



PLANNING COMMISSION APPEARANCE REQUEST FORM

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

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

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

NAME (print):

DAVID SOLNIT

SIGNATURE:

David Solnit

DATE:

Feb 4, 2016

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 399

Dear PLANNING COMMISSION MEMBERS,

I urge you to consider public and environmental health, along with economic sustainability. I also urge you to consider your duty under the Public Trust Doctrine to protect the water, air and climate for the public and future generations.

Thank you,

DAVID SOLWIT



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NAME (print):

Barbara Lees

(over)

SIGNATURE:

Barbara Lees

DATE:

2/04/16

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Speaker Number 402

I am against oil transportation

anywhere within 30-50 miles
of people



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NAME (print):

Cynthia Pappemaster

SIGNATURE:

Cynthia Pappemaster

DATE:

2/7/16

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Speaker Number 135

My Comment:

I leave to follow the recommendation
of your Planning Commission
Staff and reject the
oil train proposal.

Thank you!

Cynthia Papermast



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NAME (print): Marilyn Greet

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

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Please deny project viz staff recommendation
Speaker Number 233



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NAME (print): Peggy Sharpe

SIGNATURE: Peggy Sharpe DATE: 2-4-16

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Speaker Number 400

I am here today to support the opposition to the proposed Phillips 66 oil trains spur project. I live 1 block from the rail road over pass at Tank Farm Rd. in SLO. I am most concerned about the pollution to the environment, and possible ~~tragedy~~ tragedy a de-railment of trains would cause. I agree with all speakers who have expressed their opinions thus far, and their concerns about effects an oil spill would cause.

Thank you for voting against this dangerous project!

Peggy Sharpe, RN.



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NAME (print): ALLEN CARROLL

SIGNATURE: Allen Carroll

DATE: FEB. 4, 2016

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Ⓢ PLEASE SEE COMMENTS ON BACK OF THIS SHEET.

Speaker Number 148

I LIVE IN SAN JOSE, ABOUT 100 YARDS FROM ONE OF THE RAIL ROUTES THAT WOULD BE USED BY OIL TRAINS.

I URGE THE SAN LUIS OBISPO PLANNING COMMISSION TO SUPPORT ITS STAFF RECOMMENDATION AND DENY THE PHILLIPS 66 RAIL SPUR PROJECT PLAN.

LET'S CONSIDER FIRST THE LARGER CONTEXT: THE GLOBAL ONE. WE LEARNED A WEEK OR TWO AGO THAT 2015 WAS THE WARMEST YEAR ON RECORD, ~~AS~~ AS MEASURED BY GLOBAL AVERAGE TEMPERATURE. IT WAS THE LATEST IN A STRING OF SUCH 'WARMEST YEARS'. IF WE AS A SOCIETY ARE TO GIVE OURSELVES A CHANCE TO SLOW GLOBAL WARMING, AND TO MAKE THE CHANGES NEEDED TO ADAPT TO A LOW-CARBON ENERGY SYSTEM, WE -- AS INDIVIDUALS, MUNICIPALITIES, COUNTIES AND STATES -- MUST REJECT FOSSIL-FUEL INFRASTRUCTURE PROJECTS SUCH AS THIS ONE WHICH HAVE NO CLEAR AND COMPELLING SOCIAL BENEFIT.

MY UNDERSTANDING IS THAT THE PRODUCT PROCESSED FROM OIL DELIVERED TO THE PROPOSED RAIL TERMINAL WOULD ALL BE EXPORTED. THE PROJECT THEREFORE SERVES NO PUBLIC PURPOSE THAT COULD JUSTIFY PUTTING AT RISK TENS OF THOUSANDS OF PEOPLE LIVING NEAR THE AFFECTED RAIL LINES.

THE RISKS SHOULD NOT BE SEEN AS MERELY 'STATISTICAL': TRAINS WITH VOLATILE CARGOS TRAVERSING MAJOR POPULATION CENTERS WOULD BE AN IRRESISTIBLE TARGET FOR SABOTEURS AND TERRORISTS INSPIRED BY 9/11 AND THE SPECTACULAR LAC MEGANTIC CONFLAGRATION ~~WHICH~~ IN WHICH AN OIL TRAIN DERAILED AND EXPLODED.

