

Phillips 66 Oil Train

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Supervisor Salud Carbajal

Recommended action

Authorize the Chair to send a letter urging the San Luis Obispo County Planning Commission & Board of Supervisors to deny the Phillips 66 Company's application for its Rail Spur Extension Project

Proposed Project

- Phillips 66 submitted applications to modify the existing rail spur of Santa Maria Refinery (SMR) including construction of tracks and unloading facilities
- Objective: allow refinery to receive crude oil by rail

Santa Maria Refinery in Nipomo

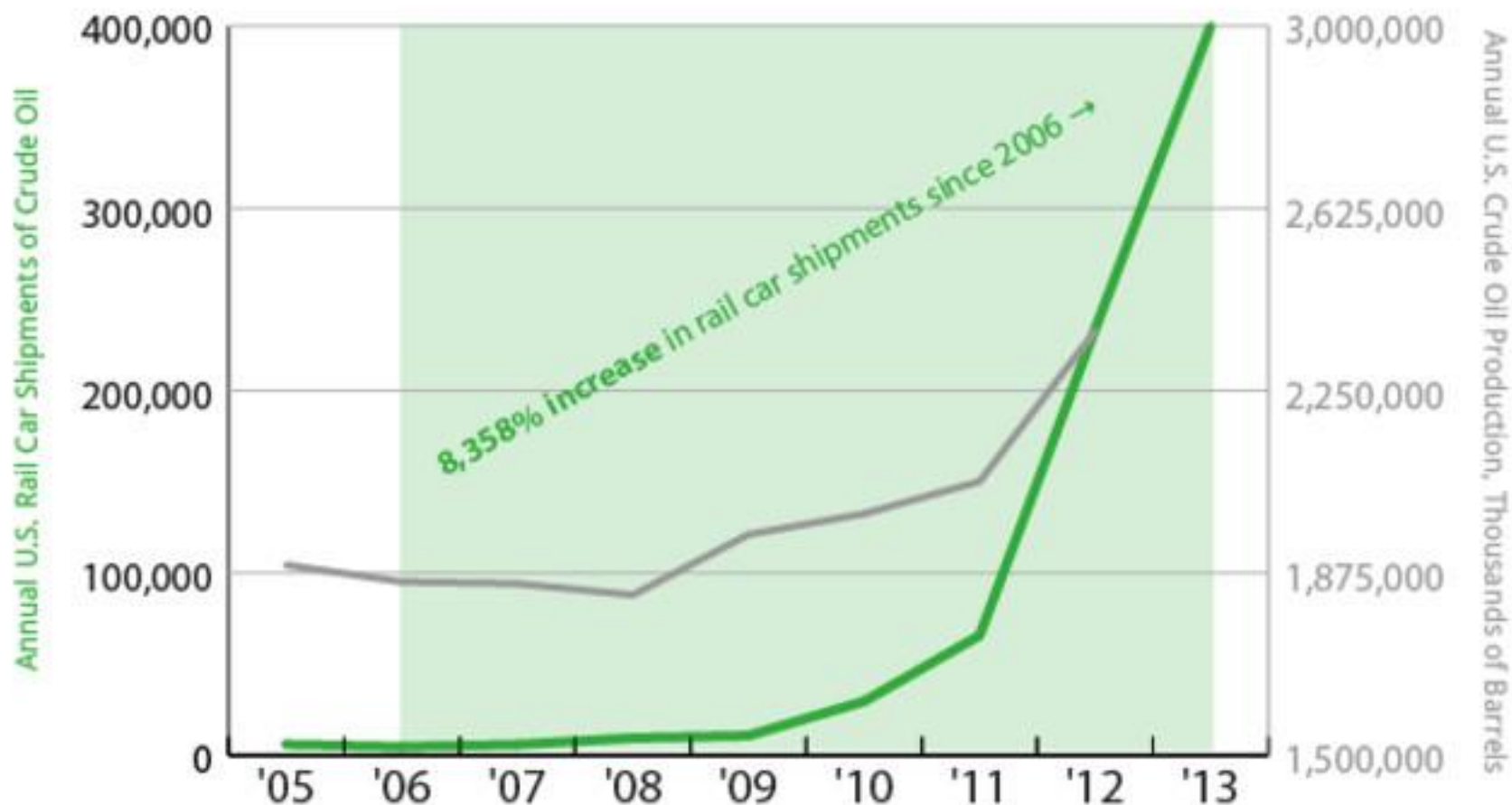


National trends

- Increase in trains transporting petroleum products, due to limitations in pipeline transportation and driven by boom in North Dakota oil
- Number of shipments of crude oil by rail car increased by 8,358 % since 2006 (US Energy Information Administration)

