



THE MESA REFINERY WATCH GROUP

CRUDE-BY-RAIL:

Only Phillips 66 Wins • Citizens Become Collateral Damage

February 7, 2017

Supervisor Lynn Compton
County Board of Supervisors
San Luis Obispo County
1055 Monterey Street
San Luis Obispo, CA 93408
cc: SLO County Board of Supervisors

RE: SLO County Public Opinion Regarding The Phillips 66 Crude-By-Rail Project

Dear Supervisor Compton:

I'm writing on behalf of the Mesa Refinery Watch Group (MRWG).

First, we have great respect for the Supervisor position and your commitment to serve the 4th District in that role. We appreciate all the time you've spent carefully studying the Phillips 66 issue, and sharing with us that your decision will be based on factual information.

When you met with our committee more than a year ago and then with residents at a recent Trilogy Town Hall, you indicated you hadn't made a decision on the project, you had an open mind, and that your primary focus would be on protecting the health, safety and well being of our County's citizens ... especially those in your district.

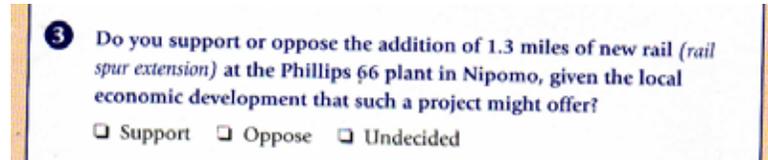
And, you've written to community members stating that you know "*a denial (of Phillips' project) will not affect their current operations.*" All of those are extremely welcome statements. Thank you.

When you spoke at the Town Hall you commented on "polls" -- that they appear to say it's mostly citizens at Trilogy who oppose the project -- that it may be that the balance of people in SLO County are in favor.

Our committee therefore dug deep into this issue. As you know, we've always addressed issues on an honest, factual, supportable basis. What we discovered is on the following pages.

1. Extreme Bias In Polls About The “Rail Spur”:

- a. **Election Poll In 2014:** A poll was conducted during the election season which asked *“Do you support or oppose the addition of 1.3 miles of new rail at the Phillips 66 plant in Nipomo, given the local economic development that such a project might offer.”*



We don't know the results, but the question was fundamentally biased. Nowhere did it describe the outcomes of adding “new rail” ... i.e., for the first time, it would bring hundreds of flammable crude oil trains, immediate diesel pollution and the dangers of oil spills and fires, damage to local residents' well being and way of life, potential serious economic impacts to local businesses, and so forth.

And nowhere did it explain the supposed “economic development” being promoted (i.e., 12 jobs which the Planning Commission ultimately felt were negligible given all the project's impacts).

- b. **Phillips' Poll In 2013:** As reported in the press -- *“San Luis Obispo County residents began receiving phone calls from an East Coast-based company which asked a long list of nebulous questions. Finally, after about 10 minutes, questions turned to Phillips 66 which operates the Santa Maria refinery. Residents were asked whether they would support an expansion of the facility. Rich Johnson, spokesman for Phillips 66 (said) the company did conduct the survey, and that results were generally favorable.”* (<http://goo.gl/XaPWHt>)

Given that the Phillips 66 topic was one of many subjects and questions in an extensive phone call, we seriously doubt that the project specifics and ramifications were fully explained or explained at all, -- i.e., that the project would result in flammable crude oil trains throughout the County and the related negative impacts. And the fact that Phillips 66 sponsored the study, yet tucked the “rail spur” question in among many other topics, makes the survey extremely suspect.

- c. **Other Polls:** We're not sure which polls you referred to during the Town Hall. The questionnaires and results are apparently not available as public information. And, the results must be doubted if they were also sponsored/conducted by Phillips 66 and not a truly independent third party.

2. Here's What Can Be Trusted To Gauge Citizen's Opinions - Throughout SLO County And Elsewhere:

- a. **A Planning Commissioner Describes The Scope Of Citizens' Input:** Eric Meyer during the October 5, 2016 hearing -- *“In my 9 years as a planning commissioner, the people who commented on this project outnumber all other projects added together, that I have ever considered. I have read every one of the more than 21,000 comments submitted to this commission. At least 96% asked us to vote against this project.”*

Admittedly -- those comments included citizens from both SLO County and counties throughout California whose lives would also be seriously affected by Phillips 66's plan. (We recognize you are more concerned with the opinions of SLO County citizens, but we're sure you agree that the lives of all Californians matter.)

b. Virtual Silence From Local Citizens Favoring Phillips' Plan:

At the Planning Commission hearings, there were those who spoke on behalf of Phillips 66 ... but almost all of them were Phillips 66's own employees as well as vendors who conduct business with and profit from the company. Almost certainly, these "special interest" speakers were "encouraged" by Phillips 66 to attend the hearings.

In fact, Phillips 66 brought in Steelworker Union members from Northern and Southern California to fill the silence on their behalf. As "mystery bus-riders" they had no idea why they were asked to attend the hearings. Yet they all described to Commissioners how important "jobs" are. The Commissioners saw through this tactic. In fact, they commented about it ...

- **Commissioner Irving:** "This is not about saving jobs. It's about profits."
- **Commissioner Meyer:** "Where are those people (who favor the project)? Why are they not here in great droves?"
- **Commissioners Harrison & Campbell:** As they discussed why they voted in favor of Phillips 66, never once did they mention that their rationale was based on the refinery potentially closing and jobs would be lost.

c. **Citizens Physically Showing Up At The Hearings:** Not only have SLO County citizens written countless letters and emails to County officials, but many hundreds showed up at the hearings time and again. Both old and young, Republican and Democrat, male and female, employed and retired, and from all areas of SLO County ... they all took time from their busy days to travel to the Government Center ... on eight different days of hearings. Only a minority of speakers in opposition were from outside our County.



Indeed, on many days, overflow rooms had to be set up at the Center. Even the *Fremont Theatre* had to be rented to seat those in opposition. And, many hundreds were those living within SLO County across the many days of hearings.

The overwhelming numbers show that attendees were far beyond the tally of people who came from Trilogly. Of course, the opinions of Trilogly's residents should matter as well.

Supervisor Compton -- please see the next page ... it contains the names of involved citizens starting with the initial February's hearings. Many, many other ultimately joined the hearings at the Government Center later in the year, running through October.

**Here Are Just Some Of The Citizens Who've Attended Or Will Attend The Hearings.
All Are Committed To Protecting Our Communities From P66's Oil Trains.**

Soroush Aboutalebi	Scott DiSalvo	Donna Lacki	Judy Richards
Marty Akel	Steve Dodson	Steve Lacki	Lois Richerson
Myra Akel	Eileen Dodson	Ethel Landers	Nancy Rieser
Edie Anderson	Steve DuBow	Donna Leach	Sharon Rippner
John Anderson	Glenn Eineman	Nora Lee	Diana Robertson
Karen Anderson	Ethel Faulds	Paul Lee	Richard Robinson
Amy Anderson	Carolyn Fergoda	Cindy Lewis	Susan Robinson
Claudia Antonacci	Deborah Fialkowski	Jeff Lewis	Rachael Roe
Deborah Art	Stan Fisher	Sam Liccardo	Donna Rubin
Joel Art	Kelly Fitzgerald	Roger Longden	Steve Rubin
Susan Ashford	Rachael Foe	Valerie Love	Gail Ryan
Stacey Avelar	Judy Freeman	Eileen Lussier	Tom Ryan
Owen Bailey	Paul Garrett	Dora Mabanag	Sam Saltoun
Janet Baxter	Greg Gazin	Mike Madden	Jack Sardegna
Maureen Beamish	Mardi Geredes	Eva Marquez	Jill Sardegna
Kevin Beauchamp	Rodman Gibbs	Philip Marquez	Rhonda Scattini
Arlo Bender	Gordon Goetz	Don Martin	Art Schneider
Michael Benett	Cameron Goodman	Mayor Jan Marx	Robin Schneider
David Bernstein	Kay Gore	Paula Mathes	Jan Schmidt
Rabbi Linda Bertenthal	Donald Gorth	Rich Mathes	Mayor Helene Schneider
Jeanne Blackwell	John Hall	Kevin McCarthy	Michelle Schneiderman
Logan Blackwell	Maggie Hall	Gary McKible	Sue Seeman
Samson Blackwell	Ross Hammond	Ronda McKible	Laurance Shinderman
Vicki Bookless	Cindy Hansen	Chris Monza	Fred Silverberg
Al Brill	Heidi Harmon	Cindy Moreno	Sara Silverberg
Alan Brown	Kent Harvey	Howard Morris	Holly Sletteland
Karen Brown	Amy Hedges	Carol Morton	Cheryl Smelt
Wendy Brown	Bob Hencier	Jack Moyer	Bob Smith
William Brown	Leah Hencier	Pearl Munak	Kathie Sorensen
Ethan Buckner	Art Herbon	Tom Nefcy	Mark Spindler
Jeff Burgstahler	Jamie Herbon	Rosemary Nelson	Rebecca Spindler
Lucas Carlow	Jennifer Hernandez	Nikki Nestor	J. Dennis Steen
Sheri Carr	Debbie Highfill	Sheila New	Bill Steves
George Carrick	John Hinds	Donna Nisbet	Paul Stolpman
Milton Carrigan	Paul Hinson	Janet Nord	Carol Strong
Sandy Cashmark	Jerome Hirsch	Mike Normoyl	Joe Strong
Aaron Casillas	Istar Holliday	John O'Connell	Doug Tait
Isabelle Casillas	Shirley Horacek	Mona Pastor	Jim Taylor
Cindy Chavez	Lara Horton	James Pelkey	Sandi Tiffany
Karen Chubon	Judy Jones	Karen Pelz	Rachelle Toti
Rebecca Claassen	Paul Joseph	Stephen Penn	Brian Trautwein
Dave Clark	Kathleen Juvet	Raul Peralez	Marcia Traversaro
Kathy Cohon	Ash Kalra	Lee Perkins	John Traversaro
Tom Comar	Jerry Kandel	Tom Perry	Charles Varni
Joe Cooledge	JoAnn Kandel	Vicki Perry	Arlene Versaw
Rick Cosci	Bill Kennedy	Debbie Peterson	Jim Ver West
Tom Cyr	Janine Kennel Rands	John Phipps	Tom Wallace
Dan Daniel	Rylee Kercher	Sheila Phipps	Dave Warren
Charles Davidson	Maia Kiley	Brian Polkinghorn	Yvonne Williams
Phyllis Davies	Larry Kimmelman	Tori Poppenheimer	Jennifer Williams
Charles Davis	Eunice King	Janyce Prall	Sylvia Williams
Gabby Davis	Tom King	Janet Pygeorge	Dick Wishner
Heidi DiSalvo	Ted Kloss	Jim Rallis	Tom Wohlmut
	Patti Kloss	Paul Rea	Ken Yeager
	Pete Kolstad	Linda Reynolds	Michael Young
	Nancy Kraus	Thomas Reynolds	Peter Zajac
	Ron Kusel		

d. Ongoing Input From All Areas Of SLO County: Are citizens **outside** of Trilogy (but **within** SLO County) vehemently opposed to the impacts of Phillips 66's crude oil trains and terminal? Absolutely!

