

From: Leslie Bennett <[leslievbennett@mac.com](mailto:leslievbennett@mac.com)>  
To: "[p66-railspur-comments@co.slo.ca.us](mailto:p66-railspur-comments@co.slo.ca.us)"  
<[p66-railspur-comments@co.slo.ca.us](mailto:p66-railspur-comments@co.slo.ca.us)>  
Date: 11/24/2014 12:35 AM  
Subject: Proposed Phillips 66 Rail Spur Project

Dear Mr. Murry Wilson,

As a newly arrived resident of San Luis Obispo County, I am extremely concerned about the negative effects that the proposed Phillips 66 rail spur project would have on county residents. According to the October 2014 Revised EIR, there are actually five serious Class I impacts that I understand couldn't be mitigated, as described on IST Pages 1 - 6. Those include high levels of air pollution that will exceed allowable standards, and strong potential for groundwater contamination from spilled petroleum product. That is frightening enough, but there are also Class II and III impacts, including substantially increased noise and light pollution, both during the construction phase and ongoing operations. (See IST pages 7 - 40.)

Not only will the county and its residents be harmed by the above impacts, but the product to be shipped (tar sand) is more dangerous to human health than what Phillips has been bringing in by pipeline. Additionally, it will be shipped in a manner far more likely to result in both spills and explosions from collisions or derailments of tanker cars. Half mile long trains of oil tankers will be coming down the Cuesta grade, across old infrastructure, such as a wooden bridge constructed in 1890. They will continue through heavily populated areas, including immediately adjacent to the Cal Poly Campus. The County's hazardous response resources are extremely limited and undertrained and underfunded. They would be unable to cope with the horrendous problems caused by a spill or explosion.

I understand that the Phillips 66 refinery has been operating in its present location for approximately 60 years with minimal disruption or hazardous effect on nearby residents, bringing crude oil in via pipeline. Now it is proposing a significant change in its operations by constructing an unsightly, noisy industrial site that would pose significant hazards to the health and safety not only of the communities surrounding the refinery but all the communities along the route traveled by the oil tanker cars.

To protect the beauty of San Luis Obispo county's environment and the quality of life of its residents and visitors, it is imperative that the County adopt the "No Project" alternative regarding this proposal. The negative effects would be permanent and beyond the ability of the county to mitigate or reverse if the proposal goes forward.

Thank you,

Leslie V. Bennett

BEL-01

From: Leslie Bennett <[leslievbennett@mac.com](mailto:leslievbennett@mac.com)>  
To: "[p66-railspur-comments@co.slo.ca.us](mailto:p66-railspur-comments@co.slo.ca.us)"  
<[p66-railspur-comments@co.slo.ca.us](mailto:p66-railspur-comments@co.slo.ca.us)>  
Date: 11/24/2014 12:41 AM  
Subject: Proposed Phillips 66 Rail Spur Project

Dear Mr. Murry Wilson,

As a newly arrived resident of San Luis Obispo County, I am extremely concerned about the negative effects that the proposed Phillips 66 rail spur project would have on county residents. According to the October 2014 Revised EIR, there are actually five serious Class I impacts that I understand couldn't be mitigated, as described on IST Pages 1 - 6. Those include high levels of air pollution that will exceed allowable standards, and strong potential for groundwater contamination from spilled petroleum product. That is frightening enough, but there are also Class II and III impacts, including substantially increased noise and light pollution, both during the construction phase and ongoing operations. (See IST pages 7 - 40.)

Not only will the county and its residents be harmed by the above impacts, but the product to be shipped (tar sand) is more dangerous to human health than what Phillips has been bringing in by pipeline. Additionally, it will be shipped in a manner far more likely to result in both spills and explosions from collisions or derailments of tanker cars. Half mile long trains of oil tankers will be coming down the Cuesta grade, across old infrastructure, such as a wooden bridge constructed in 1890. They will continue through heavily populated areas, including immediately adjacent to the Cal Poly Campus. The County's hazardous response resources are extremely limited and undertrained and underfunded. They would be unable to cope with the horrendous problems caused by a spill or explosion.

I understand that the Phillips 66 refinery has been operating in its present location for approximately 60 years with minimal disruption or hazardous effect on nearby residents, bringing crude oil in via pipeline. Now it is proposing a significant change in its operations by constructing an unsightly, noisy industrial site that would pose significant hazards to the health and safety not only of the communities surrounding the refinery but all the communities along the route traveled by the oil tanker cars.

To protect the beauty of San Luis Obispo county's environment and the quality of life of its residents and visitors, it is imperative that the County adopt the "No Project" alternative regarding this proposal. The negative effects would be permanent and beyond the ability of the county to mitigate or reverse if the proposal goes forward.

Thank you,

Leslie V. Bennett

From: Leslie Bennett <[leslievbennett@mac.com](mailto:leslievbennett@mac.com)>  
To: "[p66-railspur-comments@co.slo.ca.us](mailto:p66-railspur-comments@co.slo.ca.us)"  
<[p66-railspur-comments@co.slo.ca.us](mailto:p66-railspur-comments@co.slo.ca.us)>  
Date: 11/24/2014 12:44 AM  
Subject: Proposed Phillips 66 Rail Spur Project

Dear Mr. Murry Wilson,

As a newly arrived resident of San Luis Obispo County, I am extremely concerned about the negative effects that the proposed Phillips 66 rail spur project would have on county residents. According to the October 2014 Revised EIR, there are actually five serious Class I impacts that I understand couldn't be mitigated, as described on IST Pages 1 - 6. Those include high levels of air pollution that will exceed allowable standards, and strong potential for groundwater contamination from spilled petroleum product. That is frightening enough, but there are also Class II and III impacts, including substantially increased noise and light pollution, both during the construction phase and ongoing operations. (See IST pages 7 - 40.)

Not only will the county and its residents be harmed by the above impacts, but the product to be shipped (tar sand) is more dangerous to human health than what Phillips has been bringing in by pipeline. Additionally, it will be shipped in a manner far more likely to result in both spills and explosions from collisions or derailments of tanker cars. Half mile long trains of oil tankers will be coming down the Cuesta grade, across old infrastructure, such as a wooden bridge constructed in 1890. They will continue through heavily populated areas, including immediately adjacent to the Cal Poly Campus. The County's hazardous response resources are extremely limited and undertrained and underfunded. They would be unable to cope with the horrendous problems caused by a spill or explosion.

I understand that the Phillips 66 refinery has been operating in its present location for approximately 60 years with minimal disruption or hazardous effect on nearby residents, bringing crude oil in via pipeline. Now it is proposing a significant change in its operations by constructing an unsightly, noisy industrial site that would pose significant hazards to the health and safety not only of the communities surrounding the refinery but all the communities along the route traveled by the oil tanker cars.

To protect the beauty of San Luis Obispo county's environment and the quality of life of its residents and visitors, it is imperative that the County adopt the "No Project" alternative regarding this proposal. The negative effects would be permanent and beyond the ability of the county to mitigate or reverse if the proposal goes forward.

Thank you,

Leslie V. Bennett