The Boom In Shipments Of Crude Oil By Rail

The number of shipments of crude oil by rail car in the U.S. has increased by 8,358 percent since 2006



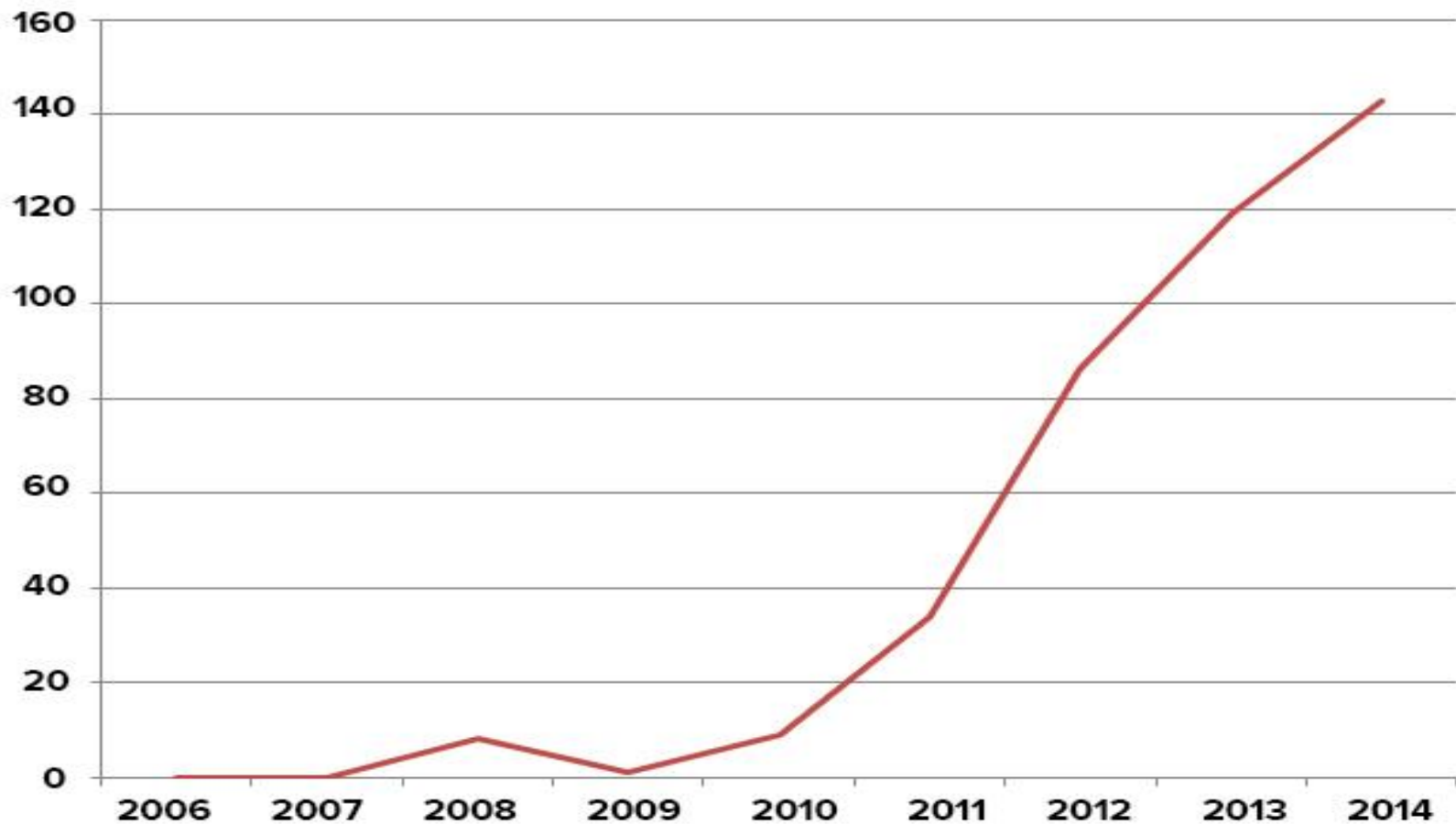
Sources: U.S. Energy Information Administration, Association of American Railroads

Note: Data on U.S. crude oil production in 2013 not yet available. Rail car shipment numbers for 2013 are preliminary. Rail shipments figures are for rail cars originating in the U.S.