THERE ARE ALSO ~~THE~~ MORE IMMEDIATE COSTS WHICH WOULD AFFECT ME PERSONALLY, INCLUDING REDUCED PROPERTY VALUES IN MY NEIGHBORHOOD, INCREASED INSURANCE PREMIUMS, AND THE NEED FOR SAN JOSE TO PREPARE EMERGENCY PLANS AND ACQUIRE EQUIPMENT.

PLEASE DENY THIS PROJECT.

-SUBMITTED BY ALLEN CARROLL, 26 RYLAND PARK DR., SAN JOSE 95110
TEL. 510-316-4921 email allen.carroll@sbcglobal.net



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NAME (print): LAURA A. ROSENBERGER HAIDER

SIGNATURE: Laura A. Rosenberger DATE: 2/4/16

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Speaker Number 144

Oil trains have exhaust valves that release Volatile Organic Compounds hydrogen Sulfide gas, sometimes formaldehyde gas, ~~cleaning solvents~~ and a number of chemicals used in extraction. They sometimes leak oil along the tracks.

Another link has been found between oil and health problems:

In Lost Hills near an oil field in Feb 2014 Clean Water Action Documented the Cumulative health of the Community.

"Community members shared health histories with unusually high rates of thyroid disease, skin rashes, and respiratory illness. Air Sampling detected elevated levels of Volatile Organic Compounds (VOCs) near the oil and gas facilities. These findings are summarized in a Jan 2015 report by Clean Water Fund and Clean Water Fund, www.Cleanwateraction.org/feature/californians-risk

The Dept. of Transportation predicts there will be TEN oil train derailments in the U.S. each year

We have not developed Comprehensive oil spill response plans.

The Railroad industry has done nothing to put anticollision technology in place.

The US Transportation Safety Board said that oil trains tank cars need urgent upgrades.

Tressels Over Feather River Canyon + Shasta Dunsmere Railroad Pass are most accident prone and are over CA State reservoirs supplying water for 25 million people.

Please deny this proposal



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NAME (print):

Teresa Krueger

SIGNATURE:

T. Krueger

DATE:

2/4/16

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Speaker Number 318

- FH no point was it made clear that the number of trains (3) per week would be held for all time.

- No where was a limit put on the length of the three trains coming in.



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NAME (print):

TERESA MORGAN

SIGNATURE:

Teresa Morgan

DATE:

2/4/16

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Speaker Number 262

(over)

I am concerned about effects on the
health + safety of Calif. residents

T Morgan



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NAME (print): Peggy Elwell

SIGNATURE: Peggy Elwell DATE: 2/4/16

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Speaker Number 264

I am from San Jose, a retired librarian with the San Jose Public Library. I am also a volunteer with the Low-Income Self Help Center and the Santa Clara County Single Payer Health Care Coalition.

I oppose the project on several levels,

- 1) The immediate health + safety concerns for the five million in the path of the oil trains
- 2) It represents an escalation in fossil fuel consumption since oil from the tar sands is much more carbon intensive, with an increase in global warming
- 3) This is oil gained from despoiling the Alberta Tar Sands
- 4) It represents a profit-driven for growth at any cost - the cost of human life and health and the cost to the earth which is sustaining us all, and which is not necessary to the fulfillment of basic human needs

It is our responsibility to draw a line and reject this proposal

Save Humanity
and
Save the Earth



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NAME (print): Ronald James Martin, Ph.D.

SIGNATURE: Ronald J. Martin DATE: February 4, 2016

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Speaker Number 95

I encourage you to vote "no" on the rail spur project in agreement with your planning staff. The project would be illegal in some ways not addressed by the Phillips 66 response, including the 1.5 mile industrial-residential buffer zone. Phillips 66 said, "There will be an entire half mile," but still, it would be illegal. End of discussion. Forget it. (What about legal liability of the planning commission members an accessory to violation of the law?) For some terribly valuable projects perhaps breaking or fudging the law could be justified. This is not such a project. Our governor and the State of California have taken leadership in slowing climate change; we should all be behind those efforts. This is not the time to upgrade fossil fuel infrastructure; it is time to start shutting it down. The longer this infrastructure is maintained and used, the later we will make the transition to sustainable energy: cheap oil will keep pushing it off the market. We cannot expect the oil corporations to take the lead in this; the leadership can only come from our elected officials. Be those leaders. Step up. Do the right thing. Exercise statesmanship. We elected you for that. Whatever oil companies may have contributed to your campaign, they didn't elect you; the citizens did. The vast majority of citizens don't want this project. What you decide today will not only affect your grandchildren or our descendants 7 generations away, but more like 300 generations or more.