Not only are they simply discussing the issue ... they've consistently taken action and made their views known to SLO County Planning Commissioners and Supervisors. This issue has people countywide not only "concerned," but it has stimulated them to be **proactive**, which we're sure you'll agree is relatively unusual for most citizens.

And, as more people first become aware of what Phillips 66 intended, and more relocate into SLO County each month, the size of the opposition will grow far stronger.

One way this can be seen is by going to the County's own website (<http://goo.gl/3yQuX9>) - please click on "Post EIR Comments." The overwhelming majority of correspondence is from those in opposition. And the vast number sent by individuals are from citizens in SLO County.

(Interestingly, the relatively small number of letters in support of the Phillips project focus on not having the plant close/jobs will be lost -- which you've agreed a number of times is not the case.)

Please see a sampling of comments from SLO County citizens on the following pages.

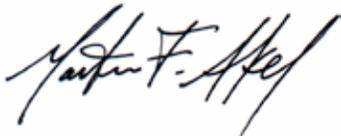
Supervisor Compton -- a truly critical examination of Phillips 66's polling clearly shows that it's fundamentally flawed and biased. It also demonstrates a larger issue -- that Phillips' Houston corporate executives may perceive SLO County as unsophisticated and easy to mislead with questionable polling tactics and campaign slogans such as protection of jobs, closing the plant, etc.

On the other hand, please accept the overt evidence presented in this letter. Opposition against Phillips 66's crude oil trains is **not a "NIMBY/Trilogy" issue** -- it's genuinely **countywide** in SLO County.

Again - members of the MRWG recognize and appreciate how hard you've worked to stay educated on the Phillips issue. And we hope you'll continue to keep an open mind and appreciate the facts (and yes sometimes the vigorous emotions) presented by your constituents.

Should you have any questions or desire further information, please contact me or Eunice King (408-234-2567; MRWCoord@gmail.com) or any MRWG Steering Committee member.

Most respectfully on behalf of the entire Mesa Refinery Watch Group,
Martin Akel



805-219-0208; akelassoc@earthlink.net

P.S. Kindly see the supporting information on the following pages.

**Examples Of Correspondence
Sent To SLO County Officials And To Local News Media
In Opposition To The Phillips 66 Proposed Crude-By-Rail Project**

ALL SENT BY SLO COUNTY CITIZENS

OCEANO:



Lynne Schlenker, Oceano Business Owner - In A Letter To SLO County Planning

Commission (Oct., 2015): “As a business owner in Oceano and as a resident of the Mesa, I want to express my strong opposition to the rail spur expansion project. Since 1975, my husband and I have entertained many thousands of people from all over the world at **The Great American Melodrama**. We have worked very hard over the past 40 years to make our business a wonderful place for families to enjoy and, we believe this business has been a major attraction and anchor in the town of Oceano and the entire Central Coast.

“In 2013, the Oceano Revitalization Plan asked business owners, *‘What large scale projects would attract people in Oceano and have the biggest impact on your business?’* I assure you that this project, which has the potential to pollute vast amounts of our area, and should a ‘major event’ occur, would put 88% of our town in the evacuation zone. **THIS IS CERTAINLY NOT SOMETHING THAT WOULD ATTRACT PEOPLE TO OCEANO!** As a business owner, I am well aware that we want economic growth and good jobs in all of our communities. However, allowing the interest of a single mega corporation to put every other resident, visitor and business owner at risk is wrong and irresponsible.

“After our tireless efforts over the past 40 years of building an entertainment business that has become a landmark in this community, I am deeply concerned that this project could potentially have a disastrous effect on us and could shut down our business should an ‘INCIDENT’ occur. More importantly, the potential health hazards that could effect many thousands of people would be substantial!”



Mona Pastor, Oceano Resident - In A Letter To Supervisor Lynn Compton (Jan., 2016):

“For public health and safety reasons I am definitely opposed to this proposal. I urge you to vote against this expansion of the refinery that would allow Phillips 66 to transport millions of gallons of flammable crude tar sand liquids via diesel train through our county neighborhoods, towns and agricultural fields.

I live 0.7 mile from the railroad crossing. Many families live within a couple blocks of the tracks. Their homes are in the area that could be burned by a derailment's explosion. This is not an issue of NIMBY, for over 95,000 SLO County residents live within that one mile blast/evacuation zone, or 35% of all residents.”

(continued)

 **Joe Giral, Oceano Resident - In A Letter To Supervisor Lynn Compton (Nov., 2015):**

“As a resident living in your district, I strongly oppose the approval of this facility. The tracks are less than a mile from my home and office. There are significant issues, as in blocking Grand Avenue for longer periods of time and in greater frequencies due to the proposal. As in increasing significantly the threat of highly toxic spills into our estuaries, protected park lands and agricultural fields. These are commerce issues, environmental issues and generally danger to persons nearby or within the "blast zone.”

“I will expect to have you seriously weigh this, as an oil spill, explosion, train derailling, toxic release or other accident will be your legacy, and sadly ours.”

 **Melissa Rissman, Oceano Resident - In A Letter To Supervisor Lynn Compton (Nov., 2015):** “You can be a hero to the 95,000 San Luis Obispo County residents living in the blast zone. I just became aware of the dangerous proposition of Phillips 66’s project to bring oil trains, not only within a mile of the home I purchased in May 2013, but through the length of San Luis Obispo county, and all of California. Please vote to reject the rail spur.”

 **David Crampton, Oceano Resident - In A Letter To Supervisor Lynn Compton (Nov., 2015):** “I am a resident at the Tierra Nueva co-housing community in Oceano. I ask that you represent my opinion and vote against/deny the approval of the rail spur project.

“My house is within the blast zone; as are many others and the Oceano Elementary School. I believe that the railroad company will be, in the long term, neglectful of the safety measures necessary to protect against a catastrophic accident.

“The argument about "Protect Jobs" is specious. Building the spur will take a few dozen jobs for some short time. Then the additional refinery operations will be staffed by a few operators. The net gain to the community is written large in red ink. Not a benefit at all.”

 **Jeanie Class, Oceano Resident - In A Letter To Supervisor Lynn Compton (Nov., 2015):**

“I live in one of several mobile home parks on Hwy 1 in Oceano, just a few blocks from the railroad track, along with thousands of other senior citizens. I am very concerned about the proposal to add many new train-loads of crude oil.

“Over the past few years I have read with horror about several derailments of these kind of trains in the US and Canada, which have had disastrous effects on residents and the environment. What would happen to us seniors if there was a derailment of a similar train in our neighborhood ? It is very frightening for me to think about, and I urge you to be as alarmed about all the new dangers to many of your constituents in south county.

“You were elected to represent and protect the public good, and I trust you will.”

(continued)

 **William Greene, Oceano Resident - In A Letter To Supervisor Lynn Compton (Nov., 2015):** “As a long time resident in Oceano, I ask you to not agree with the idea of these oil trains which have a potential of accidents and other problems. Please make sure this plan does not go into effect.”

 **Trish Wilson, Oceano Resident - In A Letter To Supervisor Lynn Compton (Nov., 2015):** “I am writing in opposition to the oil train spur that Phillips 66 is proposing.”

PASO ROBLES:

 **Laura and Bob Brooks Of Paso Robles, In A Letter To Planning Commissioner Jim Irving (Jan., 2016):** “As life-long residents and an educator in the north county, my husband and I are adamantly opposed to this project. No longer a ‘hick’ town, the north county developed as a tourist mecca to financial advantage of the entire county. Protecting water resources and a pristine environment is critical to the future of north county communities.”

 **Myra Lathrop Of Paso Robles, In A Letter To SLO County Supervisor Frank Mecham (July, 2016):** “It is unconscionable to even consider such a potentially unsafe and environmentally disastrous proposal, let alone approve it. No amount of reassurance from Phillips 66 will help if one of these trains derails, whether in Paso Robles, SLO or any other area. The devastation and potential loss of lives is unthinkable.”

 **Joseph Amanzio Of Paso Robles, In A SLO Tribune Letter To The Editor (July, 2016):** “We have been told oil train derailments are unlikely. However, there is no insurance available to protect communities from an unlikely event of massive damage and potential death resulting from an explosion of an oil train derailment.

“The only insurance is for our supervisors to demonstrate their social responsibility and deny the Phillips 66 application. If our supervisors approve the expansion, their approval would be the height of arrogance and disregard for the safety of SLO County citizens.”

(continued)



Jesse Gibson Of Paso Robles, In A Letter To SLO Planning Commissioner

Jim Irving (Sept., 2016): "I moved to Paso Robles as a watershed educator in (the) Joint Unified School District schools. Since then, I've learned about (the) project and am horrified. My concern for the safety of the children in Paso Robles is foremost.

"But my background as a hydrologist compels me to advise you this project could be disastrous and irreversible for the environment.

"Such a large portion of the tracks lie adjacent to the Salinas River. It would be foolhardy to jeopardize a water resource in the midst of California's prolonged drought.

"I urge you to vote no!"