Increase in oil train accidents

- Surge in shipments = increased frequency of oil spills by American trains
- All time high of 141 “unintentional releases” in 2014 (PHMSA)

Oil Train Incidents, 2006-2014



Source: Pipeline and Hazardous Materials Safety Administration, U.S. Dept. of Transportation

Center for Effective Government

Recent major accidents

2013 Lac-Mégantic:

47 lives lost, fire blast,
30 buildings destroyed

2015 West Virginia:

3 M gallons of oil
derailed, 19 tanker cars
caught fire,
evacuations, shutdown
water treatment, oil leak
into river tributary (right)



Local impacts of proposed project

- Increase of 5 trains per week/250 trains per year
- 80 cars per train, 1.4 miles long
- Average daily delivery 37,142 bpd
- 2.1 M gallons per unit train
- Also increase of 27 new truck trips (transporting oil from onshore to SM Pump Station)

Significant impacts to Central Coast



Loss of Life

Air pollution

Toxic sulfur dioxide and emission of other toxic chemicals

Biological & water resources

Impacts to sensitive species, surface or groundwater from rupture or leak

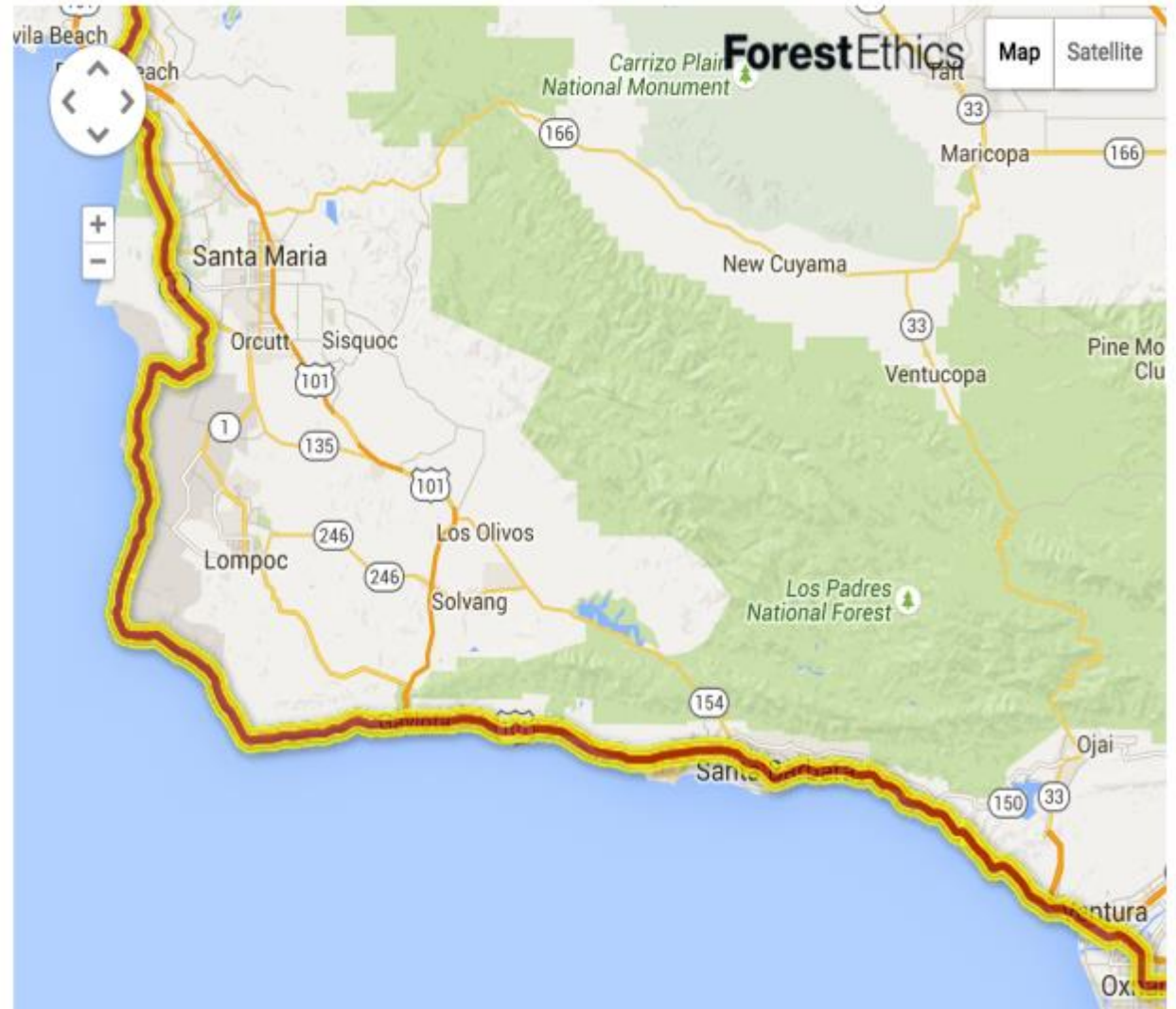
Climate

Canadian tar sands are more carbon intensive

SBC possible sources & route

Crude
received from
multiple north
American &
Canadian
locations
(depends on
market
availability)

Likely travel
coastal rail line
through SBC



An oil train accident would impact



- Residential neighborhoods
- Local schools including SBCC
- Hospitals
- Sensitive ecological areas and public parks
- Pristine and private ranches
- Businesses

Communities within 1 mile blast zone



Guadalupe

Casmalia

Vandenberg Air
Force Base

Goleta

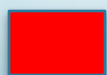
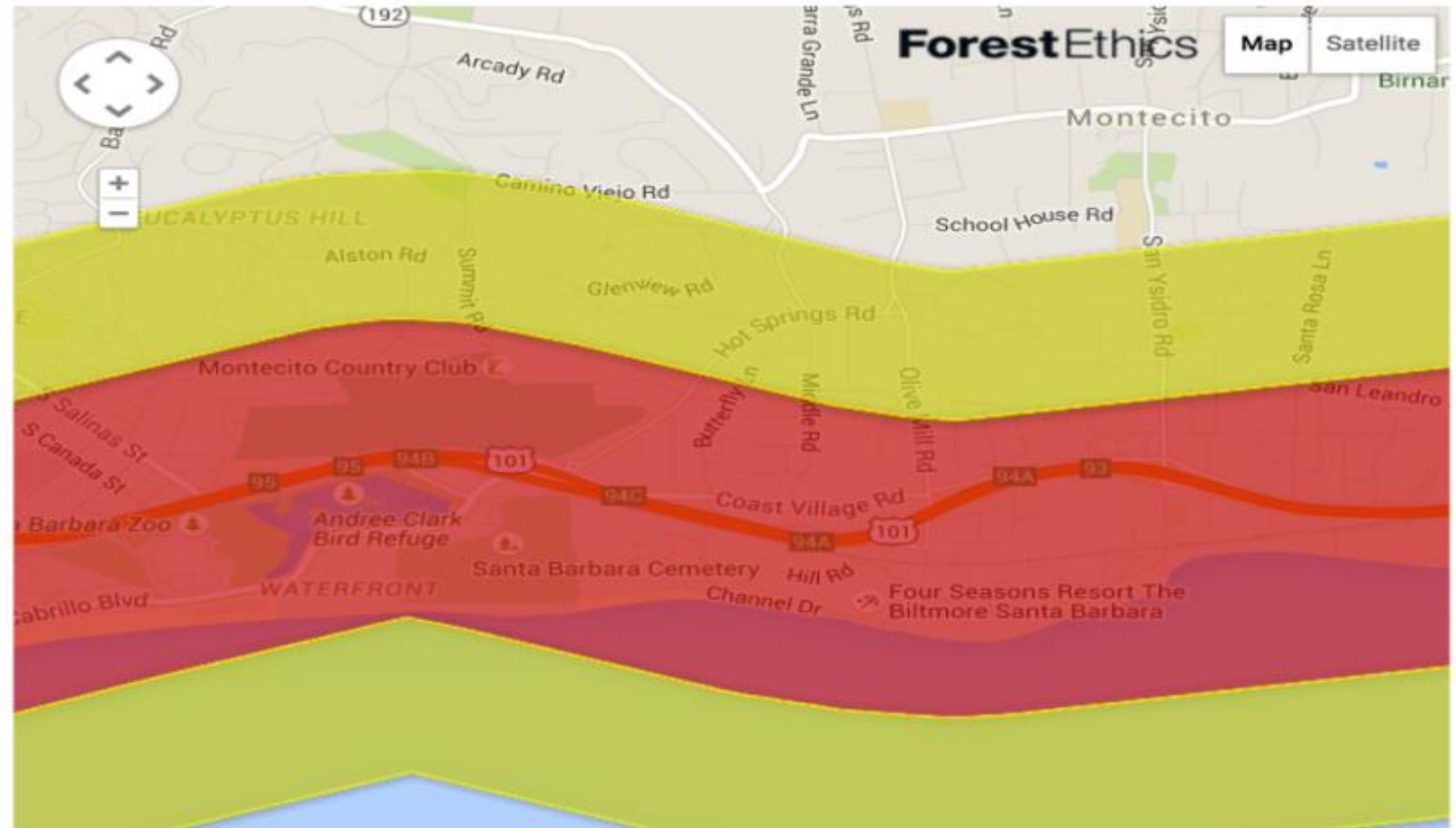
Santa Barbara
(including SB Airport)

