
"THE MESA REFINERY WATCH GROUP"

NEWSLETTER: June 23, 2015

FACT-CHECKED REASONS TO REJECT THE PHILLIPS 66 RAIL TERMINAL



CRUDE-BY-RAIL:

- Only Phillips 66 Wins
- Citizens Become Collateral Damage

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A. WHAT'S NEW THAT YOU NEED TO KNOW

- 1. Educators' Flunk Phillips' Plan For Crude-By-Rail:** In a unanimous letter to the SLO Planning Commission, SLO County's Lucia Mar Unified Teachers Association has given an "F" to P66's intent to implement their crude-by-rail strategy on the Central Coast.

As reported by KSBY - *"There are 29 schools in SLO County within a mile of the blast zone if an oil train derails, seven of those in the Lucia Mar School District"* (Lopez HS, Mesa and Judkins Middle Schools, and Fairgrove, Grover Beach, Grover Heights, and Oceano Elementary Schools).



As per the association's president, Donna Kandel - *"It is a huge risk to our students and community, without any demonstrable benefits."*

<http://www.ksby.com/story/29291607/educators-weigh-in-on-controversial-phillips-66-project>
<http://www.sanluisobispo.com/2015/06/09/3672052/lucia-mar-teachers-union-rail.html>

- 2. SLO County Superintendent Of Schools - Don't Ask Us About P66:** Last month, Laurance Shinderman of Nipomo wrote to Dr. James Brescia (SLO's County Superintendent Of Schools) seeking an opinion on the P66 rail project.



Dr. Brescia's email response tiptoed around the issues - *"We feel student safety is a primary concern. The concerns regarding the proposed rail-spur are legitimate. School district leadership encourages the public to become fully informed and to direct questions to the County and Coastal Commission ... agencies with authority in this matter."*

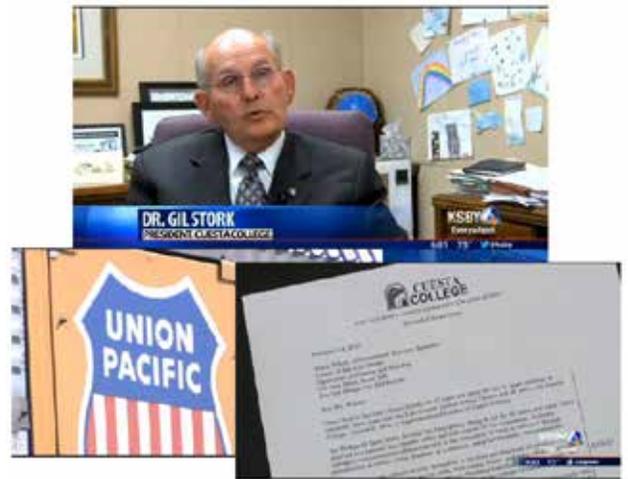
So, with responsibility for protecting students, and with 29 SLO County schools within a mile of the blast zone, the Superintendent is only willing to tell parents and citizens to go ask someone else about what should be done. That's not "leadership." That's attempting to avoid offending anyone and washing your hands of a disagreeable issue.

3. Cuesta College's President Defends P66's Intent As "Not A Money Making Project":

College President Dr. Gil Stork sent a letter on his institution's letterhead urging a "yes vote" by SLO County officials to allow P66 to bring their crude oil trains into our community.

KSBY questioned Dr. Stork on why he would take such a stance. His response -- "(P66's) *caring nature* led me to the belief that **this is not a money making project** and will *benefit everybody*."

His statement ignores the fact that the rail project would enable delivery of low cost tar sands here, to vastly expand P66's profits. It fails to specify a single benefit to the public at large. And it ignores the fact that (as per KSBY) "Phillips 66 has financially supported the college's women's basketball program for more than two decades." Money??? It's all about money!!!



Seems like Cuesta College's Board of Trustees might want to redirect the conversation. They might want to prioritize the health and safety of our students and citizens.

<http://www.ksby.com/story/29291607/educators-weigh-in-on-controversial-phillips-66-project>

http://www.sanluisobispo.com/2015/06/05/3665596/speak-for-yourself-not-your-school.html#emlnl=Morning_Headlines

http://www.sanluisobispo.com/2015/06/08/3669937_stationery-scandal.html?rh=1

4. P66's Superb Refining Profit Margins Confirm The "Viability" Of Their Nipomo Plant:

When asked why they desire to bring crude-by-rail to their Nipomo refinery, P66 repeatedly uses the code words "to remain viable." That implies that the plant would be closed if crude-by-rail isn't approved. However, they don't dare say "close the plant" because it's not true.