Jay Adams Ph.D. Of Paso Robles, In A Letter To SLO Planning Commissioner

Jim Irving (Sept., 2016): "An approval would be a giant step backwards. Our economic future lies in tourism and renewable energy, not in P66's proposal.

"The trains would endanger the health and safety of nearly half of (Paso's) residents, (and) also contribute massively to air pollution and climate change by transporting and refining some of the dirtiest oil on Earth here. Paso in particular has a lot to lose. About every structure of importance is near the tracks!

"P66's proposal is part of its worldwide 'oil-by-rail' strategy and has little to do with local jobs. Why should our County accept the risks? We have much too much to lose and little to gain."



Holly Naylor Of Paso Robles, In A Letter To SLO County Supervisors (September, 2016): "My house backs up to the tracks. At my kitchen table I observed increases in vibrations (with) the San Ardo train loaded with oil.

"It seems to set up a harmonic effect that increases the vibration as the train goes by. My table shakes harder and harder. This does not happen with other trains.

"The vibration may (also) loosen spikes on the track (and) damage the underpass which is already cracked. I suggest your staff investigate the effects on railroad tracks."

(continued)

SAN MIGUEL:

 **Michael Sanders, San Miguel Resident, in a Letter To SLO County Planning Commission (Feb., 2016):** “I live in San Miguel and have a business in the town 200' from the the tracks. I am finding it hard to believe that Phillips 66 is going try to convince the people from Canada t o California that it is safe to bring that oil all those miles. I cannot with good conscious ever believe in this kind of behavior. Have we come to the point we will allow a corporate powerhouse to do something that we already know something bad is going to happen? We don't know when but it will happen.”

ATASCADERO:

 **Joyce Zimmerman Of Atascadero, In A Letter To SLO County Supervisor Debbie Arnold (July, 2016):** “I can’t believe you would in all good conscience endanger your constituents by voting in favor of the rail spur. I hope you will also encourage your fellow Board Members to vote against this outrageous proposal.”

 **Alan and Jean Ashby Of Atascadero, In A Letter To SLO County Supervisor Debbie Arnold (July, 2016):** “I ask that you not support the Phillips 66 oil trains. That is not an environmentally safe mode of transport. Vote no.”

 **Maggie Fertschneider Of Atascadero, In A SLO Tribune Letter To The Editor (July, 2016):** “Our Board of Supervisors is the only legal entity that can say ‘yes’ or ‘no’ to this project. This gives us a great advantage and a huge responsibility. I hope we will not fail the adults and children in Oregon and Washington, along with citizens in California.”

 **George Williams (Former Government Affairs Executive Of A Fortune 300 Energy Co.), Atascadero Resident, in a Letter To SLO County Officials (June, 2016):**
“I am shocked to hear of your consideration of plans that would put at risk close to 100,000 residents of the county, in the interest of supporting an individual corporation’s business plan.

“My house is in the area known as “the Lakes” – which has the rail line running along its entire length, where most if not all houses would be in the blast zone. The community is gated and has one evacuation exit, a metal automated gate, directly adjacent to the rail crossing. In the event of a derailment and fire, my neighbors and I would not have an evacuation option.

“Our community is counting on you to do the right thing. Protect our economic and physical well-being from this threat.”

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 **Kim Sanders, Atascadero Resident, in a Letter To SLO County Planning Commission (June, 2016):** “Please deliver to (Commissioner) Don Campbell. I live in Atascadero, and don't want my community exposed to the danger the trains pose. I also do not want increased rates of cancer in our community. Some of us live in this area so we don't have to be exposed to toxins we might find in a more dense urban area.

“When are decision makers going to get that we cannot keep putting turning a profit before ourselves? If we continue to put profits first, there will be no self.”

 **Kathleen Snelling, Atascadero Resident, in a Letter To SLO County Planning Commission (June, 2016):** “Are you aware of the small distance between the tracks on which these trains will travel and the location of schools, homes, and businesses along the route that passes through Atascadero? Schools, homes and businesses are sometimes as close as 100 feet from the tracks. My own home is less than ½ mile from the tracks. You must be aware of the potential for great bodily injury and/or loss of life should one of these train cars explode.

“What could be the cause for any reasonable person’s lack of concern for public safety? If one of these trains were to derail in Atascadero, there is potential for an explosion that would kill or severely injure many people within less than ½ mile of the train tracks.”

 **Lee Perkins, Atascadero Resident - SLO Tribune Letter-To-The-Editor (Sept. 28, 2015):** “The Phillips 66 refinery is essential. But (they’ve now) proposed bringing tar sands crude with a flammable diluent shipped by oil trains. The expansion would be on refinery property, but travel from Alberta through hundreds of cities, endangering lives all along the routes. I support labor concerns, but not Phillips 66, which falsely argues jobs are at stake without expansion.”

 **Richard Davis, Atascadero Resident - In A SLO Tribune Letter To The Editor (Nov. 4, 2015):** “Here’s his comment on Templeton’s Retired Fire Chief Greg O’Sullivan’s remarks in the Tribune - “Your identification of flash point as the more relevant metric than vapor pressure for the quantification of oil train risk is a fact that will be difficult to dispute. (And) the aquifer contamination you identified is much more important than fire risk insofar as no amount of money can reverse aquifer degradation.”

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 **William and Laura Edwards, Atascadero Residents, in a Letter To SLO County Officials (June, 2016):** “As Atascadero residents and railway neighbors -- in the name of public safety and water quality protection, we expect you will vote down any opportunity this proposal has of entering SLO County. This is an extreme danger to our diminishing water supply and to the lives this railway travels near.

“I am astounded that with (all) the people in protest - our representatives still voted NOT to exclude the proposal. I cannot imagine who the Planning Commission thinks they are representing, but it is not County residents.

“Clearly, their actions must be checked by the next highest rank. Supervisors - I implore you - do your research and most importantly, listen to your residential constituents. Else wise - this project will become the largest monster encountered since the drought.

“(The) explosion in Mosier, Oregon (proves) that explosions are going to happen. This is not a question of "if" but "when". You all know this to be true.”

 **David Broadwater Of Atascadero, In A Letter To The SLO County Board Of Supervisors (August, 2016):** “Today's FRA report shows how Union Pacific is far behind in implementing Positive Train Control, endangering those living and working near the tracks. Although SLO County doesn't have control over railroads, it behooves officials to incorporate reports like this into their decision-making. The safety of the public and the environment depend on your being as well-informed as possible.”

 **Jack Gibson, Atascadero Resident, in a Letter To SLO County Planning Commission (July, 2015):** “Living 100 feet from the rail tracks, I am strongly opposed to any increased rail traffic, especially this explosive type of material. A derailment would wipe out my neighborhood. Do not allow the Phillips rail spur to happen.”

 **John Joranco, Atascadero Resident, in a Letter To SLO County Planning Commission (Nov., 2015):** “I urge the San Luis Obispo County Planning Commission and Board of Supervisors to reject the Phillips 66 proposed rail spur. This project creates significant, unavoidable, and unnecessary risks for our communities.”

TEMPLETON:

 **Kelly Reed Of Templeton, In A Letter To SLO County Supervisor Lynn Compton (Jan., 2016):** “I am profoundly concerned about Phillips 66's proposal to expand its San Luis Obispo County refinery to receive oil trains carrying explosive, toxic tar sands oil. With more than 5 million California residents living in the oil train blast zone, for the sake of public health and safety I urge you to oppose this expansion.”

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 **David Bouquin, Templeton Resident, in a Letter To SLO County Planning Commission (Feb., 2016):** “These trains will go right through our communities. In Templeton, my town, they literally will travel less than half mile from our schools, houses, businesses, parks, open space, government buildings, etc.

“We have to have the courage to acknowledge this. What about the critical jobs and communities polluted if a derailment or oil spill occurs? This could negatively impact many more jobs for decades.”

 **Greg O’Sullivan, Retired Templeton Fire Chief - In A SLO Tribune Letter-To-The-Editor (Oct. 23, 2015):** “An oil train derailment involving multi-car fires in a highly populated area could result in hundreds of deaths, despite herculean efforts of first responders. Evacuation would be the highest priority. Only then could decisions be made concerning whether the fire should be allowed to burn. It should be noted (that) the closest Type 1 or 2 hazmat team is in Santa Barbara County.

“Protecting communities along the rail corridor outweighs any perceived benefit of the project. Don’t be misled by PR firms paid to spin the topic for Phillips 66.”

 **Cynthia Lewis, Templeton Resident - In A Letter To SLO County Supervisors (Dec. 13, 2015):** “You have the obligation to protect the health and safety of your constituents, and in doing so, you can (also) protect people from the Canadian border to Nipomo. You can do this by voting to stop the Phillips 66 Mesa Refinery Rail Terminal.

“There are NO good reasons to support trains or a terminal. We expect our supervisors to listen. If you take our health and safety seriously, you must vote NO.”

 **Jeffrey Lewis, Templeton Resident, in a Letter To SLO County Officials (June, 2016):** “Phillips 66 claimed oil trains are safe. Have you seen the oil train derailment and explosion in Oregon? Was that train safe? Fortunately, responders contained the fire to just a few rail cars. Could our firefighters do as well with a derailment on the Cuesta Grade? In downtown SLO? In downtown Paso Robles?

“If a similar derailment, or worse, happens in SLO County, will Phillips 66 pay all the costs? How will they reimburse widows and orphans? Will they pay all the firefighting costs? Will they completely clean up the spill? Will they pay for all the property damage? Will they remove at least as much pollution (in) the water and air as a leak and explosion will cause? Or will the Phillips 66 lawyers work to minimize their costs? Do the right thing - vote no!”

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SANTA MARGARITA:



Barbara Ahern, Santa Margarita Resident, in a Letter To SLO County Planning

Commission (Feb., 2016): “Let it be known that I am against the Project proposed by Phillips 66 due to its environmental impacts and the danger of a possible derailment of trains traveling the Cuesta Grade. This is a real possibility. Far too many trains coming through Santa Margarita would affect the community negatively.”