A school of urban planning described what would happen if someone bought an English country estate then proposed to the trustees of the shire that they get a permit to subdivide and develop it. He said that they would be laughed out of the room. The British value their rural lands. We Americans should value ours. Let us move forward to the day when these sorts of fossil-fuel infrastructure enhancements are laughed out of the room. "He, ha. Good joke. Now get out of here and stop wasting our time."³⁵

While teaching freshman science the Dean of Men told me not to be timid about disciplinary measures for classroom disruption. He said that some students' parents were lawyers who would come in arguing in defense of their children, expecting him to buckle under and reverse the consequences set out. "That doesn't bother me," he said. "I always win." He was confident in his authority to run his school. I pray that you are confident in your authority to do the right thing as you run your county's land use and will not be intimidated by big oil's lawyers and lobbyists. Explain the law and lay down the law.

If you respect God's Word, the Bible, consider and follow the godly example of the King of Nineveh. Jonah prophesied the destruction of Nineveh. Their king led the city to repent of their violent ways in sack cloth and ashes. As a result God spared Nineveh. Our scientists are our prophets. They are prophesying climate change, global warming, and planet-wide destruction. Let us repent of our violence to the planet God created for us by yielding to the temptation to burn every bit of fossil fuel. We are addicted to oil. Do we drink every drop of wine we can ferment. No, not if we are wise, Godly people.



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NAME (print): DAVID E. TROY III

SIGNATURE: David E Troy DATE: Feb 4, 2016
90290

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Speaker Number 230

I recommend following staff's denial.

- ① The 3 public presenters in 1-10 who clarified ^{THAT} pre-emption by Federal does not apply - I agree and yield.
- ② Earthquake (will come) + trains constantly on the faults = calamity that totally erases all benefit, (oil overseas, \$ to stock...)
Fire (will come) + -
- ③ Clean up is a false word - much removed but the rest of the destruction of the environment is for 200 yrs? ... 500 yrs?
- ④ Trains or Trucks - False dichotomy: pipeline, move refinery to BC, etc., including possible ~~at~~ plant conversion to a humane facility.



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NAME (print): Cheryl Lynn Smith
SIGNATURE: Cheryl Lynn R. Smith DATE: Feb. 4, 2016

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Speaker Number 97

To the Planning Commission 2-4-2016
For the Public Record

From a Global Perspective, the world needs mitigation for Climate Change. The only mitigation that is adequate would be to keep fossil fuels in the ground.

This proposal by Phillips et al will escalate extractivism and GHG emissions.

The fact that this ^{oil} freight project will end in a Bay Area refinery indicates that it is positioning the oil to be shipped out from nearby ports via the TPP (Trans Pacific Trade Agreement). - If it passes.

This freight project is not the only oil conduit headed for the Bay Area (one will end at Benecia, CA, for example.) It is part of a well-orchestrated network to support oil exports after the ~~ban~~ ^{ban} oil exports was lifted in ~~the~~ Dec. 2015.

Let the victims of actual & potential risk - decide
if they are willing to accept it



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NAME (print): KYLA MITCHELL
SIGNATURE: Kyla Mitchell DATE: 2-4-2016

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Speaker Number 137

4 February 2016

We have a responsibility to future generations as well as the countless other species on this planet to not destroy our wonderful ecosystems and the health of all living things. The gas and oil industry is destroying our environment and making it nearly impossible to live a healthy life free of asthma, polluted water sources, exploding trains, etc. I am 29 years old and in this situation I have to consider these things when I think about whether or not to start a family. I support the planning commission's recommendation.

THANK
YOU
K. N. N. N.



