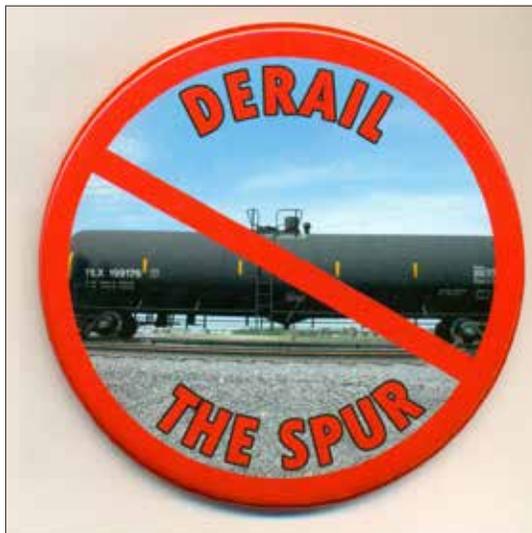


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**"THE MESA REFINERY WATCH GROUP"**

**NEWSLETTER: April XX, 2015**



**CRUDE-BY-RAIL:**

- Only Phillips 66 Wins
- Citizens Become Collateral Damage

[www.mesarefinerywatch.com](http://www.mesarefinerywatch.com)

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## A. WHAT'S NEW THAT YOU NEED TO KNOW

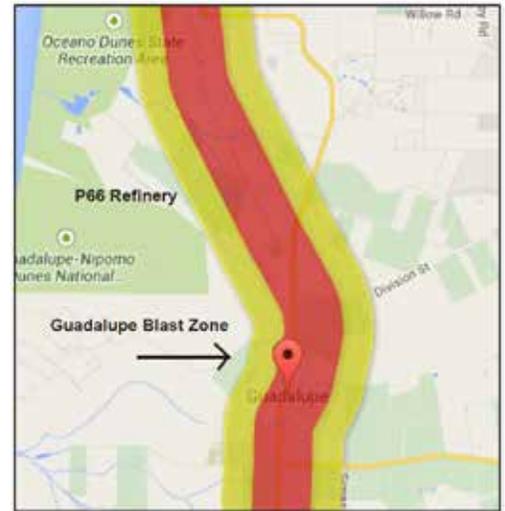
### 1. A First Responder's Dramatic Point Of View On The Phillips 66 Plan: Here's what Guadalupe's Chief of Police & Safety Officer recently reported to his city council about P66's crude-by-rail intentions (quotes are as per notes taken by the MRWG) ...

*"(If there were an explosion at the plant) shock waves would be felt here. The blast zone would be 1.5 miles. Rail cars would be launched into the air about 3,000 feet with shrapnel hitting the ground. Our greatest danger would be the toxic smoke because we're downwind.*

*"Any derailment in Guadalupe itself would cause a 7,000 foot evacuation - that's the entire city.*

*"My major concern is lack of sufficient fire and police personnel. We'd get other resources at some point, but there would be delays. We have a lack of heavy lift equipment, phone capability for emergency vehicles (and) training for leaking tankers and catastrophic incidents.*

*"What value added is there to Guadalupe to offset the risk and safety issues for citizens?"*



A Guadalupe councilman added - *"Phillips is a good neighbor, but that's not the issue here."*

### 2. The Responsibility Of Officials When It Comes To Crude-By-Rail: SLO Tribune "tell it like it is" commentator Tom Fulks recently reminded government officials of their obligations to citizens when it comes to P66's plan:



*"City councils owe residents a clear assessment of the direct safety risks. Public safety is a fundamental responsibility of all elected officials. They, like the city of San Luis Obispo, should clearly state their positions to the county Planning Commission.*

*"Even if a local elected body supports the super-train depot, it should publicly explain why the promise of 12 jobs overrides the added risk to its town's safety.*

*"This project isn't about the greater good. It's about the singular benefit to one multinational oil corporation at a cost of the safety of the entire population living along the rail line."*

<http://www.sanluisobispo.com/2015/03/16/3539924/rail-project-is-a-risky-endeavor.html>

**3. Public Hearing On The Phillips Rail Terminal Project - Date Pending:** We're still waiting to learn when the Public Hearing will be held in front of the Planning Commission. We'll let you know as soon as we hear. Even if you don't wish to speak, we urge you to attend to show support for opposition to the project.