CAYUCOS:



Bryan Honore Of Cayucos, In A New Times Letter To The Editor (August, 2016):

“My granddaughter lives several stone throws away from the railroad tracks in SLO. She is having nightmares about exploding oil trains.

“The question of oil trains through SLO is a federal call. SLO has no power to stop them. (But) we can prevent them from building a station here. Let us do that! Phillips 66 just wants more money; that’s their business. The rest of us just want to live and continue breathing air that is not more messed up than it already is; that’s our business.

“What kind of world are we creating? For our grandchildren (and) everyone’s well-being? Where are we headed? All for the greed of a few and some blinded politicians.”

MORRO BAY:



Debbie Highfill, Morro Bay Resident -

In A SLO Tribune Letter-To-The-Editor (Oct. 27, 2015): “Explosions aren’t the only concern with oil trains. (They) belch extremely dirty exhaust into our air. It exacerbates asthma and cardiovascular problems. Why would we increase asthma in children when it is already on the rise? Why in the world would we lower our quality of air?”



Betty Winholtz, Morro Bay Resident, in a Letter To SLO County Officials (June, 2016):

“How can you not protect us, the public, from well-known disasters, documented risks, in all good conscience, in light of your sworn duty? Do you think it's not going to happen here because we're 'special?' We are not to be weighed against profit, we are not bets to be hedged. We are those to whom you are charged to protect and serve.”



Melissa Kelly Blandy, Morro Bay Resident, in a Letter To SLO County Officials

(June, 2016): “No project that contains the words ‘blast zone’ should be considered ‘acceptable risk’ to our county. The train that derailed and exploded near the Columbia River Gorge, should act as a stark reminder that oil trains carry unacceptable risk. SLO County could be a shining example of a county that puts the lives of citizens above oil for profit.”

(continued)

 **Chip & Emily Schamp Of Morro Bay, In A Letter To The SLO County Planning Commission (June, 2016):** “Too many oil train catastrophes have already occurred. The reward of job creation in favor of the oil trains is insufficient to the risk involved. Protect (us) from mishaps such as the one in Oregon. Protect our health and well being. Protect this beautiful county. Deny oil trains in San Luis Obispo County.”

LOS OSOS:

 **Madeline Palaszewski Of Los Osos, In A New Times Letter To The Editor (July, 2016):** “This project has many glaring health and safety issues and a long list of organizations that oppose it. From increased air and noise pollution to the very real possibility of a catastrophic derailment and explosion, this project is designed to benefit a few and could harm thousands of our citizens.

“I ask our elected officials to protect us from this dangerous project. Do what is right for SLO County and other communities along the tracks. Vote no rail spur project.”

 **Dr. Alice Welchert Of Los Osos, In A Letter To The SLO County Board Of Supervisors (June, 2016):** “I join thousands of other people in strongly opposing the Phillips 66 project. It is shocking that the Planning Commission is still moving forward in any form, over the recommendation of its own (expert) staff and testimony of hundreds of people, many of them experts, about the devastating consequences of these dangerous trains.

“As you know, another train - Union Pacific - exploded near the Columbia River. I try to imagine the mindset that would expose our state and county to this level of catastrophe. ‘We need the oil/jobs?’ ‘It can’t happen here?’ I urge you to be realistic. A derailment CAN happen here. Put the brakes on this horrific project designed to enrich Phillips 66 to the detriment of our communities.”

SAN LUIS OBISPO:

 **Ben Hoover Of Morris & Garritano Insurance, San Luis Obispo, In A Letter To SLO County Supervisor Debbie Arnold (Feb., 2016):** “Hi Debbie. I wanted to reach out and let you know that as a constituent, I am AGAINST the proposed oil trains. I would say the bulk of your district is within earshot of the train track and would have to share my sentiment. The last thing we need is more trains coming through our little community. Let me know if you have questions. Thanks!!!”

(continued)

 **Matthew Oakes Of San Luis Obispo, In A Letter To SLO County Supervisor Lynn Compton (Jan., 2016):** “As a SLO resident and person of faith I am profoundly concerned about Phillips 66's proposal to expand its San Luis Obispo County refinery to receive oil trains carrying explosive, toxic, and carbon intensive tar sands oil. With more than 5 million California residents living in the oil train blast zone, for the sake of public health and safety I urge you to oppose this expansion.”

 **Carolyn Gorsuch Of San Luis Obispo, In A Santa Maria Times Letter To The Editor (July, 2016):** “For over 30 years I owned my own business, and am very supportive of free enterprise. I understand businesses need to make a profit, but I would never have conceived of putting thousands of people, schools, hospitals, fire stations, government buildings and the environment at risk with my business practices.

“Anyone who supports the Phillips 66 proposal is irresponsible, or does not understand the ramifications and risks. SLO County supervisors have the responsibility to protect the residents, businesses, schools, and public services from potential disasters. The proposal is clearly a highly potential disaster.”

 **Nicole Fuller Of San Luis Obispo, In A Letter To The SLO Planning Commission (July, 2016):** “You must know that Phillips 66 has nobody’s best interest in mind – only their profits and production. Nobody who doesn’t profit wants it.

“You probably don’t realize there is a one mile blast zone radius.
30% of SLO county residents live in the blast zone ...

- Paso Robles - 45%
- Atascadero - 52%
- Templeton - 63%
- Santa Margarita - 100%
- Oceano - 88%
- Grover Beach - 76%
- San Luis Obispo - 72%
- Pismo Beach - 37%.

“You could not possibly know all of this and still allow it to happen. How could a person possibly make the decision to endanger those whose best interests they are entrusted to represent?”

(continued)

 **Robert Weatherford Of San Luis Obispo, In A SLO Tribune Letter To The Editor (March, 2016)** Regarding oil trains: “We are assured there is virtually no risk of an accident. How are we to know the risk? Does Phillips 66 have insurance for these trains? (If so) Phillips 66’s insurance carrier knows the risk. Let us see the carrier’s assessment of the risk. (And) what are the policy limits for this potentially multibillion-dollar loss?

“If Phillips 66 has no insurance for these trains (they) should post a multibillion-dollar bond for the potential losses. If the oil trains are so safe, the bond will be inexpensive.”

 **Steve Pax Of San Luis Obispo, in a SLO Tribune Letter To The Editor (May, 2016):** “Like it or not Planning Commissioners, you find yourselves in a position of tremendous and powerful responsibility. Profits are not the issue. The health and safety of many communities is in (your) hands. It is unseemly to be anything but extremely serious. Your decision is more important than usual. Please treat it that way.”

 **Mary Peracca Of San Luis Obispo, In A SLO Tribune Letter To The Editor (July, 2016):** “Two years ago, Mosier (Oregon) passed a resolution saying it wanted no oil trains coming through town. The federal government and Union Pacific ignored them and did it anyway. Mosier did not have a choice. We do. Say ‘No’ to the oil train terminal in San Luis Obispo County.”

 **Andrew Roof Of San Luis Obispo, In A SLO Tribune Letter To The Editor (July, 2016):** “I am dismayed at the attitude of several SLO County planning commissioners - (that their) vote doesn’t matter ... it will end in court anyway. (However) if the permit is approved, Phillips 66 can begin building the rail spur even if the decision is being contested in court. This will give the company serious leverage as judges will be reluctant to direct Phillips to remove what they have already built at significant cost.

“(Our officials) are tasked with protecting our health and safety, not Phillips’ profits. Americans are frustrated because government no longer works for the common good but for the interests of a few. Our commissioners need to re-evaluate their positions and vote unanimously to deny the spur.”

 **Natalie Risner Of San Luis Obispo, In A New Times Letter To The Editor (July, 2016):** “I had the privilege to grow up on the Central Coast. I am now raising my family in SLO County. And I am very concerned (that) a massive 1-mile-long oil train could be coming through the hearts of our towns.

“These tanker cars (are) a threat to humans, homes, schools and hospitals. Our county does not have the resources to pay for such a disaster. These trains will lower property values while increasing diesel particulate matter, which causes cancer, asthma, and other respiratory problems ... especially in children as their body and immune systems grow. Put the people before profit.”

(continued)

 **Deborah Dickinson Of San Luis Obispo, In A Letter To SLO County Supervisor Debbie Arnold (July, 2016):** “I am writing out of fear and anger. I know you have heard all the reasons and arguments why we should not allow these trains to travel through our county and why we should not allow Phillips 66 to build a rail terminal.

“I am FEARFUL because I live well within the ‘Blast Zone’; around the corner from Los Ranchos Elementary School, where the tracks run directly behind the buildings and playground. I am terrified of what will happen when one of these trains derails.

“I am ANGRY because it seems that County Supervisors are not listening to the voices of their constituents. I, as a registered voter, am imploring you and your fellow Supervisors to deny Phillips 66 their plans to increase higher profits by delivering low cost crude by rail through our beautiful county.”

 **Dean Arrighi Of San Luis Obispo, In A New Times Letter To The Editor (July, 2016):** “Oil trains would bring a black cloud of fear constantly hanging over our heads from the very real safety risk of a train derailment, explosion, and fire.

“This black cloud will negatively affect tourism, the local economy, and our peace of mind. I urge all government officials to make the right decision by rejecting the proposed rail project.”

 **Victoria Grostick Of San Luis Obispo, In A SLO Tribune Letter To The Editor (July, 2016):** “If you attended the July 9th rally, you were horrified by Mayor Arlene Burns’ tale of the derailment in Mosier. It was a chilling story of what could have been more disastrous if the wind had shifted. It took five days for the cars to cool.

“Imagine the impact a derailment would have here, with our population and the track’s proximity to homes, schools and hospitals.

“Write (to) the SLO County Planning Commission, your city councils and the Coastal Commission. Let them know you stand for safety and not profit for big oil.”

 **Fiona Duncan Of San Luis Obispo, In A Letter To The SLO County Board Of Supervisors (July, 2016):** “Please read the July 14th LA Times article. Please listen to locals and NOT to big oil companies. Vote no.”