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NAME (print): BRIAN HABERLY

SIGNATURE: Brian Haberly DATE: FEB. 4, 2016

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- Please see the petition and signatures of 219 residents that oppose the Phillips 66 proposal.

Speaker Number 268

email: BRIANHABERLY@GMAIL.COM



www.350SiliconValley.org / www.facebook.com/350SiliconValley

To: San Luis Obispo Planning Commission and Board of Supervisors

We call on you to protect our public health, community safety, and global climate from hazardous oil trains, by rejecting the Phillips 66 oil train proposal. Your decision affects ALL Californians, especially the 5.5 million of us that live in the oil-train blast zone. Please advocate for your constituents and CA citizens instead of Big Oil. Reject the Phillips 66 Oil Train proposal. (219 signers total)

Name	Address	City
Abhijith Prabhudev	95035	Milpitas
Agatha Lam	95124	San Jose
Aiswarya Arvind	95035	Milpitas
Alfred Twu	94704	Berkeley
Ali Reimer	95008	Campbell
Alicia Wang	95112	San Jose
Allen Carroll	95110	San Jose
Amanda Alamprese	95112	San Jose
Ami Ke	95113	San Jose
Amit Gaur	95126	San Jose
Anand Viswanathan	95035	Milpitas
Anjana Govil	95035	Milpitas
Anna ostberg	95125	San Jose
Anne Winter	95032	Los Gatos
Annie Trenkle	93401	San Luis Obispo
Anthony Rossetti	95125	San Jose
Anu G	95138	San Jose
Anusha Nataraj	95035	Milpitas
Arvind Rangarajan	95035	Milpitas
Ashley Wilson	95124	San Jose
Bala Kumar	95035	Milpitas
Barbara Fukumoto	1686 Lewiston Drive	Sunnyvale
Barbara Goodwin	94043	Mountain View
barbara schlitz	94002	Belmont
Bill Hilton	94087	Sunnyvale
Bill Mishler	95126	San Jose
Brian Haberly	95112	San Jose
Bruce Loker	95112	San Jose
Bruce Pereira	95132	San Jose
C. Armstrong	95125	San Jose
Carla Edwards	94019	Half Moon Bay

Carla Rueter	1031 Clintonia Av	San Jose
Carmen Dello Buono	95123	San Jose
Carol Herzog	95128	San Jose
Caroline Yacoub	94085	Sunnyvale
Carolyn Chaney		Redwood City
Carolyn Curtis	94306	Palo Alto
Carolyn Flanagan	95120	San Jose
Catherine Hudson	95065	Santa Cruz
Charlene Woodcock	2355 Virginia Street	Berkeley
Chris Cocca	94301	Palo Alto
Chris Coody	94572	Rodeo
Christina Martinez	95050	Santa Clara
Christopher Lish	94950	Olema
Claudia McTaggart	95126	San Jose
Colleen Goodman	95032	Los Gatos
Dan Taylor	144 N. Claremont St.	San Mateo
Daniele Strawn	93940	Monterey
David Kim	95125	San Jose
Deborah Breitenbach		San Jose
Deborah Filipelli, Ph.D.	P.O. Box 341	The Sea Ranch
Deborah Kennedy	95126	San Jose
Deborah Levoy	95112	San Jose
Deborah Walde-Baughn	95020	Gilroy
Deisha Garcia	95118	San Jose
Denise Ferguson	95112	San Jose
Dennis Murphy	95128	San Jose
Donna Lovell	95125	San Jose
Edwina Smith	94114	San Francisco
Elizabeth Gonzalez	95122	San Jose
Elizabeth Waller	94306	Palo Alto
Ellen Franzen	94710	Berkeley
Enoch Kim	95051	Santa Clara
Enrico Croce	95111	San Jose
Erik Walberg	95112	San Jose
Esmat Baradar	95120	San Jose
Ethan Maldonado	90732	
Farrell Podgorsek	95112	San Jose
Fiona Mendoza	92105	San Diego
Fran Salisbury		San Jose
Frey Leigh	95126	San Jose
Gary Bailey	94087	Sunnyvale
Gaurav Singhal	95035	Milpitas
George Cammarota	95129	San Jose
Gerald Hunt		San Jose