- **We Need Your Help - Read One Of Our Statements At The Hearing:** Our committee is writing many statements that need to be read aloud to the Commissioners in SLO (each statement is only a couple of minutes long). If you haven't contacted us yet, help our cause and let Gary McKible know ...



a. If you're going to attend  
(kindly reply even if you do not wish to speak)\*.

b. If you're willing to read one of our statements.\*

\*We recognize that the ultimate date may conflict with your schedule. But for now, please contact Gary McKible about attending and/or reading a statement.

[gary@mckible.com](mailto:gary@mckible.com) • Please include your phone number.

**4. Two More Municipalities Stand Up To Big Oil:** By our count, there are 11 cities, 4 counties and 3 school districts officially in opposition to the P66 rail terminal project. Now including ...

- **Santa Cruz County:** The county's Board of Supervisors voted to oppose P66's crude-by-rail strategy. The issue isn't trains heading through their towns (they don't). Rather, as Supervisor Ryan Coonerty put it (see photo) - *"To find out that rail cars full of toxic chemicals could be coming close to our watershed raises a lot of concern."* It could be *"devastating environmentally."*



(In fact, the P66 REIR states how SLO County's water supply could suffer - *"A rupture from a car on the mainline could substantially degrade surface and groundwater quality; Class 1, significant and unavoidable."*)

- **The City Of San Leandro:** Jim Prola, Vice Mayor stated - *"These trains would create a high risk of spills, fire and explosion to our schools, businesses and residents. I felt a sense of responsibility to bring a resolution in opposition."* The city council voted to oppose the P66 project.

The School Board president added - *"There is no way we can mitigate the danger to our students. At least eight of our schools are in the 'blast zone.' Sometimes when something is wrong, people need to speak up."*

**5. Striking Refinery Workers Vent About Long Hours & Stress:** At heart, we all want to feel safe about the enterprises surrounding us, like railroads and refineries. Unfortunately we must often sober up. We've reported again and again about how railroads have a hard time keeping crude oil trains on the tracks.

Now we see that refineries (including the one in Torrance we reported about in our last newsletter), also pose serious threats.

The *LA Times* reports the views of striking Tesoro refinery workers and how uncomfortable we should be about what the oil companies tell us about safety ...



- "It's depressing. Sometimes I don't feel like I'm all there." The article points out - "Worker *fatigue* and safety are key sticking points. (Employees) cite low staffing levels, long hours and policies that allow too many contractors unfamiliar with the plant."

A worker added - refinery safety has come a long way, "but only because a lot of folks have died."

Bottom line -- it's up to the citizens and towns affected by projects like the one proposed by P66, to take action and say "No - what you're asking for this time is wrong. We won't have it."

<http://www.latimes.com/business/la-fi-refinery-strike-20150227-story.html#page=1>

## 6. Two New Videos Bring To Life The Threats Posed By Crude-By-Rail:

- **"A Special Gift Coming To San Jose":** Citizens of San Jose and *StopTheOilTrains.org* joined together to develop a brief but powerful video of how Phillips' crude-by-rail strategy will affect their city. The trains would run through the middle of that town ... the same as in Paso Robles, San Luis Obispo, Pismo Beach, Grover Beach, and others. See it at <http://www.stoptheoiltrains.org>.



- **"Boom: North America's Explosive Oil-By-Rail Problem":** *The Weather Channel* and *InsideClimate News* conducted a joint investigation into how the oil boom has resulted in highly volatile crude being sent over aging, often defective rails in vulnerable railcars. <https://vimeo.com/113817083>

7. **SLO County & The Central Coast - A History Of Multiple Rail Accidents:** The mantra we hear from oil companies and railroads is *"The tracks are safe -- do not worry."* Perhaps they haven't heard of ...