(continued)

 **Robert Tubman Of San Luis Obispo, In A SLO Tribune Letter To The Editor (July, 2016):** “It is not a matter of if oil trains derail, it is a matter of when. Do we really need to be burdened with a huge potential financial and human cost without any benefit? I was struck by several post-derailment problems (that Mosier, Oregon) is experiencing:

1. Oil-soaked soil which will take months or years to clean up.
2. Diminished real estate values because of contaminated soil and the perception that this was the town where the oil train derailed.
3. Depletion of the town budget attributable to the fact that the area, as well as the fire and police departments, was tied up for weeks.
4. The fact that the town derived no benefit from these oil companies.
5. Despite finding rusted bolts along the track, the oil trains continue to go through Mosier. Talk about a stick in the eye?”

 **Damian Kramer Of San Luis Obispo, In A SLO Tribune Letter To The Editor (August, 2016):** “(Regarding Cal Poly University) - How and where do we evacuate all those university students, if and when one of those oil trains derails on the Grade, catches on fire and rolls a couple of rogue tankers into Cal Poly’s backyard? How does that scenario improve the overall economy of San Luis Obispo County? Time to wake up, Cal Poly.”

 **Charles Myers Of San Luis Obispo, In A Letter To The SLO Planning Commission (September, 2016):** “I live within 2 blocks of the Union Pacific tracks running through downtown SLO, as do thousands of other residents. Cal Poly student(s) oppose increased oil-train traffic, as do nursing and teacher organizations. Emergency providers are not adequately equipped or trained. Do the right thing - deny the application.”

 **Linda White Of San Luis Obispo, In A Letter To The SLO Planning Commission (June, 2015):** “As a resident of the City of San Luis Obispo, as a retired registered nurse, as a retired real estate broker, as a local business owner, I am strongly opposed to the Phillips 66 expansion. I expect our County Planning Commission and County Supervisors to do the right thing to protect the health, safety, and well-being of our residents and to reject the Phillips 66 expansion.”

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 **Dr. C. Hite Of Downtown San Luis Obispo, In A Letter To The SLO Planning Commission (October, 2016):** “The senior/disabled of my building have less opportunity to survive the smoke and fire from a rail accident. It doesn't matter if it is 3 or 5 trains (per week). Who will come for the wheelchair bound, fragile, non-driving residents, where retired seniors attempt to live independently?”

“The County must consider that disabled persons will not have an equal opportunity to survive and be evacuated. One thing that scars a community is when elderly are abandoned to die during a disaster. (The) Surgery Center (and) French Hospital (patients) near the tracks (would) have NO opportunity to flee an accident and survive.

“Needing surgery or having a baby becomes (under the P66 plan) an unacceptable risk. Any church service, graduation or gathering will carry a risk.”

 **Barbara Frank Of San Luis Obispo, In A Letter To The SLO County Board Of Supervisors (June, 2015):** “When you cast your vote, you represent not only your own district but the entire county, which includes me. I live in the Blast Zone.”

 **Jacquelyn Crane Of San Luis Obispo, In A Letter To The SLO Planning Commission (July, 2015):** “I am a citizen living within the blast zone of the railroad tracks. Twenty-nine county schools and Cal Poly would fall into the blast zone as well as both SLO hospitals. What a potential disaster! And so that Phillips 66 can create more profit by selling this cheap oil for foreign buyers?”

 **Victoria Phillips Of San Luis Obispo, In A Letter To The SLO Planning Commission (June, 2015):** “I am a third generation resident of San Luis Obispo and a teacher of 35 years. This project puts everyone living in the county at risk. You have the power to protect the community you were elected to serve. Do the right thing. Deny the permit.”

 **Joyce Tseng Of San Luis Obispo, In A Letter To The SLO Planning Commission (Nov., 2015):** “I am concerned about the toxic air emissions resulting from these shipments. Volatile toxic chemicals leak out of tank cars into the air poisoning communities along rail routes. In its latest environmental review, Phillips 66 even admitted that its proposed oil train facility will create ‘significant and unavoidable’ levels of air pollution, including toxic sulfur dioxide and cancer-causing chemicals. The report cites increased health risks -- particularly for children and the elderly -- of cancer, heart disease, respiratory disease, and premature death.”

 **Giacomo Renato Longato Of San Luis Obispo, In A Letter To The SLO Planning Commission (Feb., 2016):** “I am opposed to the construction of the rail spur. Oil train traffic is dangerous for our environment and health. I work quite close to a blast zone.”

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 **Sally Rogow Of San Luis Obispo, In A Letter To The SLO Planning Commission (September, 2016):** “I live in the Morro Vista Homeowners Association (17 homes) in SLO, and my house is literally a stone’s throw from the train tracks. I could not afford to move due to the insufferable noise and air pollution and potential danger.

“There have already been dozens of accidents of oil trains where they have been permitted – and this number is accelerating. Accidents are inevitable.

“This project is not about jobs or energy independence, it is about Phillips 66 increasing their profits. The CEO has stated that this project is “optionable,” meaning not necessary.”

PISMO BEACH:

 **William Abernathy Jr. Of Pismo Beach, In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “I live less than a mile from the train tracks. I’ve seen various oil train wrecks and the severe damage they can cause. I’m opposed to the potential explosions resulting in deaths, toxic fumes and forest fires to name a few concerns. With only two lane freeways we could never evacuate people in a timely manner. Please DO NOT let this proposal pass.”

 **Fred Fink Of Pismo Beach, In A Letter To SLO County Supervisor Debbie Arnold (July, 2016):** “Senator Corker, a Republican from Tennessee (has) said - ‘the highest, most important job of any public official is the safety and security of those he represents.’ I am curious if you feel that way as well?

“After seeing the damage (the Oregon derailment) did to the city and its people, do you feel that allowing (P66’s) trains through our county is the best way to protect the safety and security of citizens in Pismo Beach?”

 **Donna Kimber Of Pismo Beach, In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “My concerns are 1) that I live in the Blast Zone and 2) I am concerned about environmental threats if the oil train spills into a stream, river, watershed or public water supply. I also have many airborne allergies and am concerned about lowered air quality from train exhaust emissions and carcinogenic gasses. I firmly believe the proposed Phillips 66 rail spur is not in our communities best interest.”

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 **Mike McCurdy Of Pismo Beach, In A Letter To SLO County Supervisors (July, 2015):** “There is only large potential downside to a very large population of citizens who live near the train route. The very few jobs created are not even a factor. It is inconceivable that this would be allowed to go forward. Don’t allow money to rule over the almost universal public opposition to this.”

 **Kathryn Bumpass Of Pismo Beach, In A Letter To SLO County Supervisor Adam Hill (August, 2015):** “This project will be a disaster waiting to happen, threatening the safety and well being of all county residents, especially in areas like the one in which I live, Pismo Heights, within the blast zone.”

 **W. David Conn of Pismo Beach In A Letter To The SLO Planning Commission (March, 2016):** “I am giving this testimony as a professor of planning for more than 40 years (at UCLA, Virginia Tech, and Cal Poly) specializing in, among other things, the management of hazardous materials and disaster mitigation. There is a huge concern that federal preemption will prevent you, the Planning Commission, from requiring the proposed mitigations outside the refinery. If they are not required, in all likelihood they won’t be implemented.”

 **Judy Williams of Pismo Beach (letter to the Pismo Beach City Council):** “There are no advantages to allowing Phillips 66 to build a rail terminal in Nipomo and having oil trains pass through Price Canyon near my home. I ask the City Council to write to the SLO commissioners, asking them to deny the rail terminal.”

 **Marilyn Hansen of Shell Beach In A Letter To The SLO Planning Commission (Sept., 2015):** “I have lived in the County of San Luis Obispo since 1974 and own land and buildings in Arroyo Grande, Pismo Beach and Paso Robles. The Phillips 66 project poses a direct risk to public safety. The oil train facility will create unacceptable levels of air pollution, including toxic sulfur dioxide and cancer-causing chemicals. The potential harms from this project clearly outweigh the benefits.”

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ARROYO GRANDE:

 **Laura Doty, Arroyo Grande Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “It has come to my attention that you have commented about not hearing much opposition to oil trains passing through our county. Please, be aware that there are many of us who oppose this dangerous venture. It would increase air pollution and train traffic in densely populated areas as well as create a high risk of oil spills, fires, explosions and train derailments, endangering millions of people and the ecosystem. This is not in anyone's best interests. The train tracks and refinery are very near my home and I personally worry about the increased rail traffic in my ‘back yard.’ Please vote to deny the project.”

 **Kate Kytle, Arroyo Grande Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “I am writing this to tell you that I stand with the many people of SLO county in opposition of the Phillips 66 Oil Train project. Please vote no on this project for the safety of all of your constituents, and our towns.”

 **Mary Eister, Arroyo Grande Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “I am deeply vested in the children and their families in this community and I strongly oppose the rail spur. I have multiple concerns but feel it is important to clarify one misconception which I have witnessed repeatedly at multiple meetings. Some employees of Phillips 66 have stood and said, ‘Our jobs are threatened. Save our jobs.’ Yet no official representative of Phillips has ever stated nor published that the current employees' jobs are at risk. I respect the need to preserve the stable jobs in our county, but this continual threat is not based on truth.”

 **Stephen Dorsi, Arroyo Grande Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “It will be detrimental to property values of all real estate within a mile of train tracks in SLO County if the Phillips Oil train expansion is approved. This project would have a negative impact on our environment and on the health and safety of the residents of San Luis Obispo County.

“We trust that you represent us and not Phillips Petroleum.”

 **Janis Scott, Arroyo Grande Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “I haven't spoken with anyone who is in favor of (the rail spur). Who would be? We face all risks and Phillips gets all the benefits. There are none for the people along the route, and they are relying on your fairness to see that. I don't buy the argument that the refinery will probably close if we don't allow it. We would have been hearing about imminent closure long before now if that were true.”

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 **Jan Grigsby, Arroyo Grande Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “The idea of oil trains that are not in safe condition to transport the incredibly dangerous oil product through SLO county is an absurd idea! The previous disasters that have occurred elsewhere in similar situations has demonstrated that the oil companies are operating on short term profit motives, and have little regard for the safety and well being of the communities that they are transporting this extremely dangerous product through!”