Gerl Finkelstein	95125	San Jose
Goutham Kondapalli	95035	Milpitas
Gwen Hacker	95120	San Jose
Hanh Nguyen	95125	San Jose
Harold J Green	93433	Grover Beach
Heather Hyde	95050	Santa Clara
J. Wirth	95969	Paradise
Jack Sardegna		San Jose
Jackie Osterloh	94588	Pleasanton
James Neu	94553	Martinez
Jane Bark	94539	Fremont
Jane Flurry	94102	San Francisco
Janet Creech	94030	Millbrae
Janet Hayes	95136	San Jose
Janet Kknapp	95112	sanjose
Janet Walde		San Jose
Jason Stratton	95035	Milpitas
Jeanette Hada	94087	Sunnyvale
Jeb Eddy	94301	Palo Alto
Jeremy Wang	95112	San Jose
Jill Bohn	95127	San Jose
Jim Stewart	90006	Los Angeles
Joan Goddard	95008	Campbell
joe cernac	95126	San Jose
Joel Masser	95124	San Jose
John Renish	95110	San Jose
Jon Britton	95008	Campbell
Joyce Loewy	94089	Sunnyvale
Judith Ingols	95111	San Jose
Judy Black	94086	Sunnyvale
Julie Allingham		San Jose
Karen Schuler	95124	San Jose
Karl von Kries	93449	Pismo Beach
Katharine Vierhus	95125	San Jose
Katherine Lawrence		San Jose
Kathleen Orsini	95010	Capitola
Kathleen Pimentel	95125	San Jose
kaye michelle israel	93405	San Luis Obispo
Kerri Hamilton	95133	San Jose
Kerry Schiewek	95112	San Jose
Kevin Weiler	70 Ryland Park Way	San Jose
Kristine Mordan	95051	Santa Clara
Kyle Wilson	95112	San Jose
Laura Monczynski	95136	San Jose

Laura Ousley	37802	Maryville
Laurel Marshall	95125	San Jose
Laurel Shicoff	95070	Saratoga
Laurie O'Loughlin	94065	Redwood City
Linda Geisler	95158	San Jose
Linda Jacobs		Campbell
linda reis	95125	San Jose
Lisa Fabiny	95032	Los Gatos
Lisa Murgatroyd	94952	Petaluma
Lori Blume	93401	San Luis Obispo
Louise Auerhahn	95112	San Jose
Lucy Flood	94703	Berkeley
Mandy Jagers	95136	San Jose
manish shah	95035	Milpitas
Marcelene Cleveland	94087	Sunnyvale
Marcia Guzzetta	1397 Merrywood Drive	San Jose
marco vasquez	2133 Town and Country Ln Apt 2	
Margaret Flores	95126	San Jose
Maria Santos	93449	Pismo Beach
Marilyn Hoss	95125	San Jose
mark nelson	93433	Grover Beach
mark schroeder	95112	San Jose
Marnie Singer	94538	Fremont
Martha Heinrichs	95125	San Jose
Mary McVey Gill		Stanford
Michael Birch	95112	San Jose
Michael Kutilek	95112	San Jose
Michal Lubin	95112	San Jose
Michelle Lingenfelter	95050	Santa Clara
Michelle Waters	95033	Los Gatos
Nancy Davis	94572	Rodeo
Nancy Goebner	95125	San Jose
Nancy Kops		San Jose
Nancy Parker	94709	Berkeley
Neelima kamani	95035	Milpitas
Nitish Koka	95035	Milpitas
Nupur Jain	95035	Milpitas
Pam Smithers	94574	Saint Helena
Patricia Blevins	95118	San Jose
Patricia Markcity	93433	Grover Beach
Paul Dileanis	95160	San Jose
Paul Elliott	94040	Mountain View
Paul Kangas	718 Broderick St #A	
Paul Rea	94560	Newark