Here's further evidence -- according to the industry newsletter "Seeking Alpha" -- "Phillips 66 realized its **highest** refining margins in two years in the first quarter of 2015 at \$12.26 per barrel." And, as we reported in April, their latest quarterly profits from refining grew by 62% to **\$495 million**.

Closing the Nipomo refinery would be like turning off a faucet that gushes nothing but cash. And for some reason we believe P66 is sharper than that. Again -- the "rail spur" is not about protecting jobs ... it's about opening up the profits' tap even further via lower cost, tar sands crude oil.

http://seekingalpha.com/article/3267505-phillips-66-refines-spending-en-route-to-higher-margins?auth_param=o5qa5:1ao5jtu:67d015cfd3d44d00b3240e8f05657a0f&uprof=46&dr=1

<http://www.wsj.com/articles/phillips-66-profit-falls-37-1430398041>



5. Official Letters Of Opposition Continue Arriving At SLO County Government Offices:

- **California Senator William Monning:** State Senator Bill Monning represents the 17th District, which includes all of San Luis Obispo and Santa Cruz Counties, and portions of Monterey and Santa Clara Counties. His recent letter to the SLO Planning Commission states:

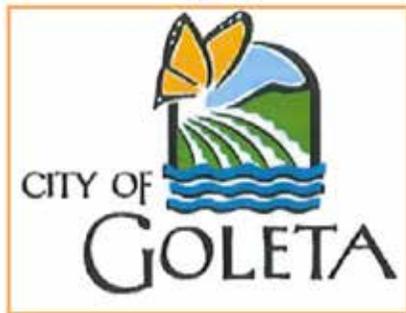
“Increased oil by rail through not only San Luis Obispo County, but neighboring communities, poses significant and unavoidable threats. A derailment near a heavily populated city like San Luis Obispo could be catastrophic.”



“Derailments are estimated to cost approximately \$4 billion for cleanup and emergency damages, along with the incalculable costs to health and safety.”

“Aging rail lines create the potential for the derailment of trains, even those that utilize the most advanced safety features. The benefits of the Phillips 66 rail spur simply do not outweigh the significant costs to the public’s safety and the environment.”

<http://nebula.wsimg.com/9f2200a46c5b4921a5cbcdf9e20854ad?AccessKeyId=0E60C475556B74BDD577&disposition=0&alloworigin=1>



- **Goleta City Council:** *“The proposed transport runs through the center of Goleta. Each train could carry two million gallons of explosive oil product each week. (The project) threatens the safety of our children, residents, businesses, critical infrastructure, and our creeks, estuaries, and coastline. The transport of a mile-long train through our City is too risky and unnecessary. We request you deny the project.”*

<http://nebula.wsimg.com/cf7266e2a51cf278ea08919c3d72f771?AccessKeyId=0E60C475556B74BDD577&disposition=0&alloworigin=1>

- **Goleta Water District:** Letter to Debbie Arnold, Chair of the SLO County Board of Supervisors -- *“The Water District provides safe water service to 87,000 residents. During this drought (we are) increasingly reliant on groundwater supplies. Oil train spills along the mainline were found to be significant and unavoidable (Class I) and it could affect water resources ... (having) the potential to cause catastrophic damage to our groundwater basin and watershed. The impacts of a potential spill puts (the basin) at grave and unacceptable risk.”*

<http://nebula.wsimg.com/d72b2ddd9fc0b722505d3c87033fbef?AccessKeyId=0E60C475556B74BDD577&disposition=0&alloworigin=1>



6. What Does It Cost To Clean Up A Crude Oil Spill, Or A Rail Disaster?:

Last month's crude oil spill in Santa Barbara County, which involved 101,000 gallons of oil and 97 miles of coastline, has already cost \$70 million ... growing by \$3 million each day. At this point, there's no telling when the cleanup will end.

Unfortunately, that pales in comparison to overcoming the destruction caused by crude-by-rail accidents. Take for example, the cost to rebuild Lac-Megantic after its disaster in 2013. 1.5 million gallons of oil spilled or exploded. The town's Mayor estimated a rebuilding cost of "about \$2 billion" (which of course doesn't take into account the 47 lives that were lost).



So - what's the potential loss from P66's crude-by-rail plan for California? Each of their trains would contain 80 cars. Each car contains about 27,000 gallons of crude*.

That's 2,160,000 gallons of oil per train that could spill, explode, destroy and pollute -- in populated areas. Therefore, the cost would very likely be many billions as well.

