

I was told that the comments that sent earlier regarding the Phillips 66 project could not be accessed hence I am following up with the following:

Under Response to Comments, sub, Organizations and Schools I had comments in an SCAC response, thus:

*Supervisor Caren Ray, 4th District Supervisor
Murray Wilson, Senior Environmental Planner
County Government Center
San Luis Obispo, CA 93408*

Dear Supervisor Ray and Mr. Wilson:

*On October 27th, 2014, The SCAC directed me to share comments made by SCAC members, following presentations on the Phillips-66 Rail Spur REIR by the Mesa Refinery Watch Group, and by a representative of Santa Maria Refinery (SMR) (Jim Anderson):
Richard Wright – SCAC Public Safety Representative*

- This project provides more disadvantages to the community in terms of adverse health issues than advantages to the county, such as added jobs (estimated at 17).*
- Page ES-13 of the REIR states “that the impact to fire protection and emergency services along the UPRR mainline was found to be significant (Class 1) in the event of a fire or explosion. Many local emergency responders lack adequate resources to respond to oil-by-rail accidents.” This project should not be under-taken without appropriate public safety resources available for emergencies.*
- It is doubtful that SLO County has adequate public safety personnel in the SouthCounty to provide for evacuation from impacted locations in the event of a major fire or explosion on the rail line.*

Dan Woodson – SCAC Area 2 Representative

- Santa Maria Energy Company and others [purportedly] plan to add 7,700 oil wells between Orcutt and Casmalia. If SMR contracted to process that new product from its existing pipelines, the need for a rail spur would be completely eliminated.*
- If SMR is allowed to process oil-by-rail, there is a potential for major railroad traffic impacts.*
- The REIR lacks specifics on monitoring mitigation measures, and the county's monitoring capability will be dependent on budget constraints. Specific county departments should be listed as responsible for monitoring mitigations, and specific functionaries in departments should be assigned responsibility in job description. There should be a source of dedicated funding to provide those services. Page 1 of 3, SCAC Letter regarding Phillips Rail Spur November 7, 2014*
- The REIR implies that if any mitigation factors are not in compliance with Federal Regulations, then that mitigation factor can be ignored. I believe that past US Supreme Court decisions imply State (Local) regulations take precedent over Federal Regulations if they are more stringent than the Federal Regulations.*

[http://www.slocounty.ca.gov/Assets/PL/Santa+Maria+Refinery+Rail+Project/FEIR+Phillips+Rail+Spur+Project+Dec+2015/Response+To+Comments/3 Organizations+and+Schools/South+County+Advisory+Council.pdf](http://www.slocounty.ca.gov/Assets/PL/Santa+Maria+Refinery+Rail+Project/FEIR+Phillips+Rail+Spur+Project+Dec+2015/Response+To+Comments/3%20Organizations+and+Schools/South+County+Advisory+Council.pdf)

Under Response to Comments, sub, General Public under Woodson, thus:

*From: D W william_woodson@hotmail.com
To: "p66-railspur-comments@co.slo.ca.us"
p66-railspur-comments@co.slo.ca.us
Date: 11/18/2014 05:12 PM
Subject: Comments*

Add to Air Quality Impacts There is a need to factor in all of the GHG emissions caused by vehicles waiting for the train to pass at all at-grade crossings along the entire right-of-way.

Add to Hazards and Hazardous Materials and Public Services and Utilities Due to Jammed intersections at at-grade crossings there will be more delays for emergency responders creating more damage to life and property.

Transportation and Circulation A minimum of effort was spent discussing the impacts of passing trains on at-grade crossings. LOS and total delay times need to be determined for individual crossings along the entire route. The impacts related to interrupted signal light timing, delayed transit schedules and driver frustration need to be discussed.

An Observation If there is a mitigation for a class 1 impact and Federal regulations do not allow this mitigation then the EIR should not be approved.

*Thank you,
Dan Woodson*

[http://www.slocounty.ca.gov/Assets/PL/Santa+Maria+Refinery+Rail+Project/FEIR+Phillips+Rail+Spur+Project+Dec+2015/Response+To+Comments/4 General+Public/Woodson+Dan.pdf](http://www.slocounty.ca.gov/Assets/PL/Santa+Maria+Refinery+Rail+Project/FEIR+Phillips+Rail+Spur+Project+Dec+2015/Response+To+Comments/4%20General+Public/Woodson+Dan.pdf)

The impacts to at-grade crossings was never addressed instead the planner addressed the impacts of two or more trains simultaneously arriving at the Phillips facility.

I never did see a discussion of the proposed 7,000 wells to be located between Orcutt and Casmalia. Given the availability of Santa Maria Valley pipelines in proximity to the proposed wells it would seem that Phillip's product needs could be supplied locally.

In addition in a letter dated January 26, 2016, addressed to Supervisor Compton the South County Advisory Council advised that the FEIR and the project not be approved.

Thanks for your consideration.

Dan Woodson