- **The Cuesta Grade - 1959:** Two passenger trains collided head-on, derailling both trains. The Tribune reported - *"It's nothing short of amazing that death was escaped in the terrific collision."*
- **Atascadero - 1982:** Three sulfuric acid and liquid petroleum tank cars came off the rails. No buildings were nearby and luckily the cars were empty. Today there are single-family homes by the tracks.
- **Grover Beach - 1986:** Three tankers of explosive isobutane derailed. A reporter wrote -- *"Tank cars were scattered like toys. If things went wrong, we were dead. Firefighters explained that if the flames didn't kill you, the blast, heat and oxygen starvation (were) just as deadly."* One-third of Grover Beach's residents were evacuated.
- **Chatsworth - 2008:** 25 people were killed when a Metrolink commuter train struck a Union Pacific freight train head-on. 100 people were injured.
- **Oxnard - 2015:** A train engineer died and 30 people were injured in Ventura County when a commuter train hit a truck and derailed (see photos).



[http://www.sanluisobispo.com/2015/02/23/3504612\\_atascadero-is-no-stranger-to-train.html?rh=1](http://www.sanluisobispo.com/2015/02/23/3504612_atascadero-is-no-stranger-to-train.html?rh=1)  
<http://sloblogs.thetribunenews.com/slovault/2009/10/southern-pacific-lark-trains-collide-on-cuesta-grade/>  
<http://sloblogs.thetribunenews.com/slovault/2011/02/isobutane-tanker-cars-derail-grover-beach-evacuated/>  
<http://www.latimes.com/local/lanow/la-me-ln-metrolink-crash-memorial-20130912-story.html>  
<http://www.sanluisobispo.com/2015/03/03/3517077/engineer-dies-from-california.html>

**8. What!? Refineries Are Suing The Railroads???:** The oil refiners' trade association (which includes P66) is suing Warren Buffett's Burlington Northern Santa Fe railroad (BNSF). Most refiners (like P66) own their own crude oil tankers. And BNSF started charging refiners \$1,000 per car for using less-crash resistant DOT-111 tankers. Of course, the refiners object to shelling out the cash.

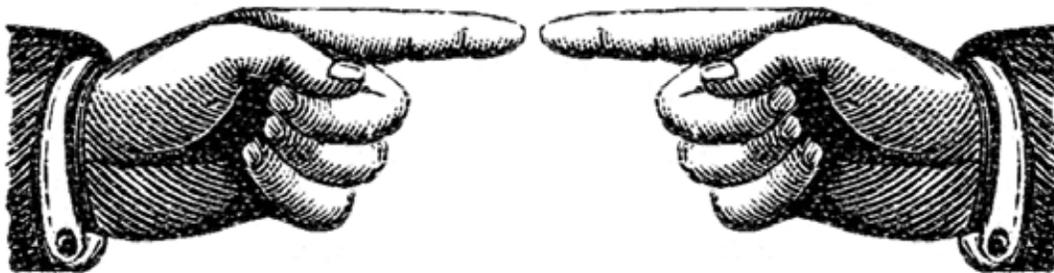


Why the surcharge? Because BNSF believes "there needs to be a disincentive to use DOT 111", which has proven to rupture, spill and explode when it topples over. Not surprisingly, the Canadian National Railway has also added a "safety surcharge" for DOT 111s.

<http://www.wsj.com/articles/u-s-refiners-suing-bnsf-over-tanker-car-charge-1426624272>

<http://www.mintpressnews.com/MyMPN/oil-refiners-sue-warren-buffetts-bnsf-over-bomb-train-surcharge/>

**9. Big Time Finger Pointing - It's The Other Guy's Fault!:** Sarah Feinberg, head of the Federal Railroad Administration said in March that the oil industry must do more to control the volatility of oil trains.



In response, Charles Drevna, president of the American Fuel & Petrochemical Manufacturers shot back - "Rail safety must begin with addressing track integrity and human factors. Does DOT believe that the current frequency of derailments is acceptable?" (Meaning it's the railroads' fault).

Not to be outdone, Ms. Feinberg stated - "(We) are running out of things we can put on the railroads to do."

So Mr. Drevna wrote that Ms. Feinberg's remarks "show a fundamental misunderstanding of the root cause of rail accidents."

Nice to know we're well on our way to solving crude-by-rail disasters.