Prashant Ponde	95035	Milpitas
Raghuveer Ausoori	95035	Milpitas
Rajani Surisetti	95035	Milpitas
Rajiv Deshmukh	95035	Milpitas
Richard and Carolyn Robinson	93420	Arroyo Grande
Richard Mathews	91311	
Robert Blickenstaff	95125	San Jose
Robert Cicisly	95123	San Jose
Robert Dawson	93444	Nipomo
Robert Fettgather	95124	San Jose
Robert Forsythe		Santa Clara
Rod Verhaegen	95124	San Jose
Roger Straw	94510	Benicia
Ron Christensen	95126	San Jose
Ron Goldman		Los Altos
Ronald Martin	93726	Fresno
Roseanna Lavia	95112	San Jose
Ruth Brown	94306	Palo Alto
Ryo Komatsuzaki	95125	San Jose
S Chiarelli	95125	San Jose
S. Bohl	93449	Pismo Beach
Sanket Bedare	95035	Milpitas
sara todaro	93422	Atascadero
Scott Belzer	95136	San Jose
Sean Lancaster	94403	San Mateo
Serena Murray		San Jose
Sharat G. Lin	95112	San Jose
Sharon Vierhus	95125	San Jose
Shawn Overstreet	95126	San Jose
Sheila Webster	95125	San Jose
Sonal Tawade	95035	Milpitas
Sophie Kruip	94703	Berkeley
sreeram Krishnamoorthy	95035	Milpitas
Stephanie Reader	94024	Los Altos
Sue Dileanis	95160	San Jose
Suryanarayana Boddu	95035	Milpitas
susan peterson	94903	San Rafael
Susan Popko	95126	San Jose
Susan Rosenzweig	95070	Saratoga
Susan Wolfe	95130	San Jose
Taia Ergueta	94061	Redwood City
Tauny Kasuya	94901	San Rafael
Teri Morgan	95112	San Jose
Thomas Fay	93401	San Luis Obispo

Thomas Patterson	94306
Tina Morrill	95110
Tonya Parnak	94025
Vanessa Pfeifer	95008
Victoria Armigo	94086
Vivian Scibilia	95020
Wesley Harrison	94087
William Conrad	95125
William Mitchell	94619
Windy Holzbach	94142
Yuan Fang	95035
Zoe Kunstenaar	95003

Palo Alto
San Jose
Campbell
Sunnyvale
Gilroy
Sunnyvale
San Jose
Oakland
San Francisco
Milpitas
Aptos



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NAME (print):

Diane Danfield

SIGNATURE:

Diane Danfield

DATE:

2-4-2016

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Speaker Number 385

We have no reason to allow such a dangerous & potentially
life threatening manner of oil shipment. We have seen too many
catastrophic incidents, due to the ever increasing use of oil-trains.
It is not worth the 22 jobs that would result from the
extra oil delivered to Nipomo. It would not be worth it for any
amount of jobs it would provide.

Please no oil-bomb trains!

Dave DePall



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NAME (print): RALPH KING
SIGNATURE: Ralph King DATE: 2/4/16

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NOTE: Please see attached statement
(10 copies)
Speaker Number 246

SAN LUIS OBISPO PLANNING COMMISSION STATEMENT BY RALPH KING
Delivered 4 February 2016

My name is Ralph King and I live in the Bay Area suburb of Portola Valley. I am here today to protect Bay Area neighborhoods imperiled by hazardous oil trains. The Phillips 66 Project is a perfect example of fossil-fuel infrastructure run amok, putting humanity on a collision course with climate change. I have never spoken at a hearing like this before, but as an award-winning former reporter for the *Wall Street Journal*, I simply cannot stand by while the fossil-fuel industry destroys life as we know it.

I am opposed to the Project because it:

- Poses unacceptable risk to densely populated areas along the train route;
- Will stimulate fossil-fuel extraction, worsening severe effects of climate change;
- Will add to oil oversupply, encouraging waste and discouraging renewable fuels.

The Project endangers urban communities where my friends and colleagues live. In the last four years, according to *National Geographic*, oil-train incidents leapt nearly 16-fold to 143 accidents...one hundred and forty-three! And, according the *L.A. Times*, the leading cause of oil-train crashes is track failure. Most crashes have occurred in rural areas, causing extensive damage and deaths. But in the Bay Area, the fallout would be vastly greater. With five oil trains per week running on track that is not designed for such heavy loads, catastrophic explosions, fires, and water-polluting spills will be all but inevitable.