Then, who pays? How long would the lawsuits take? How much would the oil companies and railroads attempt to settle for? How long would it take to collect? How much would be put on the taxpayers' shoulders? Would our cities, towns or environmental areas ever be the same? It's all impossible to answer at this point. Better yet, let's not ever find out.

<http://calcoastnews.com/2015/06/oil-spill-cleanup-costs-surpassing-70-million>

<http://www.refugioresponse.com/go/doc/7258/2517126>

<http://www.treehugger.com/energy-disasters/15-million-gallons-oil-spilled-lac-megantic-47-dead.html>

<http://www.thecanadianpress.com/english/online/OnlineFullStory.aspx?filename=DOR-MNN-CP.80a6ef2c88d14738bdee9bba5c9f28f0.CPKEY2008111303&newsitemid=31450830&languageid=1>

[80a6ef2c88d14738bdee9bba5c9f28f0.CPKEY2008111303&newsitemid=31450830&languageid=1](http://www.thecanadianpress.com/english/online/OnlineFullStory.aspx?filename=DOR-MNN-CP.80a6ef2c88d14738bdee9bba5c9f28f0.CPKEY2008111303&newsitemid=31450830&languageid=1)

*The REIR issued 10/10/14 states that each car would carry between 26,076 and 28,105 gallons of crude.

7. Tar Sands Gets Backed Off In New York: The firm Global Companies has proposed an expansion of its Albany, NY oil train facility to handle Canadian tar sands oil. But a coalition of community and environmental groups put together a major program in opposition. The result -- the NY Dept. of Environmental Conservation rescinded a prior finding which would have allowed the project to move forward ... stating that it will likely have a major environmental impact and now requires a full EIR.



What do we take away from this? First that tar sands would be dangerous to our communities ... from its extraction to transportation to refining.

And, we see that Big Oil can be made to **back off** -- that they can't always push the people and local governments into getting what they want.

<http://earthjustice.org/news/press/2015/cuomo-administration-blocks-massive-tar-sands-oil-facility-expansion-in-albany#>

<http://ecowatch.com/2015/05/26/tar-sands-facility-albany/>

8. Hey P66! Concentrate On Properly Maintaining Your Pipelines Instead Of Adding More Problems With Crude-By-Rail: The U.S. State Department has concluded that moving crude oil by pipeline is far safer than by rail (see first link below). But that doesn't mean you can simply place pipelines in the ground and forget about them.

That point came home loud and clear early this month, when an 8" P66 pipeline in Santa Maria burst open in front of a Sheriff's station. Although the spill was small (40 gallons) it caused a strong odor and the feed from Orcutt to the Nipomo refinery had to be shut down. The sidewalk was excavated, toxic soil removed, and the broken section of pipe replaced (see photos).



Pipelines have proven to be relatively safe, when maintained. So instead of bringing in far greater danger with crude-by-rail, we suggest P66 invest their enormous profits in maintaining their pipeline infrastructure. They mustn't be allowed to abdicate the original promises made to California's counties. They should be forced to stand by their commitments of secure pipeline delivery.

<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=1>
<http://calcoastnews.com/2015/06/phillips-66-pipe-bursts-spills-oil-near-santa-maria/>
<http://www.keyt.com/news/oil-leak-from-pipeline-at-santa-maria-refinery/33378612>
<http://www.ksby.com/story/29230675/phillips-66-investigating-oil-spill-discovered-in-santa-maria>

9. Some States Handle The Dangers Of Crude-By-Rail By Raising Property Taxes!!!: Early this June in St. Paul Park, Minnesota, a crude oil train collided with a semi-truck. Luckily there were no injuries or spills.

However, the incident renewed the issue of how politicians intend to deal with the threat of bringing tankers through communities. *"Some legislators called for raising an assessment on railroads and expanding property taxes to raise \$100 million."* The money would go for safety improvements and emergency response teams. The Governor wanted a special session to budget increased taxes.

Somehow these politicians are forgetting the obvious -- just say *"Fugedaboudit"* to the oil trains in the first place! But instead, their knee-jerk reaction is to put the problem on the backs of citizens and raise taxes. If we allow P66's trains to come to the Central Coast, we could very well face this kind of convoluted thinking.



<http://www.grandforksherald.com/news/region/3763149-oil-train-semi-collision-st-paul-park-renews-talk-rail-safety>

10. New Video Starring MRWG Founder/Chairperson Linda Reynolds: Members of the MRWG in San Jose (Jack Sardegna and videographer Tom Wholmut) recently interviewed Linda Reynolds, one of our group's founding members (<https://vimeo.com/130646811>).