<http://www.inforum.com/news/3702139-report-rail-industry-must-answer-oil-train-accidents>

**10. Railroads Want To Reduce Crews To Only One Person Per Train:** NBC News reports that *“Soon (crude oil trains) may be rumbling through populated areas with just a single person at the controls, a change that railroad workers say presents an unacceptable risk.”*

*“Railroads have proposed eliminating the job of on-board conductor on most trains, leaving just an engineer aboard. Workers argue that one-person crews will mean more out-of-control trains, like the runaway that caused the Lac-Megantic disaster.”*

The railroads claim new braking systems will make the second person unnecessary.



A BNSF employee countered - *“These are mile-long trains carrying every kind of hazardous material you can think of through communities. Why would you compromise the safe passage of these trains for profit?”*

<http://www.nbcnews.com/news/us-news/railroads-want-one-man-crews-massive-freight-trains-n308541>

**11. The MRWG & P66 Go Head-To-Head At Grover Beach Meeting:** MRWG’s Marty Akel faced off with representatives of P66 and the Union Pacific Railroad during an April 1st South County Democratic Meeting. Some of the points made by Akel ...

- *“Phillips’ claim of running out of California crude and their threat of firing employees is a ‘red herring’ - a misdirection. Their spokesman has said there’s never been talk about closing the plant, even if the rail terminal was rejected. And their plant superintendent agreed it could take a decade or more before their refinery runs out of California crude.”*



- *“Phillips excuses away bringing in hundreds of trains by saying there are already some oil trains passing through here. But that’s like telling us there are already a few rattlesnakes in our living room. So we shouldn’t mind if they put 520 more in our bedroom! Yes, we do mind! We don’t invite more criminals or arsonists to show up here, do we? So why permit Phillips to vastly escalate the threat to our lives?”*

- *“There would be the visual blight of 520, mile-and-a-half long trains dragging endlessly through the County. They would become the County’s new*

*normal and new icon - 41,000 jet-black, graffiti-laden tank cars. Forget about Bubblegum Alley or Morro Rock - oil trains would be our new icon!”* (See links to media coverage.)

<http://www.ksby.com/story/28706138/controversial-phillips-66-santa-maria-refinery-rail-project-discussed>  
[http://www.sanluisobispo.com/2015/04/01/3567552\\_nipomo-mesa-oil-refinery-rail.html?rh=1](http://www.sanluisobispo.com/2015/04/01/3567552_nipomo-mesa-oil-refinery-rail.html?rh=1)

**12. An Insightful, Logical Review Of The Issues:** MRWG's own Laurance Shinderman appeared a few weeks ago on the King Harris radio show (KVEC 920). His interview is well worth listening to, as he makes a rational, fact-based argument in opposition to the P66 rail terminal project. <http://920kvec.com/podcasts/slocountytoday/03-07-15.mp3>



**13. How Much Does P66 Earn When They Lower Their Cost Of Crude Oil?:** The MRWG has always stated that P66's sole motivation for switching to rail delivery of crude in SLO County is to increase profits. And shipping lower cost Canadian tar sands by rail does the trick! But -- how much more profitable will their nationwide "crude-by-rail strategy" actually be?

This was stated very clearly by P66's CEO, Greg Garland:

***"The single biggest lever we have to improve value in our refining business is through lowering our feedstock (crude oil) costs. A savings of \$1 per barrel across our refining system is worth **\$450 MILLION** of net income to us."***

## 14. It's Non-Stop -- More Derailments, More Spills

**a. Methanol Train Derails; Valley Mills, TX; March 2015:** Two tankers carrying methanol overturned during a derailment (see photos). People living downwind were evacuated. A hazmat team monitored the air and water conditions as they dealt with chemical leaks from both cars.



**b. "Petroleum Product" Train Derails; Manitoba, Canada; March 2015:** Thirteen cars derailed, spilling "refinery cracking stock" from one car. The Canadian Transport Minister repeated her call for the CN railroad to "talk to Parliament and to Canadians" about the three accidents in a single week



**c. Crude Oil Train Derails; New Orleans, LA; March 2015:** Two tankers carrying crude oil derailed in the city ... each carrying 30,000 gallons of crude. No spillage was reported. Cause under investigation.

**d. Hazmat Train Derails; Meacham, Oregon; March 2015:** Nine cars derailed. One carrying an unknown hazmat material rolled down an embankment and came to rest by a creek. No release of the material was reported.