"Saving Jobs" is the motto of the oil companies. . . . but the only jobs you will be saving, are those of the emergency medical teams and doctors that will have to do skin grafts on all the burned bodies resulting from oil train explosions!!!"

 **Cathy Murray, Arroyo Grande Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “I am a 36 year resident of Arroyo Grande and 42 year resident of SLO County. I taught high school in this area for 37 years and I care deeply for the safety and welfare of our young people.

“My concerns are foremost the public safety of our population. Should there be a train derailment resulting in a devastating fire and explosion, nearly half of the population in the county would be in danger as they live within this blast zone. A high proportion of our county schools our well within the blast zone. In addition to the danger of explosion, the large amount of exhaust and particulate matter emitted by the increased number of trains traveling through our county would cause irreparable harm to our air creating a danger to public health.”

 **Nine Reinacher, Arroyo Grande Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “As a resident living in south San Luis Obispo County, I strongly oppose the approval of this facility. My concerns are many: the environmental impact of this project is enormous. If there were an accident or a spill, our community would be devastated. Our economy would suffer and tourism, a huge industry on the beautiful Central Coast, would halt.”

 **Richard Robinson Of Arroyo Grande, In A Letter To The SLO Planning Commission (June, 2015):** “This project could also jeopardize many of the local oil producers, especially if Phillips can purchase the Canadian crude for a dollar or less per barrel. Who stands to benefit from this highly unpopular project? We the people assume all the risk, while Phillips 66 receives all the benefits.”

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 **Natalie Beller Of Arroyo Grande, In A Letter To The SLO Planning Commission (June, 2015):** “I am a registered nurse and a mother. I stand with the others who have written you to deny the oil train rail spur. Please chose to protect the hundreds of people that live, work, and go to school near the railroad tracks.”

 **Vincent Antonio Of Arroyo Grande, In A Letter To The SLO Planning Commission (September, 2016):** “I am very familiar with the Mesa. Putting that spur there would disrupt the topography to no one’s benefit. Pursue the denial - our county would be so much better off for (the) many reasons presented during the hearings. Thank you for reading my plea.”

 **Laura Sheehan Of Arroyo Grande, In A SLO Tribune Letter To The Editor (July, 2016):** “It is with great dismay that I learned that trains carrying heavy crude are being considered by the county to be delivered to the Mesa Refinery in Nipomo.

“(These) trains have caused destruction and loss of life in other areas, and it is appalling that the oil and rail companies involved would have the arrogance to even consider such activity on our beautiful Central Coast. It has been said that, if this permit is not approved, the refinery will close, causing loss of jobs. It turns out to be a big lie.”

 **Gina Whitaker, Arroyo Grande Resident, in a Letter To SLO County Officials (June, 2016):** “Yesterday, a train hauling crude oil derailed and exploded near the Columbia River Gorge. Do you really think this cannot or will not happen in SLO County? Are we somehow exempt in your minds from the possibility – nay, likelihood – of this kind of thing happening (here)? This serves as a powerful reminder of what’s at stake in our fight to stop the Phillips 66 oil trains project. Now more than ever, we need to make sure YOU do the right thing.”

 **Cheryl Storton Of Arroyo Grande, In A Letter To SLO Planning Commissioner Ken Topping (October, 2016):** “I encourage you to vote NO on this project. Show courage and leave an important legacy in our county. Your NO vote will demonstrate you are concerned with the health and well-being of citizens, and realize that importation of crude from Canada may result in a loss of income for this county when Phillips refines less local oil.”
(Mr. Topping subsequently voted “no project.”)

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 **Howard Dolinsky, Arroyo Grande Resident - SLO Tribune Letter-To-The-Editor (Sept. 30, '15):** "Signs in support of the Phillips 66 rail spur project are now on South County roads - 'Protect Jobs.'

"(But) no organization takes responsibility for the signs. If the company's backers are claiming unprofitability and future job loss, Phillips 66 should make the facility's financial statement public record. Otherwise, this sign campaign is just a 'scare tactic' lacking credibility."

 **Kay Gore Of Arroyo Grande, In A SLO Tribune Letter To The Editor (July, 2016):**

"I am shocked at the lack of concern many officials have displayed relevant to the significant health and safety risks to SLO County citizens and the environment posed by the Phillips 66 rail spur.

"The trains (they) propose have already proven to be not only a highly flammable risk if derailed, but also simply by traversing the tracks, the toxins they spew would result in a calculable increase in lung and heart diseases, as well as cancers.

"We look to the Planning Commission to uphold its duty to the greater community to keep us safe and to guard our health and environment by denying the rail spur."

 **Craig & Karen Spease Of Arroyo Grande, In A Letter To SLO Planning Commissioner Jim Irving (Sept., 2016):** "(The) Planning Commission Staff has recommended that the Phillips 66 Rail Spur application be denied. I agree and to do so without delay, because Class 1 impacts cannot be mitigated."

 **Adam and Mitra Nafisi Of Arroyo Grande, In A Letter To SLO Planning Commissioners (Feb., 2015):** "We are following horrible accidents involving transportation of crude by trains in places like North Dakota, Canada and West Virginia. We believe this expansion will adversely affect our community. We are particularly worried about train routes close to populated areas such as Cal Poly."

 **Alfreda Joan Phillips Of Arroyo Grande, In A Letter To SLO Planning Commissioners (April, 2015):** "I am writing of my extreme concern of the Phillips 66 project. They send nice letters promising our safety, (promises) they cannot keep. The new cars Phillips 66 is trying to say are safe, are not safe. They can derail and rupture at low speeds."

 **Martin and Shirley Levine Of Arroyo Grande, In A Letter To SLO Planning Commissioners (August, 2015):** "We are 49-year residents of SLO County. We vehemently oppose the Phillips 66 Train Spur. Aside from filling the coffers of Phillips 66, there is absolutely NO reason to have all these inherent dangers to our county and residents."

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 **Deah Rudd Of Arroyo Grande, In A Letter To SLO Planning Commissioners (Nov., 2015):** “The expansion would only benefit Philips 66 and put hundreds of thousands of locals at risk including myself and my family who live within 1/4 mile away of the plant and within 1/4 mile of a dangerous crossing. I don't see any compelling reason to allow this expansion.”

 **Judith Bernstein Of Arroyo Grande, In A Letter To SLO Planning Commissioners (Jan., 2016):** “I wholeheartedly support the conclusion of the SLO County Planning Commission that allowing crude oil trains to pass through our County poses undue risk to citizens and the environment for the many reasons the opponents have given.”

GROVER BEACH:

 **Basil Jenkins Of Grover Beach, In A Letter To SLO Planning Commission (Jan., 2016):** “I am writing to express my total opposition to allow an expansion of the Phillips 66 plant in Nipomo ... only a few blocks from my residence (in Grover Beach). Foremost in my concern, and that of my tenants and all of the neighbors I have consulted, as well as the majority of the population of the South County Five Cities and adjacent areas, is the rail safety impacts the project could have.

Based on an already having occurred train derailment in 1986 only a few blocks from my house and apartments and resulting in evacuation from my property as a result of leaking chlorine gas from a tanker car, the probability, even inevitability, of future rail accidents in this area confronts residents every day.”

 **Sarah Newfeld Green Of Grover Beach, In A Letter To SLO Planning Commission (Jan., 2016):** “I am a married woman living in Grover Beach not far from the rail tracks. I have asthma and I look after my disabled husband who also has lung problems. If these oil trains are allowed to come through San Luis Obispo county it will be utterly detrimental to our health. Not only that, but the smell, the danger of spillage, the pollution of air, water and land where our wonderful California produce is grown would be devastating to everyone living in this area. I am totally against this proposal. Our lives are at stake.”

 **Patricia Markcity Of Grover Beach - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “I moved to SLO Co. for clean air, safety, much less pollution than L.A. I have been here 17 years, and am a home owner. I strongly OPPOSE OIL TRAINS coming through here, and I am appalled that it is even a consideration. Please VOTE NO on this ludicrous proposal. What a shame if this beautiful county is ruined by bad air and a spill of oil.....which has happened so often all over the country.....recently, and for many years.”

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 **Norma Beaton Of Grover Beach, In A Letter To SLO Planning Commissioners (Feb., 2016):** “It would be ridiculous to approve mile long trains, carrying 2,190,000 gallons through our small towns FOR 20 YEARS. The fact that Phillips 66 is asking for 20 years of access for 85 car length trains, 5 days a week, shows that Big Oil is taking advantage of our small towns. Do the right thing.”

 **Robert Hunter, Grover Beach Resident - In A SLO Tribune Letter-To-The-Editor (Aug., 2015):** “In 1983, my wife and I bought a house about a block from the railroad. We quickly became accustomed to it. A year and a half after our purchase there was a derailment of tank cars at the end of our street. We were forced to evacuate.”

“Thanks to the quick response of the emergency personnel and dumb luck, nothing catastrophic happened. I still live in that house in Grover Beach. Can we afford to trust an aging rail system to transport potentially devastating cargo through our towns at the possible expense of lives and property?”

 **Mark Nelson Of Grover Beach, In A Letter To SLO County Supervisor Debbie Arnold (July, 2016):** “This project, EVEN IF DONE SAFELY, will significantly degrade our air quality, visual appearance, noise levels and traffic flow. And heaven forbid, what would a derailment do (to us)???”

 **Susan Ross, Grover Beach Resident, in a Letter To SLO County Officials (June, 2016):** “The people of SLO county have spoken loudly - we do not want oil trains. Your job is to represent the people of SLO county. I have grave concerns that your representation will not be there for me - a property owner, post-train derailment. I urge you to pony up and responsibly represent your constituents - the residents.”

 **Bud and Gayle Bond Of Grover Beach, In A Letter To SLO Planning Commission (Jan., 2016):** “We have invested in our coastal property for over 25 years as our future retirement in a beautiful little coastal community with walking access to the beach. This project with 80 rail cars going through our community almost every day of the week is totally unacceptable and will be detrimental in many ways to the entire Central California coastal area.”

(continued)

NIPOMO:

 **Katherine Tindula, Nipomo (Not Trilogy) Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “I would like to inform you that EVERYONE we know is opposed to the oil trains. We do not know one single person supporting it. We will galvanize every group to which we belong to vehemently oppose this proposal.”

