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COUNTY OF SANTA BARBARA

September 10, 2015

San Luis Obispo Board of Supervisors
1055 Monterey Street
San Luis Obispo, CA 93408

San Luis Obispo County Planning Commission
976 Los Osos Street, Room 200
San Luis Obispo, CA 93408

RE: Proposed Phillips 66 Company Santa Maria Refinery Rail Spur Extension Project

Dear Supervisors and Commissioners:

At the September 1, 2015 Board Meeting the Santa Barbara County Board of Supervisors voted to oppose the Phillips 66 Company's application for its Rail Spur Extension due to the potential health and safety risks to Santa Barbara County residents, our environment and the local economy.

The number of trains transporting petroleum products throughout the United States has increased dramatically over the last decade. The number of shipments of crude oil by rail car in the U.S. has increased by 8,358 percent since 2006, according to the U.S. Energy Information Administration and Association of American Railroads. Consequently, this surge in shipments of crude oil by rail has resulted in an increased frequency of oil spills by American trains, including an all-time high of 141 "unintentional releases" in 2014, according to the federal Pipeline and Hazardous Materials Safety Administration (PHMSA).

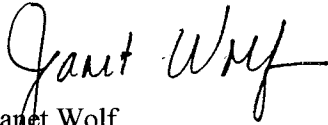
The proposed project is of great concern, due in part to the volatility of Canadian tar sands, and the proximity of the proposed route to highly populated areas. An accident would have catastrophic consequences for our constituents, as well as the sensitive environment of the Central Coast. Moreover, a series of recent rail events underscore the potential danger of the project: In July 2013, 63 cars from a runaway oil tanker train exploded in Lac-Megantic, Quebec, leveling much of the town; then in February 2015, an oil train hauling hundreds of millions of pounds of oil derailed in Boomer, West Virginia and exploded. Most recently, we were reminded that while train accidents are rare, they do occur as evidenced by the recent Metrolink accident on February 24, 2015 in Oxnard which occurred on our same local rail corridor which trains related to this project would operate on. A similar scenario involving an oil train would have resulted in wide ranging public health, safety, economic and environmental impacts. Approval of this project would present considerable risks as the proposed project would result in up to five additional oil trains per week travelling the Santa Barbara County coastal rail line. This route includes heavily populated urban areas and Highway 101, one of the two major interstate highways

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connecting Southern California to Northern California. Transportation of crude presents many known risks, including explosion, derailment, air pollution, toxic emissions, fire, and spill. Not only does the planned route go directly through the heart of local Santa Barbara County communities, but also some of the most sensitive ecological areas and public parks along our coast, including Jalama, Gaviota, Refugio, and El Capitan Beach Parks, Naples and the Guadalupe Dunes and the Carpinteria Salt Marsh and Bluffs Park, as well as our pristine and productive private ranches.

For these reasons, we strongly urge you to reject the Phillips' proposal and appreciate your consideration of this important issue to our local community.

Sincerely,



Janet Wolf
Chair, Board of Supervisors

cc: Members, County of Santa Barbara Board of Supervisors
Mona Miyasato, County Executive Officer
Monica Miller, Governmental Advocates
Cliff Berg, Governmental Advocates
Glenn Russell, Director, Planning and Development, County of Santa Barbara