From: George Hoover <George_Hoover@bstz.com>
To: "p66-railspur-comments@co.slo.ca.us"
<p66-railspur-comments@co.slo.ca.us>
Date: 01/27/2014 08:06 AM
Subject: Draft EIR for the Phillips 66 Company Rail Spur Extension Project

Dear Mr. Wilson,

Appendix D of the draft EIR indicates that the model for noise analysis considered the noise of locomotives moving and idling. However, the model does not appear to take into account the noises of the switching movements apart from the locomotive noise. Each train of 80 cars will be broken into groups of 10 cars for unloading and then reassembled. This requires dozens of switching moves during the unloading process and train reassembly. When groups of tank cars, whether loaded or empty, are coupled together, there is a tremendous impact as the momentum of the moving cars is dissipated in the couplings of the stationary cars. This results in both a loud noise spike and seismic event. When cuts of cars are accelerated from rest, there is additional noise as each coupling is drawn out in succession. HOG-1

Switching movements in a freight yard is an extremely noisy affair that has been grossly oversimplified in the model used for the draft EIR.

Sincerely,
George Hoover
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