 **Steven Aronie, Nipomo (Not Trilogy) Resident, In A Letter To SLO County Supervisors (July, 2016):** “I am a property owner and tax payer. Your decision would impact the quality of our coastal environment, our property values, noise, air, water, pollution levels, and the safety to our families.

“We demand you follow the will of the vast majority of voters and residents. Do your elected duty - preserve our safety. Your decision (can) put at risk millions of Californians. Your decision to deny a permit would say you serve the people.”

 **Denise Barilla/Woodhaven Farm, Nipomo (Not Trilogy) Resident - In A Letter To SLO County Planning Commission (Dec., 2015):** “Our family resides in Nipomo near HW1 on a farm consistent with the values of the Central Coast over the past 12 years. As a family run farm who strive as growers to provide the local community with locally grown product, we would be considerably impacted by the planned rail expansion with regard to noise and risk of rail activity expansion hazards.

“We are aware of the hazards that similar communities have experienced in light of monetary gains in our own country and Canada. We ask you to, on the behalf of the community that choose to live, nurture and support the unique niche of the Central Coast, to support us in what we want to bring to our children, and reject expansion of the proposed Phillips 66 project.”

 **Vincent McCarthy, Nipomo (Not Trilogy) Resident, In A Letter To The SLO Planning Commission (September, 2016):** “I protest the P66 rail project. Fire departments (have) said they do not have the expertise or equipment to fight these derailments. Getting first responders to the fire is going to be a major traffic problem, with people trying to get out while fire support from other areas is trying to get in.

“The jobs, taxes, and spent income this project will render is extremely small (compared) to the damage if SLO has a derailment. This is (about) the Almighty dollar and nothing else. Safety and the public be damned. It’s all for corporate power and money.”

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 **Michael Kutilek, Nipomo (Not Trilogy) Resident - In A Letter To SLO County Planning Commission (Feb., 2016):** “ I own a home very near the proposed terminal site in the Black Lake development of Nipomo. The proposed terminal, with the accompanying frequent train movements, poses grave risks to my neighbors, myself and indeed to homes, schools and businesses along the entire train rout.

“Oil trains throughout North America have a terrible safety record with frequent derailments and explosions that have caused death, destruction and environmental degradation. I have two granddaughters that attend Ocean View Elementary in Arroyo Grande, just a short distance from the very tracks that will carry those trains. They both play sports at facilities that lie even closer to the tracks. I fear for my granddaughters’ health and safety, as I do for all children whose homes, schools and recreation areas are in harms way.”

 **Joyce Adams, Nipomo (Not Trilogy) Resident - In A Letter To SLO County Planning Commissioner Don Campbell (Jan., 2016):** “Approval of the Phillips 66 project would jeopardize public safety, air quality and open us up to other environmental risk factors. Do not allow Phillips 66 attorneys to bully us for a project that is not right for our area. I, along with thousands of others, ask that the project be denied.”

 **Rachael Hazen, Nipomo, (Not Trilogy) Resident, in a Letter To SLO County Officials (June, 2016):** “The potential for an inferno in downtown SLO, downtown Paso, or Grover Beach is just as high as in Nipomo. Seriously consider your complicity in any future derailments. Also consider the impact on tourism. No one goes to the wine country or beach to smell or breathe fumes from these trains, or to endanger themselves and their kids.
Be foresighted. Deny this foolish project.”

 **Laura Gebhart, Nipomo, (Not Trilogy) Resident - In A Letter To The SLO Planning Commission (Aug., 2015):** “As a neighbor of the refinery, I don’t want my family or any of our neighbors to be subjected to the risks or dangers involved with transporting flammable oil on rail lines. Money should not outweigh the safety of us who live in this county. Do not approve the proposal.”

 **Rose Lutjen, Nipomo Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “I am deeply concerned about pollution, health and safety of myself, family and particularly my grandchildren.

“I have friends all over (in other communities) concerned as well. Our closest friends have decided not to move here because of environmental, personal health and safety and the specter of the rail approval. I urge you as our representative to rise above political ties and recognize what is truly in the best interests of the people you represent.”

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 **Violet & Ron Hovden, Nipomo Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “We wish to express our concerns about the proposed oil train project. In speaking with many other residents of South San Luis Obispo County, and through reading various print and web publications, we know that our concerns are held by many, many others, and wanted to add our personal input as well.”

 **William McQuilkin, Nipomo Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “This project has a great deal of downside and no upside for SLO residents. Our county gets all of the risk while P66 shareholders and executives make millions. The Blast Zone encompasses thousands of residents as well as major hospitals and public safety facilities. An oil derailment could do irreparable harm to our tourist economy and significantly harm small businesses. The environment and our air quality would suffer, as well, from train exhaust emissions and carcinogenic gasses.”

 **Jack & Dorothy Mauger, Nipomo Residents - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “The results of any derailment will be between bad and catastrophic - depending on where it happens, whether oil is spilled, and whether it catches fire and explodes. Even if there is never a derailment, the trains will produce air, noise and visual pollution. Nowhere will these effects be felt as severely as in (South SLO County) where we already suffer from unacceptably high levels of particulates in the air we breathe.”

 **E.Scott & JiaNa Mooney, Nipomo Resident - In A Letter To SLO County Supervisor Lynn Compton (Feb., 2016):** “Not only myself but our community is already a victim of the Phillips 66 terminal efforts. If we, as a County allow Phillips 66 to proceed it will have an overwhelming negative effect on our Air Pollution, Noise Pollution, Visual and Light Pollution, and our safety. Also, we would be exposed to possible derailments of 66 trains carrying dangerous fuels.

“Please oppose and stop this self-centered idea done by a huge oil corporation. Our community has great value!”

 **Allen Larson, Nipomo Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “SLO county and communities are well known tourist destinations, from the beaches to the vineyards and everywhere between. Our agricultural lands are fertile and productive. An oil train derailment could do irreparable harm to our tourist economy, damage agricultural resources and vineyards, and significantly harm small businesses.

“Any homes and other buildings in the blast zone may see their property values diminish; may not have insurance coverage for oil train damage; and need to disclose the oil train danger in any real estate transactions. The proposed Phillips 66 rail spur is not in our communities best interest.”

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 **Michael Young, Nipomo Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “The Phillips 66 Project is what in economics is termed a ‘negative externality,’ an economic gain to one party, Phillips 66 in this case, and for its failure to compensate its neighbors adequately for the negative effects of its project, a net economic loss to another party.

The negative externality extends to any person or business within the range of the Oil Trains and the Project throughout SLO County.

We will be filing an appeal for property tax abatement on the order of 20% for our residence at the next opportunity should this property be approved. Even with the potential for its approval, the value of our property and all properties within the zone of negative influence from the Phillips 66 project has been negatively affected. Thus, we shall file an appeal for property tax abatement of 10% based upon the conditional probability of approval that has already negatively impacted the value of our property.”

 **Steve Dubow Of Nipomo - SLO Tribune Letter-To-The-Editor:** “Cities in (SLO) county have been conspicuous in their failure to voice an opinion. They use the excuse that they don’t have the jurisdiction to accept or reject the P66 plan, so why should they take a position?

“Cities and counties up and down the state have weighed in and they don’t have the jurisdiction either. They want the SLO Board of Supervisors to know their decision affects not just SLO County, but the entire state and beyond. SLO County cities owe it to their constituents to let them know where they stand. We are waiting!”

 **Doug Sweet, Nipomo Resident - In A Letter To SLO County Supervisor Lynn Compton (Oct., 2015):** “San Luis Obispo will be my home for the rest of my life. (But) the County has an issue which could have a very serious impact on our quality of life and safety. The Phillips' Plan needs to be scrutinized very carefully. When there is an accident, there are major impacts.

“There seems to be plenty of oil pouring into the Santa Maria Refinery from Cat and Price Canyons. Doing a risk/rewards assessment, as a citizen, I don't see any reason to accept the risks associated with this project. The rewards appear to to allow Phillips to refine crude trained in from other parts of the country or Canada. Why should SLO County take all the risk and only Phillips reaps the reward. If we say ‘NO’ to Phillips, it will not change their current operations ... they will continue to prosper, as they should.”

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 **Fred Ventura, Nipomo Resident - In A Letter To SLO County Supervisor Lynn Compton (Nov., 2015):** “My concerns are the proximity of oil trains to where my kids and grandkids live, go to school and work. Some things are just too dangerous and transporting highly volatile crude oil by rail is one them.

“Human beings make mistakes and a mistake involving oil trains would devastate our community. There are other ways to bring oil to the Phillips 66 refinery; the pipelines have worked safely for decades and it is only because of a desire to increase profits that cheaper oil by rail is being considered.

Certainly Phillips 66 is entitled to seek ways to improve their profits, but risking the lives of families who live along the path of the oil trains should not be one of them.”

 **John Hall, Nipomo Resident, Professor Emeritus of Public Affairs; Arizona State University - In A Letter To SLO County Supervisor Lynn Compton (Dec. 1, 2015):** “The SLO County Board of Supervisors has the opportunity to avoid, not just mitigate, oil train tragedies. Unlike many enormous issues of our time, the truly good news is that in this case, local control rejecting the Phillips request can be exercised to prevent the oil trains derailing the County’s quality of life and economy.”

 **Dorothy Modafferi Of Nipomo, In A Letter To SLO Planning Commissioners Jim Irving, Ken Topping, and Eric Meyer (Oct., 2016):** “Thank you for listening to the public and your staff’s countless hours of research. It is wonderful to know that some representatives listen to facts and concerns of not only SLO County residents, but also the vast numbers of institutions and residents in California who would have been affected by the Canadian crude oil trains.

“I am very proud of your reasonable thought processes and decision to protect SLO residents, which is of course, your obligation and ultimately your legacy.”

 **Yvonne Williams, Nipomo - SLO Tribune Letter To The Editor (February, 2016):** “During the hearings, a Phillips 66’s representative touted core values, including ‘honor.’ Nevertheless, (their) attorney attempted to lecture, admonish, even threaten SLO planning commissioners, saying that if they deny the project, oil will arrive via trucks.