[http://www.huffingtonpost.com/2015/03/02/2-train-cars-carrying-cru\\_n\\_6781164.html](http://www.huffingtonpost.com/2015/03/02/2-train-cars-carrying-cru_n_6781164.html)

<http://www.bendbulletin.com/localstate/2937037-151/around-the-state#>

<http://rt.com/usa/242941-derailed-train-texas-chemicals/>

<http://uk.reuters.com/article/2015/03/12/canada-derailment-idUKL1N0WE0VU20150312>

## B. WHY YOU SHOULD CARE ABOUT WHAT PHILLIPS 66 INTENDS FOR SLO COUNTY & ALL OF CALIFORNIA

- **Phillips' Motivation:** Phillips claims they are running out of California crude to process, and therefore jobs at their Nipomo refinery are at risk. This is false. Phillips' corporate executives have stated in writing that they want their entire company to process lower-cost crude oil in order to generate higher profits. That crude would come by rail from out of the country - from Canada.

They call it "*taking a classic company in a new direction*" ... i.e., it's their self-proclaimed "*crude-by-rail strategy*." The issue is about higher profits by switching to rail delivery, not about protecting jobs.

- **Phillips' Proposal For SLO County:** For 60 years their refinery has received crude oil by pipeline ... not one drop by rail. Under their proposal, Phillips for the first time would bring in 20,800 rail tankers per year, fully loaded with Canadian "tar sands" crude. Each year, 260 trains, each 1.5 miles long, would travel into the county. Then the same 260 trains would depart (520 trains in total).

Along with the loaded tankers, would come, for the first time, the construction of a rail terminal -- including a "railcar unloading facility", a pumping station, and a new pipeline to move the crude within the refinery. This would be accompanied by trucks and other vehicles to service the facility.

- **The Negative Impacts Of Conducting Business In An Entirely New Way:** This represents an entirely new business model for Phillips - it's a dramatic transformation in the way they operate in SLO County and all of California. This is not a benign "rail spur". The issue is the new intensity of their operations and what they intend to bring in on those rails. The impacts ...

- Shipments throughout California of highly flammable, diluted "tar sands" ("*one of the world's dirtiest and most environmentally destructive sources of fuel*" - U.S. Sen. Barbara Boxer).
- *Air pollution* from diesel exhaust, the refining of tar sands and the resulting petroleum coke dust.
- *Noise pollution* from blaring whistles and track noise throughout SLO County & California.
- *Light pollution* from 30-foot tall light towers surrounding the rail yard.
- Statewide *visual pollution* of 1.5 mile-long trains laden with graffiti, each hauling 80 oil tankers.
- The potential for *derailments and oil spills* anywhere in SLO County & California.
- The potential for *fires, explosions and toxic smoke* anywhere in SLO County & California.
- The potential for *severe property damage* anywhere in SLO County & California.
- The potential for *injuries and deaths* anywhere in SLO County & California.
- The potential to *damage the reputation* of SLO County as a place to live, work and visit.
- And the potential to *damage the economic well-being* of our homeowners and businesses.

Of special note is that SLO County and California officials will be preempted from protecting their citizens about anything related to the mainline railroad and the contents of the tank cars -- Federal law will not allow our local governments to safeguard us. Local governments would be impotent.

- **What SLO County Officials Must Do:** Therefore, given all of the above impacts and the issue of "preemption" -- SLO County's Planning Commissioners and Supervisors must reject Phillips' "rail spur" plan. If the terminal is not built, the trains will not be targeting California and SLO County.

