



California Energy Commission IEPR Update

June 25, 2014

Local Perspectives on Crude By Rail
Transport
County Supervisor Caren Ray
San Luis Obispo, District 4

Introduction: Overview- San Luis Obispo

- **high hazard area**
- pristine coastline and urban areas across entire county
- Phillips 66 Rail Spur project pending
- Regional Transportation Plan



Roles Related to Crude

- Decision making regarding projects
- CEQA implementation
- Emergency Operations Center
- Funding emergency preparedness
- Perceived as responsible

Additional Data Requirements

- Local Scheduling
- Total possible volume
- Volatility Index
- Possible impact of accident, by volatility
- Regional apparatus
- Regional EOC coordination

Gaps in Regulatory Authority

- Preemption
- CEQA cumulative impacts impossible
- Adopted Regional Transportation Plan rendered moot
- No authority to restrict within county borders
- Local emergency preparedness in a vacuum

Recent Developments

- Phillips 66 Rail Spur Project Pending
- 5 unit trains per week
- Offload site within 2000 feet of homes
- Recirculated EIR
- New DEIR in Fall
- BOS in early 2015

10 Local Safety Concerns

- Ron Alsop, San Luis Obispo Emergency Services Manager
- Peter Rodgers, San Luis Obispo Council of Governments Administrative Director
- Chief Robert Lewin, San Luis Obispo CalFire
- Supervisor Caren Ray

1. Inadequate Early Warning System

- Sirens do not cover high risk areas
- Needs expansion to County borders



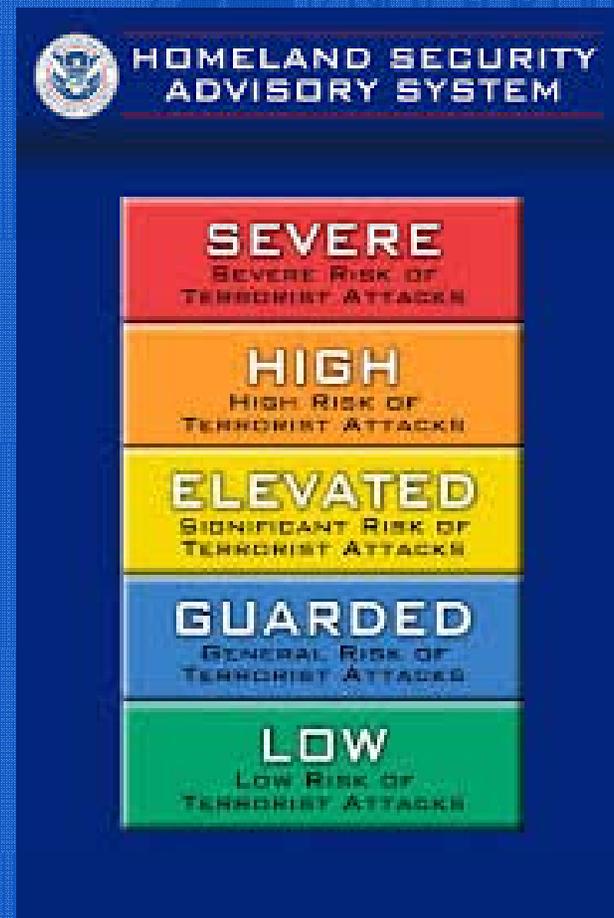
2. Quarantine Area

- Highly urbanized areas
- Disabled or leaks



3. Tiered Notification System

- For EOC use only
- Color coded
- Weekly
- Staffing



4. Text/Email notification

- Direct and immediate
- Area specific
- Rural protection
- Low cost



5. Modernize Signalization

- Direct train control signaling and hand-thrown switches
- Conductor must exit
- Decreased system performance



6. Ensure Appropriate Ballast



- Class 3 or 4
- Weight per car
- Average unit train weight
- Overall traffic

7. Positive Train Control

- Delayed implementation?
- Must require system wide



8. Non-Geographic Identification

- Identified by volatility
- Volatility index
- Not by place of origin, such as Bakken



9. Local Financial Support

- No local HazMat funding
- Local taxpayers should not bear cost



10. Proper CEQA Analysis Difficult



- Cumulative impact analysis
- Pending projects
- Information access
- Conditioning when not the applicant

Conclusion

- San Luis Obispo County has been identified as a High Hazard Area
- Resolution of safety concerns critical as part of CEQA analysis for pending Phillips 66 project (thus proper CEQA analysis may not be possible at this time)
- Concerns center around lack of control over rail traffic and access to information, as well as inadequate local emergency response preparation and funding