“(This) was followed by refinery employees whose testimony showed they truly believe their jobs are in jeopardy. Would an honorable employer allow employees to believe their jobs are in danger when the facts show otherwise? The final EIR concludes, ‘There is adequate crude supply for the Santa Maria Refinery even without the rail spur project.’

“Why are Phillips 66’s corporate executives using employees as tools in their quest to further nationwide crude-by-rail objectives?”

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 **Jack Moyer Of Nipomo, In A SLO Tribune Letter To The Editor (August, 2016):**

“The (SLO Tribune) column by Matthew Hoy was distressing in its misstatements borne of a misinterpretation of fact. He refers to the ‘benefits’ of the plan; however none are referenced in his writing. Perhaps there are none?

“He refers to a ‘spur.’ (But) the project is a major offloading facility (for) 80-car trains to offload toxic, volatile tar sands next to residential neighborhoods. The expansion will create unacceptable noise, artificial light and diesel emissions to an area already impacted by levels of air pollution that exceed state standards.

“Hoy says jobs will be lost if the proposal is defeated. The proposal adds (only) 12 positions if approved. No jobs are lost if (it’s) defeated. It is the duty of Supervisors to adhere to their sworn duty to protect the health and safety of constituents.”

 **Joe and Cheri Briskey, Nipomo, In A Letter To The SLO Planning Commission (Oct., 2015):** “We are in opposition because continuing rail accidents causing oil spills across the U.S. have demonstrated conclusively that crude cannot be shipped safely by this method. We will be following closely the outcomes of actions or inactions by our elected officials.”

 **Ethel Landers, Nipomo, In A Letter To The SLO Planning Commission (Sept., 2016):**

“Cree proverb -- ‘Only When The Last Tree Has Died And The Last River Has Been Poisoned And The Last Fish Has Been Caught, Will We Realize That We Can't Eat Money.’ “

“I have grandchildren in Arroyo Grande less than a mile from the tracks. I live in Nipomo and already suffer from asthma due to the current Mesa pollution. This proposal is all about a corporation making billions at the expense of people.

“Vote no due to: the possibility of oil train derailments & horrors that follow; the negative impact on air quality; the possible rail and trestle collapse; the negative impact on our tourist economy; or the danger to the schools and children.

“Keep stinky, dangerous revenue elsewhere. Bring healthy, clean, safe business to SLO.”

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 **Dr. and Mrs. J. Dennis Steen, Nipomo Resident, in a Letter To SLO County Officials (June, 2016):** “It would be criminal to risk the health and lives of the citizens here – to say nothing of the magnificent environment, by approving the Rail Spur.

“Do you want a catastrophe such as (the Columbia River Gorge) on your collective consciences? Imagine an accident of this magnitude happening in SLO County near your home, next to the school your children attend, your church or the hospital.

“The railroads can no longer claim a ‘safe track record.’ Too many disasters have already been documented. The Oregon Governor stated that Mosier wasn’t prepared to handle the horrendous impact. Neither is SLO County!”

 **Stanley Fisher, Nipomo Resident, in a Letter To SLO County Officials (June, 2016):** “I sat in the audience listening to members of our SLO planning commission tell us there was no risk in crude by rail. I wonder what you are now thinking when you read that another crude oil train has wrecked (in the Columbia River Gorge)?

“Planning commission members should put safety of constituents at the highest priority. This does not appear to be the case.”

OTHER SLO COUNTY RESIDENTS:

 **Susan Harvey, President of “North County Watch”, in a Letter To SLO County Planning Dept. (Jan., 2016):** “We support the Staff recommendation to deny (the) permit for a rail spur at the Phillips facility in Nipomo. Of particular concern are the safety and public health issues that would affect the entire county.”

 **Mark Schmitt, SLO County Resident, in a Letter To SLO County Officials (June, 2016):** “With the overwhelming facts surrounding the dangers of transporting by rail this particular variant of tar sands oil, with its diluents that make it a flammable liquid, why on earth would any commissioner support this project?

“There is no credible evidence supporting (Phillips 66’s) claims of job losses, a shortage of existing oil, or an economic advantage to the county. Should this project be approved, and injury, loss of life or environmental disaster result from a derailment, well, that’s something each of you will have to live with.”

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-  **Ron & Terri Chappel, SLO County Residents, in a Letter To SLO County Officials (June, 2016):** “How in good conscience, after the disastrous derailment in Mosier, Oregon, can you consider the Nipomo rail spur to be good for San Luis Obispo County and its inhabitants, in any way? There can be no corporate mitigation that would justify approving a project that endangers the health and welfare of so many. Consider carefully what approval of this ill-advised corporate proposal would mean to us all.”
-  **Patrick McGibney, SLO County Resident, in a Letter To SLO County Officials (June, 2016):** “If what has just happened in Oregon's Columbia River Gorge is acceptable to you and you're willing to allow that or worse to happen in our County, you're not doing your job. No excuses, no beating around the bush. This can not be allowed!”
-  **Elizabeth Demsetz, Cal Poly Senior Lecturer, Physics, in a Letter To SLO County Officials (June, 2016):** “Dear Commissioner Irving - Despite the common misconception of land ownership as an unlimited and inalienable right to ‘do anything’ with the land, ownership is and has always been a social contract between the owner and society. This contract grants the land-owner certain privileges, but demands that he or she not infringe upon the rights of others.

“The root issue in the Phillips 66 controversy is that the federal regulatory system, by its very nature, is not capable of adequately protecting people from the danger of trains carrying crude. The social contract must take into account the parameters of the society in which it is operating, including the imperfect regulatory system.

“A decision to deny the proposal is not an infringement of Phillips 66’s property rights. (It is) actually an essential step in defining the responsibilities those rights entail within the societal context in which they will be operating.”
-  **Maia Kiley, SLO County Resident, in a Letter To SLO County Officials (June, 2016):** “I am a 29 year old concerned SLO citizen. I live within a mile of the train station and hope to raise a family here. However I am extremely concerned given yesterday's derailment and explosion in Mosier, OR. I urge you to PLEASE oppose the oil trains.”
-  **Diane Otto, SLO County Resident, in a Letter To SLO County Officials (June, 2016):** “Imagine this disaster complicated by the spill reaching the ocean, fouling and burning Hwy 1 and two state parks ... or perhaps the housing and students of Cal Poly. It is inconceivable that you would even consider such a risk.”

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 **Ariana Brando, Cal Poly Student:** The issue of “dangerous oil trains is larger than just an explosion or fire. The future of watersheds, air, land, people, schools, and businesses along the Central Coast are being risked. This is a call for ethical responsibility. What needs to happen is a rethinking of how our society can serve communities, not corporations. Do not let Phillips 66 derail our future.”

 **Madison Fleming, Cal Poly Student in a Letter To SLO County Planning Dept. (Jan., 2015):** “I fear that the Phillips 66 project will put the Cal Poly campus and greater SLO area at risk. This project presents significant, unacceptable, and fatal risks. Keep our home and community safe.”

 **Kathleen Minck, SLO County Elementary School Teacher:** “Elementary, middle and high schools in the county (are) in the blast zone. Our children are at extreme risk if there is a major oil train accident. Also, increasing air pollution from the trains will affect all our children with asthma, even in the absence of a major accident.”

 **SLO County Citizen John O'Connell - Letter To The MRWG:** “Supporters say that since Phillips 66 has been such a good neighbor, it can be trusted to do the right thing.

“These naive folks don't realize that companies change management all the time, and can turn from friend to enemy in a single merger.” (Note: This is exactly what has happened! When P66 was recently spun off from ConocoPhillips, new management was installed and they went in a “New Direction” ... i.e., “crude-by-rail” instead of pipeline.)

 **Asad Shah, SLO County Resident, in a Letter To SLO County Officials (June, 2016):** “It is with great disappointment I write to you the Planning Commission. I cannot imagine how after the entire community has spoken against this issue, you decided to move forward (in the straw poll) with allowing oil delivery by trains.

“You have no business holding this office if you did not hear the loud and clear voice of your constituents. The three men who voted for this clearly are out of touch with modern thinking. We care about about our children’s health and the environment. I hope the Board of Supervisors has more sense than you.”

 **Frank Kalman Of SLO County, In A Letter To The SLO County Building & Planning Department (Sept., 2016):** “There is no argument there is a history that these oil trains derail, explode and kill. (I am angry) that anyone would endanger peoples’ lives just so they could make more money. I don’t think anyone’s job is worthy of endangering people’s lives.”

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 **Donn and Robin Jewell Of SLO County, In A Letter To The SLO County Building & Planning Department (Jan., 2016):** “We are voicing our opposition to this project. We are concerned for the public’s safety if trains carrying highly toxic and explosive crude oil are allowed to journey through our communities on their way to a rail terminal at the Phillips 66 refinery. Devastating train derailments have occurred in other parts of the country, and although the pollutant is different, we do not want to find ourselves having to deal with the devastating results.”

 **Rebecca Murphy Of SLO County, In A Letter To The SLO County Building & Planning Department (Jan., 2016):** “Please do whatever it takes to prevent the Phillips Petroleum oil train cars from entering our beautiful county. The potential for disaster is enormous.”

 **Alissa Feldman Of SLO County, In A Letter To The SLO County Building & Planning Department (Feb., 2016):** “(With) Phillips 66s rail spur project we will be subjected to foul air polluting our air quality, increased dangers and effects to areas in the south county. Additional traffic throughout our downtown region with increased traffic along the rail line means more idling cars stopped and increased smog and harmful emissions. The potential for a disaster is unfathomable especially when the rail line would truly bring San Luis Obispo to a halt. Homes, hospitals and the University would be drastically effected if a train derailed or a threat was carried out involving the tanker trains.”

OTHER:

 **Cecilia Maida, TOURIST, in a Letter To SLO County Planning Dept. (Feb., 2016):**
“I’m a California resident that travels, frequently, to your area to vacation so I wanted to give my opinion on Phillips 66 proposal for rails to carry oil.

“Was shocked to even see such a proposal. They will destroy (your) environment as they have done in coastal waters. Do not set us on road backwards.”