## C. RECENT VIDEOS & NEWS ARTICLES; ADDITIONAL EDUCATION

### Selected Items Discussed In Previous Newsletters ...

- **Diluted Tar Sands - New Proof That Shipments Are Extremely Flammable**  
<http://www.railwayage.com/index.php/safety/why-bitumen-isnt-necessarily-safer-than-bakken.html>
- **Future Crude-By-Rail Disasters - Now Guaranteed By The DOT**  
<http://www.dailykos.com/story/2015/02/23/1366308/-Get-used-to-it-Dept-of-Transportation-predicts-10-oil-train-derailments-a-year#>
- **A Member Of Congress Warns Of Terrorist Attacks Against Crude Oil Trains:**  
<http://blogs.rollcall.com/the-container/new-yorker-sees-risk-of-terrorists-using-oil-trains/>
- **DOT-111 Tank Cars - No Oil Company Wants Them:**  
<http://www.mcclatchydc.com/2015/02/06/255781/oil-train-regulations-hit-final.html>  
<http://publicsource.org/investigations/rail-cars-moving-crude-oil-need-makeover#>
- **A New Record! More Railroad Oil Spills Than Ever:**  
<http://www.nbcnews.com/news/investigations/oil-train-spills-hit-record-level-2014-n293186>
- **What The Rail Terminal Will Sound Like:**  
[https://soundcloud.com/katie-lannan/3-51-a-m-11-07-14?in=katie-lannan/sets/linden\\_oil\\_trains](https://soundcloud.com/katie-lannan/3-51-a-m-11-07-14?in=katie-lannan/sets/linden_oil_trains)
- **“New Times” Cover Story Confirms - The P66 Project Is NOT About Protecting Jobs:**  
<http://www.newtimeslo.com/cover/11850/a-crude-proposal-the-pros-and-cons-of-a-controversial-phillips-66-oil-by-rail-project/>
- **Article In “New Times” Reaffirms Air Quality Problems On The Nipomo Mesa:**  
<http://www.newtimeslo.com/news/11776/dust-bust-even-as-stakeholders-make-small-advances-air-pollution-is-still-a-problem-on-the-nipomo-mesa/>
- **Federal Government Considering Making The Monarch Butterfly An Endangered Species - But P66’s Plan Endangers Them:**  
<http://www.duluthnewtribune.com/news/3644096-feds-will-consider-placing-monarch-butterfly-endangered-list>
- **The MRWG Files Its “Responses” Document With SLO’s Planning Commissioners:**  
<http://www.mesarefinerywatch.com/newsletters-docs.html>
- **Videos Of MRWG “Citizens’ Action” Meeting (And Related Article):**  
[https://www.youtube.com/channel/UCuar948gfA\\_04PWyOHTR1hA](https://www.youtube.com/channel/UCuar948gfA_04PWyOHTR1hA)  
[http://www.sanluisobispo.com/2014/11/12/3346403\\_phillips-66-oil-rail-spur-nipomo.html?rh=1](http://www.sanluisobispo.com/2014/11/12/3346403_phillips-66-oil-rail-spur-nipomo.html?rh=1)
- **KSBY TV Reports On The Unacceptable Nipomo Mesa Air Quality:**  
<http://www.ksby.com/news/nipomo-mesa-air-quality-still-a-problem/>
- **Citizens & Officials Are Stepping Up Across The Nation:**  
[http://www.thenewtribune.com/2014/10/30/3461453\\_700-show-up-to-tell-ecology-tougher.html?rh=1](http://www.thenewtribune.com/2014/10/30/3461453_700-show-up-to-tell-ecology-tougher.html?rh=1)
- **California Government Officials Are Stepping Up:**  
[www.contracostatimes.com/contracosta-times/ci\\_27010868/san-jose-council-member-urges-rejection-central-california](http://www.contracostatimes.com/contracosta-times/ci_27010868/san-jose-council-member-urges-rejection-central-california)
- **MRWG Member Interviewed By “Central Coast Public Radio”:**  
<http://kcbx.org/post/proposed-refinery-rail-line-rallies-neighbors-nipomo-mesa>
- **P66’s “REIR” (Recirculated Environmental Impact Report - 10/10/14):**  
[http://www.slocounty.ca.gov/planning/environmental/EnvironmentalNotices/Phillips\\_66\\_Company\\_Rail\\_Spur\\_Extension\\_Project.htm](http://www.slocounty.ca.gov/planning/environmental/EnvironmentalNotices/Phillips_66_Company_Rail_Spur_Extension_Project.htm)

(continued)