Carpinteria

Montecito

Summerland

Montecito

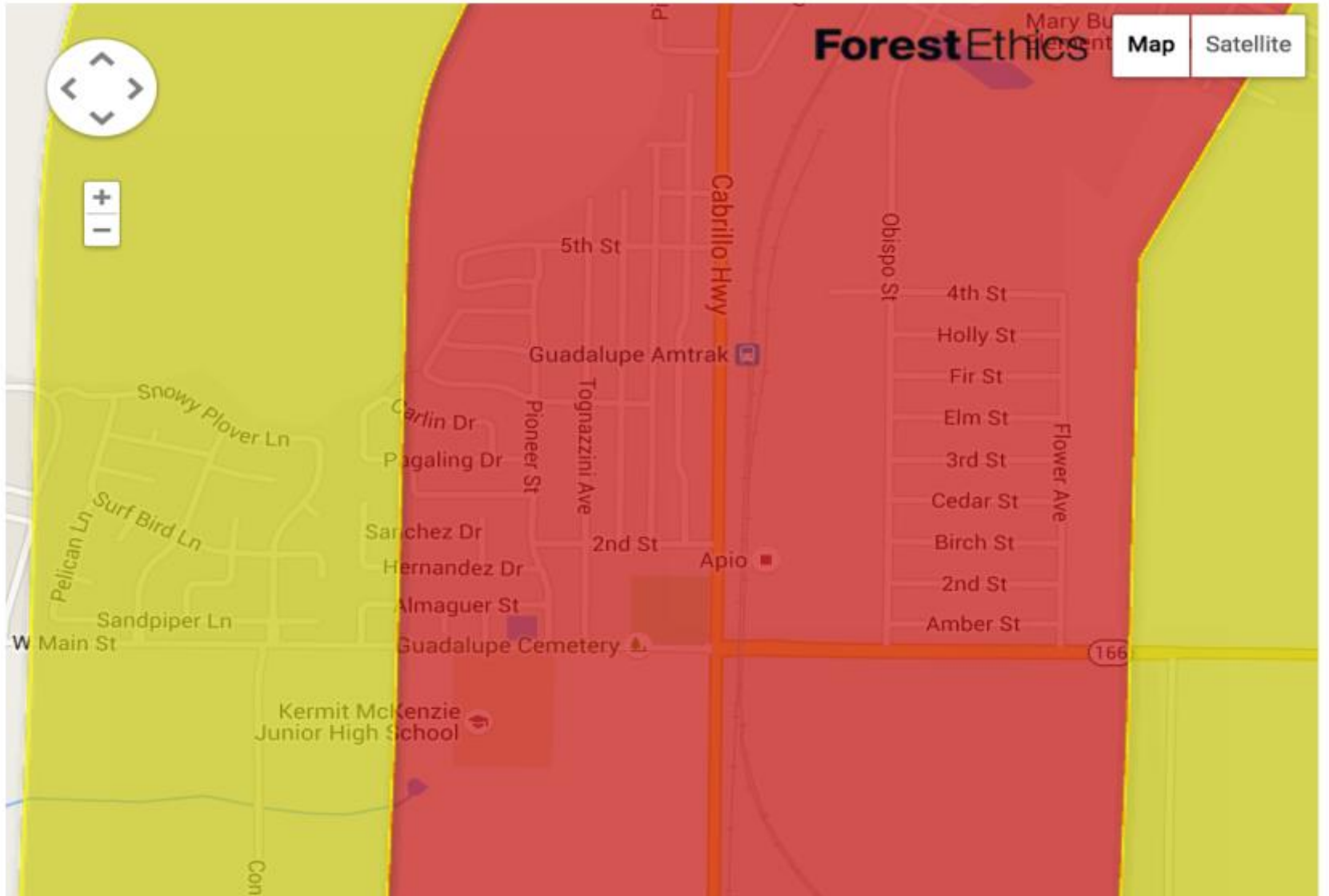


.5 mile US DOT Evacuation Zone for Oil Train Derailment

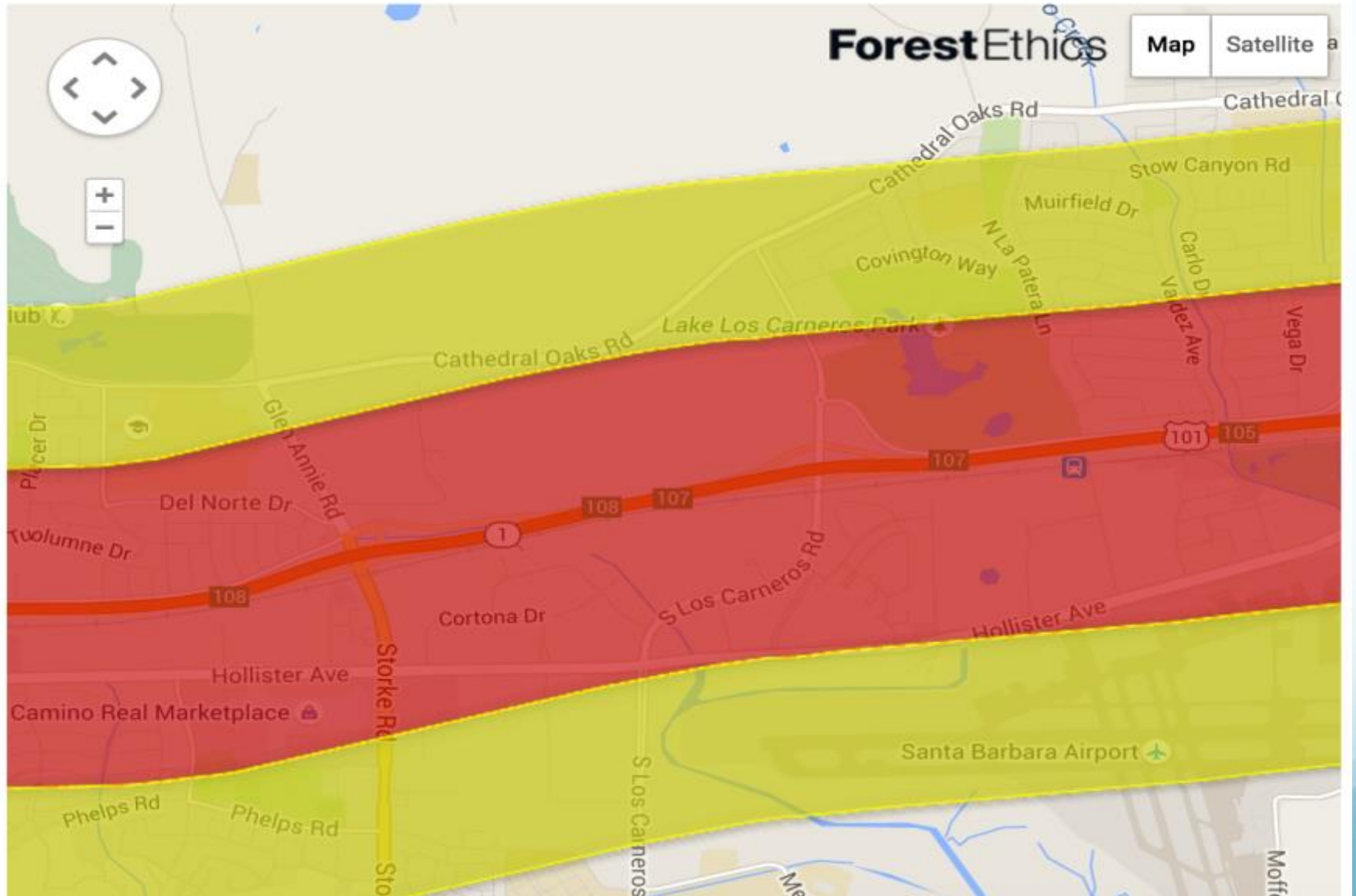


1 mile US DOT Potential Impact Zone in Case of Oil Train Fire

Guadalupe



Goleta



Diverse community opposition

Over 20,000 public
comment letters

Ventura County
Cities of SB, Carpinteria,
Goleta, SLO
Teachers
Nurses
Firefighters
Environmental Advocates
Businesses



Conclusion

Based on the aforementioned considerations, and potential detriments to our constituents, we ask the Board to take a position of opposition on the Phillips 66 Santa Maria Rail Spur Expansion Project