Also, because the Project will promote extraction of fossil fuels, it will inevitably worsen climate change impacts that threaten our way of life. At a time when pipeline projects like Keystone XL are unacceptable, rail transportation is the next best thing. This Project, which is a rolling pipeline, will stimulate the tapping of new oil fields. Yet we know that 80% of proven reserves must remain in the ground to stay under the 2 degrees centigrade limit set by world leaders in Paris. The Phillips 66 project is an end-around on that global imperative.

Lastly, the Project will compound the current global oversupply of fossil fuel that keeps energy prices low, encourages wasteful consumption and inhibits the rise of renewable alternative fuels. Cheap, plentiful oil, currently at price levels not seen since 2004, is the biggest impediment to our sustainable future. Continued strong gains by renewable energy such as solar and wind depend on long-term pricing parity with fossil fuel.

I urge the commission to turn down the Phillips 66 project. The risks posed to heavily populated communities along the train route are unconscionable. The stimulus to fossil-fuel production will contribute to turning our world toxic. And the added dirty-fuel supply will keep energy prices low, spurring greenhouse gas pollution, and restricting development of clean-fuel alternatives.

Thank you.

SAN LUIS OBISPO PLANNING COMMISSION STATEMENT BY RALPH KING
Delivered 4 February 2016

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Thank you.

SAN LUIS OBISPO PLANNING COMMISSION STATEMENT BY RALPH KING
Delivered 4 February 2016

My name is Ralph King and I live in the Bay Area suburb of Portola Valley. I am here today to protect Bay Area neighborhoods imperiled by hazardous oil trains. The Phillips 66 Project is a perfect example of fossil-fuel infrastructure run amok, putting humanity on a collision course with climate change. I have never spoken at a hearing like this before, but as an award-winning former reporter for the *Wall Street Journal*, I simply cannot stand by while the fossil-fuel industry destroys life as we know it.

I am opposed to the Project because it:

- Poses unacceptable risk to densely populated areas along the train route;
- Will stimulate fossil-fuel extraction, worsening severe effects of climate change;
- Will add to oil oversupply, encouraging waste and discouraging renewable fuels.

The Project endangers urban communities where my friends and colleagues live. In the last four years, according to *National Geographic*, oil-train incidents leapt nearly 16-fold to 143 accidents... one hundred and forty-three! And, according the *L.A. Times*, the leading cause of oil-train crashes is track failure. Most crashes have occurred in rural areas, causing extensive damage and deaths. But in the Bay Area, the fallout would be vastly greater. With five oil trains per week running on track that is not designed for such heavy loads, catastrophic explosions, fires, and water-polluting spills will be all but inevitable.

Also, because the Project will promote extraction of fossil fuels, it will inevitably worsen climate change impacts that threaten our way of life. At a time when pipeline projects like Keystone XL are unacceptable, rail transportation is the next best thing. This Project, which is a rolling pipeline, will stimulate the tapping of new oil fields. Yet we know that 80% of proven reserves must remain in the ground to stay under the 2 degrees centigrade limit set by world leaders in Paris. The Phillips 66 project is an end-around on that global imperative.

Lastly, the Project will compound the current global oversupply of fossil fuel that keeps energy prices low, encourages wasteful consumption and inhibits the rise of renewable alternative fuels. Cheap, plentiful oil, currently at price levels not seen since 2004, is the biggest impediment to our sustainable future. Continued strong gains by renewable energy such as solar and wind depend on long-term pricing parity with fossil fuel.

I urge the commission to turn down the Phillips 66 project. The risks posed to heavily populated communities along the train route are unconscionable. The stimulus to fossil-fuel production will contribute to turning our world toxic. And the added dirty-fuel supply will keep energy prices low, spurring greenhouse gas pollution, and restricting development of clean-fuel alternatives.