Linda pointed out the generic dangers and the specific threats to SLO County ...

"The trains (would) go through Cal Poly, behind French Hospital, and through downtown SLO. They'd pass by agricultural areas and a proposed convention center in Grover Beach. Plus, the train would go between The Pismo Beach Monarch Butterfly Preserve and a residential area."

"If there were an explosion (on the Mesa) this whole area would have to be evacuated. There are only two roads in and out. It would be impossible to evacuate. And, there's only one certified hazmat team, located down in Santa Barbara, about an hour away."



11. What Citizens Are Saying About The P66 Proposal:

- **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."



- **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."

- **Aaron Meir, Nat'l. President, Sierra Club:** "We have a rail infrastructure that hasn't been repaired or upgraded in 100 years, so you're pushing a very volatile substance (crude oil) on a very weak and decrepit infrastructure."

<http://vtdigger.org/2015/05/31/tar-sands-could-be-headed-by-rail-to-lake-champlain/>

<http://www.newtimeslo.com/letters-to-the-editor/12487/dont-derail-our-future/>

http://www.sierraclub.org/sites/www.sierraclub.org/files/sce/santa-lucia-chapter/lucians/Santa_Lucian_2015_06_Jun.pdf

12. Participate In “The National Week of Action to Stop Oil Trains”; July 6 - 12:

July 6th is the anniversary of the Lac-Megantic, Quebec tragedy that took 47 lives. This action will call even more attention to the growing threat of crude-by-rail. Events are planned throughout North America.



The Mesa Refinery Watch Group will participate and have a table at **Mitchell Park in San Luis Obispo - Saturday, July 11th, 12 Noon - 4:00 PM (corner of Pismo & Osos Streets - 3 blocks off Higuera St.; see map).**



The latest research on crude-by-rail will be provided at the park. Please attend and show your support.

13. The Final EIR & Public Hearing On The P66 Rail Terminal Project - Dates Pending:

- **Final EIR:** A final Environmental Impact Report will be issued by the Planning Commission prior to the Public Hearing. The report’s release date is TBD.
- **Public Hearing:** As soon as we know the date of the SLO Planning Commission’s Public Hearing, we’ll let you know. Even if you don’t wish to speak, we urge you to attend to show support. We’ve written many 2 - 3 minute statements that need to be read aloud that day. If you haven’t contacted us yet, please let Gary McKible know you’d like to get involved*.

*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 • Please include your phone number.

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 a mile 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 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 ...

- **Hundreds Of Healthcare Professionals Warn Us About Crude-By-Rail**
<http://www.psr.org/chapters/oregon/news/health-professionals-call-for.html>
<http://www.bizjournals.com/portland/blog/sbo/2015/05/pacific-nw-medical-pros-call-oil-by-rail-a-bad-rx.html>
- **Rejecting The Government's New Rules, Industry Says Profits Trump Safety**
<http://www.wsj.com/articles/rail-executive-blasts-oil-train-rules-1430860808>
<http://www.grandforksherald.com/news/crime-and-courts/3743582-oil-industry-challenges-us-train-safety-rules-court>
- **New Video - Citizens Express Their Outrage At The P66 Plan**
<https://youtu.be/Hyq7X7VJgnc>
- **"New Rules" From The Fed Allow Lethal Tankers To Keep Rolling**
<http://www.mcclatchydc.com/2014/01/27/215650/railroad-tank-car-safety-woes.html>
- **Twenty-Nine Fact-Based Reasons To Reject The Rail Terminal**
<http://www.mesarefinerywatch.com/newsletters-docs.html>
- **Two New Videos Bring To Life The Threats Posed By Crude-By-Rail**
<http://www.stoptheoiltrains.org> • <https://vimeo.com/113817083>
- **An Insightful, Logical Review Of The Issues (Interview With Laurance Shinderman)**
<http://920kvec.com/podcasts/slocountytoday/03-07-15.mp3>
- **The Responsibility Of Officials When It Comes To Crude-By-Rail**
http://www.sanluisobispo.com/welcome_page/?shf=/2015/03/16/3539924_rail-project-is-a-risky-endeavor.html
- **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
- **"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/>

(continued)

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

- **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
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
- **California Government Officials Are Stepping Up:**
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
- **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/>
- **How Far Would SLO County Have To Evacuate?:** <http://explosive-crude-by-rail.org>
- **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
- **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>
- **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/>

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
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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@charter.net.