EMERGENTOLOGY  
for more than 40 yrs.

My greatest and ever increasing FEAR has been  
being in the ER when the BUS UNLOADS. *with mass casualties*

An industrial EXPLOSION & FIRE with MASS CASULTIES  
Likely exceeding the immediately available resources,  
both human & material.

We can learn from the Crude Oil by Rail History of the last 2 – 3 yrs.  
The probability of such an EXPLOSION – FIRE – MASS CASULTIES & DEATHS  
GOES UP IF the "Rail Spur" request is approved.

**DON'T LET THIS HAPPEN !!!**



Protect People  
Not Phillips 66's Profits

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TSLO PLANNING COMMISSION  
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by Matthew Margulies MD

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~~Protect People~~  
Not Phillip 66's Profits.

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PROTECT PEOPLE  
Not Phillip 66's Profits

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~~PROTECT~~ ~~People~~  
Not Phillip's Profits

Not anyone in life

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Protect People  
~~Profit~~  
NOT Phillip's Profits

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Not Phillip66's PROFITS

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Protect People  
Not Phillip CC's Profit

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Not Profit's Profit!

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Not Phillip's PROFITS

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Main body of the document containing extremely faint and illegible text, possibly bleed-through from the reverse side.

San Luis Obispo County Planning Commission  
976 Osos St., Room 200  
San Jose Obispo, CA 93408

PLANNING COMMISSION

AGENDA ITEM: 3  
DATE: 2/4/16

February 4, 2016

DO NOT REMOVE FROM FILE

Esteemed Commissioners,

As the City Council representative for residents in the downtown District 3 area in the City of San José, I am gravely concerned about the potential for a mile-long train carrying hazardous and explosive crude oil through our neighborhoods. Over the past year, I have monitored the development of the Phillips 66 Santa Maria Oil Train proposal closely, and learned of the destructive risks that it poses to the neighborhoods that I represent.

When elected in 2014, I pledged to 100,000 residents in my district that I would place their public safety as my highest priority. Allowing a mile long, 80-car oil train to run through their neighborhoods would be contradictory to that pledge. Incidents such as the derailment in Mount Carbon, WV that occurred in February 2015 clearly illustrate the feasibility of a potential catastrophic disaster. Per the letter on January 16, 2015 from our City Manager<sup>1</sup>, San José first responders are not prepared for such an incident. I recently learned that 195,000 San José residents would be at risk by living in the blast zone. I cannot support such an action that would place so many San José residents in harm's way.

The Phillips 66 project also brings with it several public health concerns. Air pollution caused by the toxins from the tank cars will pollute our environment and cause health risks for our residents. This is counterintuitive to my demonstrated commitment to sustainable development for our residents and future generations.

It is with these concerns that I encourage the San Luis Obispo Planning Commission and Board of Supervisors to reject the Phillips 66 Santa Maria Oil Train proposal.

Sincerely,

Raul Peralez  
Councilmember, District 3  
City of San José

<sup>1</sup> Letter to Mr. Murry Wilson, Department of Planning and Building, San Luis Obispo County, on behalf of San José City Manager Norberto Dueñas: <http://www.stoptheoiltrains.org/wp-content/uploads/2015/04/City-of-San-Jose-letter-to-Murry-Wilson.pdf>

PHILLIPS 66  
Santa Maria Refinery  
2555 Willow Road  
Arroyo Grande, CA 93420  
805-343-1776



February 4, 2016

*Via Hand Delivery*

Members of the Planning Commission  
San Luis Obispo County  
Department of Planning and Building  
976 Osos Street, Room 200  
San Luis Obispo, CA 93408-2040

PLANNING COMMISSION

Attention: Ramona Hedges, Planning Commission Secretary

AGENDA ITEM: 3  
DATE: 2/4/16

DO NOT REMOVE FROM FILE

Re: Phillips 66 Rail Spur Extension Project

Dear Commissioners:

On behalf of Phillips 66 Company ("Phillips 66"), I would like to thank the Planning Commissioners and the County staff again for the great effort that the County has undertaken to review Phillips 66's Rail Spur Extension Project and produce the Final Environmental Impact Report (FEIR) (December 2015) and staff report (January 2016). After reviewing the FEIR and staff report, Phillips 66 hereby commits to the Reduced Train Deliveries Alternative as analyzed in the FEIR. Under that Alternative, the Santa Maria Refinery would receive only a maximum of three unit trains per week, with up to 150 trains per year, instead of the five trains per week (250 trains per year) that would have been included in the project as originally proposed. Accordingly, Phillips 66 respectfully requests that the Planning Commission review the Reduced Train Deliveries Alternative as the proposed project that Phillips 66 would implement as its Rail Spur Extension Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Schroll". The signature is fluid and cursive, with a large loop at the end.

Bill Schroll  
Phillips 66 Company  
Site Manager, Santa Maria Refinery

WDS:sm  
L-16-001

cc: Commissioner Jim Irving  
Commissioner Don Campbell  
Commissioner Ken Topping  
Commissioner Eric Meyer  
Commissioner Jim Harrison