## C. RECENT VIDEOS & NEWS ARTICLES; ADDITIONAL EDUCATION, cont.

- **What's 102 Times More Dangerous Than Normal Crude Oil? Tar Sands!:**  
<http://beniciaindependent.com/wp-content/uploads/2014/10/2014-10-02-AGO-Valero-CBR-Project-DEIR-Comment-Letter-OCR.pdf>
- **KSBY TV Interviews Nipomo Mesa Residents About P66:**  
<http://www.ksby.com/news/phillips-66-santa-maria-refinery-proposes-adding-crude-oil-trains-to-operation/>
- **California Attorney General Challenges The Use Of Crude-By-Rail:**  
<http://beniciaindependent.com/sacramento-bee-attorney-general-challenges-benicia-oil-train-analysis/>
- **Residents Sue Kern County Supervisors Over Crude-By-Rail:**  
<http://www.allgov.com/usa/ca/news/top-stories/lawsuit-filed-to-block-giant-bakersfield-crude-by-rail-facility-141014?news=854523>
- **How Far Would SLO County Have To Evacuate?:** <http://explosive-crude-by-rail.org>
- **Governor's Task Force On The Risks Of Crude-By-Rail In SLO County:**  
<http://www.caloes.ca.gov/HazardousMaterials/Pages/Oil-By-Rail.aspx>
- **Feds Turn Thumbs Down On DOT-111 Tankers; But Phillips Recently Purchased Them!:**  
[http://www.nytimes.com/2014/07/24/business/government-proposes-faster-changes-in-rail-tank-cars.html?\\_r=0](http://www.nytimes.com/2014/07/24/business/government-proposes-faster-changes-in-rail-tank-cars.html?_r=0)
- **Even More City Governments Are Declaring "We're Not Going To Take It Any More!":**  
<http://www.npr.org/2014/07/22/334074055/maine-city-council-votes-to-keep-tar-sands-out-of-its-port>; <http://earthfix.opb.org/communities/article/vancouver-city-council/>
- **Pipeline Delivery Of Crude - Documented As Safer Than Crude-By-Rail:**  
[http://www.nytimes.com/2014/06/07/us/report-finds-higher-risks-if-oil-line-is-not-built.html?module=Search&mabReward=relbias%3Aw&\\_r=0](http://www.nytimes.com/2014/06/07/us/report-finds-higher-risks-if-oil-line-is-not-built.html?module=Search&mabReward=relbias%3Aw&_r=0)
- **The California Legislature -- Addressing Safety Of Crude-By-Rail:**  
[http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=201320140SB1319](http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB1319)
- **Phillips 66's Bakken Strategy Forced Off The Tracks:**  
<http://www.sanluisobispo.com/2014/04/25/3037503/no-bakken-crude-planned-for-nipomo.html?sp=/99/100/&ihp=1>
- **NTSB - The Perilous State Of "Crude-By-Rail:**  
<http://www.bloomberg.com/news/2014-04-22/communities-not-prepared-for-worst-case-rail-accidents-ntsb.html>  
<http://www.thewire.com/national/2014/04/why-explosive-and-deadly-oil-train-accidents-will-keep-happening/361148/>
- **Video - Listen To A Survivor Of The Lac-Mégantic Oil Train Disaster:**  
<http://sanfrancisco.cbslocal.com/2014/03/06/explosion-survivor-warns-of-fracked-oil-trains-newer-safety-regulations-delayed/>
- **Video - What Oil Trains Would Look & Sound Like In SLO County:**  
<http://www.youtube.com/watch?v=11DTf6CYzHM&index=47&list=PL7A2C41AC7F231BD4>
- **Video - How Oil Trains Put Communities At Risk:**  
<http://daily.sightline.org/2014/02/10/video-how-oil-trains-put-the-northwest-at-risk/>
- **Phillips 66 And Air Pollution:** <http://www.ksby.com/news/phillips-66-fined-230k-for-sf-bay-air-violations/>

## **D. STEERING COMMITTEE MEMBERS; LOGISTICS OF THIS NEWSLETTER**

**1. Steering Committee:** Contact one or more of our members with your comments or to learn about upcoming committee meetings.

- Linda Reynolds (Chairperson): [lreynolds151@gmail.com](mailto:lreynolds151@gmail.com)
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**2. List Coordinator/Newsletter Distributor:** If you would like to add names for receipt of this newsletter, or if you would like to stop receiving it, kindly contact Steve Dubow -- [sfdubow@attglobal.net](mailto:sfdubow@attglobal.net).