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Date: 01/26/2014 11:26 AM
Subject: Phillips 66 DEIR comments

Dear Supervisors and Mr. Wilson,

The comments on the DEIR are due tomorrow.
Who will decide the responses and how will the response be communicated?

Phillips 66 sent an "Update" on this project 1/22/14 addressing what many of the concerns may be.
I hope their comments will not be accepted as the response to the DEIR.

PHS-1

In this "Update" under #2, P66 states that they will continue to refine heavy, sour crude oil.
However, the EIR, executive summary states that the most likely source of the feedstock will be the Bakken field in North Dakota or Canada.
In spite of P66's public relation attempts, what is stated in the EIR will become what is in this project.

PHS-2

With the four recent rail accidents involving crude oil, our beautiful county is at serious risk.
The US Dept. of Transportation issued a safety alert this month. However, implementation of additional safety procedures would take a long time.

PHS-3

Besides the dangerous risk to the health and safety of our county, the expansion has the following Class 1 impacts:

Biological Resources (wildlife habitat, native vegetation, animal and plant species) might be negatively affected in the event of a rupture or leak from a rail car on the UPRR mainline track. This includes the Monarch butterfly habits in Pismo Beach, Nipomo and Goleta,

PHS-4

Air Resources Operation activities would generate diesel particulate matter, ROG and NOx emissions within the County that would exceed the SLOCAPCD thresholds. Currently air quality is a serious issue to the Nipomo Mesa with the particulate matter from the Dunes. This different type of air pollution would only increase the risk to the health of our residents. I work as a Geriatric Pharmacist and routinely see how effects of air pollution negatively impact our vulnerable, elderly citizens.

PHS-5

Noise Pollution. According to the P66's "Update", noise pollution can be mitigated. However, I am including this as Class 1 because P66's noise studies/modeling tests were conducted by P66 and NOT what noise experts suggest. One way to

PHS-6

mitigate the noise would be a circular track. P66 said it was evaluated and too expensive.

P66 stated if if noise exceeds permit requirements (which were too high and set by P66-NOT noise experts) post-project monitoring could modify or shutdown the project.

Realistic standards should be in place, and not expect the noise level to be exceeded and then corrected!

PHS-6

Water Resources (surface water and groundwater quality) All of California (including SLO county) are in a severe drought!

A rupture or leak from a rail car on the UPRR mainline track could substantially degrade surface water and ground water quality.

PHS-7

Public Access which may be vehicles, bikes, or pedestrians going through to the ODSVRA from a Phillips maintenance road.

Threat of sabotage or terrorism is not being adequately addressed. Besides security of the refinery . traffic congestion, disturbance of environmentally sensitive habitat areas and threatened species such as the Western Snowy Plover, Least Tern, Red-legged frog, are also at risk. A bridge over or under would not address these issues.

PHS-8

Because of the serious health risks and the delay in implementation of any new Federal Standards, I implore you to put this project on hold until safety issues have been adequately addressed.

Do not put San Luis Obispo county at unnecessary risk!

Sincerely,

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