

From: Jamie Herbon <jjherbon@gmail.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/18/2014 07:28 PM
Subject: The Phillips REIR – Concerns and Alternative Plan

To: Murry Wilson, SLO County Planning Department
From: Jamie Herbon

Dear Mr. Wilson,

There are many reasons the County should consider the No Project Alternative to the P66 Rail Terminal project. The No Project Alternative would meet most of the basic objectives of the Rail Spur Project. (Page 5-49, paragraphs 3 and 6 of the REIR).

HEO-01

Here are some of the more salient points that make the Rail Terminal project negative for San Luis Obispo County:

1. The project is inconsistent with County policies to protect life and the environment.

HEO-02

2. The project not only impacts the Nipomo Mesa, but also has the potential of creating serious hazardous materials situations as the oil trains moves through the entire county, including the Cuesta Grade, Cal Poly campus and a county water treatment facility.

HEO-03

3. The current buffer from homes to P66 operations is 1 ½ miles. The proposed rail terminal eliminates nearly all of the buffer and brings numerous pollutants severely close to existing residential areas. The pollutants include Noise Pollution, Light Pollution (24 hours per day) and Air Pollution.

HEO-04

4. As the project is defined, there are 5 Class 1 impacts that cannot be mitigated. With the Nipomo Mesa already violating air quality standards over 90 times in the last year, why would the County consider a project that would further impede the breathability of the air on the Mesa?

HEO-05

5. In general, many of the proposed mitigations for the Rail Terminal will require one or more agencies to measure, inspect and monitor P-66 to verify the mitigations are in place and working properly. The REIR does not arrange for/pay for such ongoing monitoring.

HEO-06

6. For over 50 years, the Santa Maria Oil Refinery has accepted oil by pipe line. There are numerous pump stations located in outlying areas of Santa Maria and San Ardo. There is no need to build rail spurs at the Santa Maria Oil Refinery with the existing infrastructure for accepting oil by pipeline.

HEO-07

Three years ago the SMR received permission to increase its storage capacity by 10%. There was no mention of needing oil delivered by rail. Clearly, the rail spur is not needed for operations at the SMR to continue. As the REIR states, the NO PROJECT alternative is superior

HEO-08

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