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Date: 01/24/2014 02:14 PM  
Subject: Comment on DEIR - Phillips 66 Rail Spur Project

Dear Mr. Wilson,

Thank you for the opportunity to comment on the DEIR associated with Phillip 66's proposed rail spur project. I have great concerns with the project, and as a resident of the Nipomo Mesa, I find it potentially threatening to my well-being and those of my fellow Mesa residents. One hopes that County staff and County elected officials would make every effort to put public health and well-being above corporate earnings.

VEA-1

First, the Nipomo Mesa suffers from almost 100 days a year of air quality that exceeds state regulations developed to protect public health. It has, for the first time in 2013 I believe, also exceeded federal requirements.

The draft EIR admits that operations resulting from the project will contribute to an already health-threatening situation on the Mesa. Phillips 66 proposes using off-site credits to mitigate these impacts. While legal, this is morally irresponsible. The real impact to residents' health will be further jeopardized. Phillips should be forced to mitigate air quality impacts at the source. Anything less is thumbing its nose at the health of its neighboring residents.

VEA-2

Noise impacts: Phillips admits noise impacts are basically unknown. It proposes monitoring but does not indicate by whom, what enforcement it would be subject to, or how it could even be approached should monitoring indicate noise pollution is an issue.

VEA-3

Accidental oil spills: Phillips admits there is a lack of containment or cleanup equipment available. Phillips should be required to provide same.

VEA-4

Bakken oil: While Phillips claims it is not set up to refine "large quantities" of the very volatile Bakken crude, it does not propose eliminating it from the mix nor does it indicate that at some future date it might be able to do so. This is the same crude that has made the news because of four rail accidents. Bakken crude coming down Cuesta Grade?

VEA-5

Past Cal Poly?

I must also question a comment on page 8 in the Executive Summary that states that explosions "would be limited to" the refinery property and would not impact offsite areas. This does not pass the smell test given newspaper headlines vis-à-vis required evacuations of entire towns.

VEA-6

Finally, the language in the EIR is vague. It says, for example, the number of trains "is expected to be" "approximately" 250. Talk about wiggle room. And if there are more trains? Would not the impacts be exacerbated? Phillips at the very least should be LIMITED to how many trains and PROHIBITED from imported, very volatile Bakken oil.

VEA-7

Thank you,  
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