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Your Comments for the Phillips 66 Rail Spur Hearing

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NAME (print): ^{Dr.} Lorraine Lundquist

SIGNATURE: Lorraine L. Lundquist DATE: 2/9/2016

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Speaker Number 217

My name is Dr. Loraine Lundquist, and I am here today from the San Fernando Valley. I have grave concerns about the proposed Phillips 66 refinery crude by rail expansion. The bottom line is that any new fossil fuel infrastructure is taking our country down the road of profoundly dangerous climate instability. Our children's future depends on keeping as many possible fossil fuels as we can in the ground. Tar sands crude is especially dirty, polluting and damaging to our climate. In Southern California we are already experiencing increased risk of droughts, wildfires, floods, heat waves, and rising seas from the carbon emissions already released around the globe. It is foolish for us Southern Californians to subject ourselves to the risk of accident and air pollution that comes along with this project solely for the purpose of growing an industry that needs to end ^{incredibly soon} in order for our children to live in a habitable planet. As former governor Schwarzenegger put it, do we really want to invest in Blockbuster (i.e., dirty fossil fuels which are on their way out) just as Netflix (i.e., clean renewable energy) is on its way in? The hazards of this project to our collective future are far too great. I urge you to reject this project for the sake of Southern California and for the sake of all humanity.

Thank you,

Dr. Loraine Lundquist

Loraine L. Lundquist 2/4/2016



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NAME (print): Greg Miller

SIGNATURE: Greg Miller DATE: 2/4/16

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(see reverse)

Speaker Number 266

Dear Commissioners,

I am not confident that the corporations involved will maintain safety if doing that detracts from their bottom line. We have seen time and again that corporations cut corners, if they think they can get away with it. Public regulatory agencies are often underfunded and understaffed, and some politicians have personally appointed regulators from the industry they are supposed to regulate.

The oil these corporations want to transport, from the Canadian tar sands, is especially toxic and explosive. Tankers can sometimes with injuries and deaths. The trains in this proposal are routed through heavily populated areas, including my home city, San Jose. Fossil fuels have to be quickly replaced by clean alternatives sources of energy, like wind and solar, in order to stop the severe damage to us and our environment caused by climate distortions. Approval of this project is a step in the wrong direction.

Please take a stand for public health and safety and for a sustainable, livable future. Reject this irresponsible proposal!

Mary Miller
San Jose 95133
2/4/16



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NAME (print): Laura L. Doty

SIGNATURE: Laura L. Doty DATE: 2-4-14

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Speaker Number 239

I am concerned about pollution from
the trains as well as explosions ~~and~~
from derailments. The impact of noise
and smell of the industry is concerning.

Eleven class 1 impacts are too many!
~~without~~

DPM are significant and directly affect
my home on the mesa.

NO OIL TRAINS!



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NAME (print): TAYA ERGUETA

SIGNATURE: Taya Ergueta DATE: 2/19/16

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See Comment on Reverse Side
Speaker Number 269

I would offer this insight on making decisions that have high risk. I studied alternative approaches as a business executive who was responsible for high-stakes acquisitions and other high risk investments in Fortune 500 companies.

Probabilities of risk can be misleading. A high risk (e.g. derailment) with a low probability will be discounted excessively when one simply averages out the probabilities or looks at them discretely.

A technique that yields much more rational decisions is to "manage regrets". This involves considering the potential outcomes and, in each case, considering how one (or the country) would feel if that ^{outcome} happened. This technique gives each potential outcome its full weight.

A decision that has high risk but great outcomes, when evaluated this way, ~~is~~ may clearly be desirable and worth the risk.

Alternately, a ^{terrible} outcome like a derailment (~~is terrible~~) with a low probability may clearly be unacceptable when you fully envision that occurrence.

Please deny this project.



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NAME (print):

DR JANE GRANSKOG

SEE WRITTEN
COMMENT
ON BACK

SIGNATURE:

Jane Granskog

DATE:

4 FEB 2016

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Speaker Number 378

TO ALL MEMBERS OF THE
PLANNING COMMISSION

I HEREBY WISH TO VOICE
MY OPPOSITION TO PHILLIPS 66
PLAN TO BRING OIL TRAINS
TO ^{THE} MESA REFINERY. THE DEVASTATING
POTENTIAL FOR ENVIRONMENTAL
DAMAGE AS WELL AS ^{THE} ONGOING
IMPACT OF AIR POLLUTION NOT
TO MENTION ~~THE~~ DEVASTATING
IMPACT ON ALL THE PEOPLE OF
CALIFORNIA IF EVEN ONE
DERAILMENT OCCURS MAKE IT
MANDATORY THAT YOU REJECT
THIS PROJECT.

Dr. Jane Hanker
Professor Emeritus CSUB