WELCOME TO THE PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

Presented by the County Department of Planning and Building

DECEMBER 12, 2013

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

INTRODUCTIONS

- County Supervisor, District 4
  - Ms. Caren Ray
- County Planning, Project Managers
  - Murry Wilson
  - Bill Henry (SWCA)
- EIR Consultant – Marine Research Specialists
  - John Peirson / Greg Chittick
- Applicant – Phillips 66
  - Jim Anderson

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

PURPOSE OF MEETING

- Summarize Draft EIR
  - Rail Spur Project
  - Vertical Coastal Access
- DEIR Process
- How to Comment on DEIR
- Question and Answers

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

EIR ISSUE AREAS

- Aesthetics
- Air Quality/GHG
- Agriculture
- Biological
- Cultural
- Geology
- Hazards/Hazardous Materials
- Land Use/Recreation
- Noise & Vibration
- Population/Housing
- Public Services/ Utilities
- Transportation
- Water

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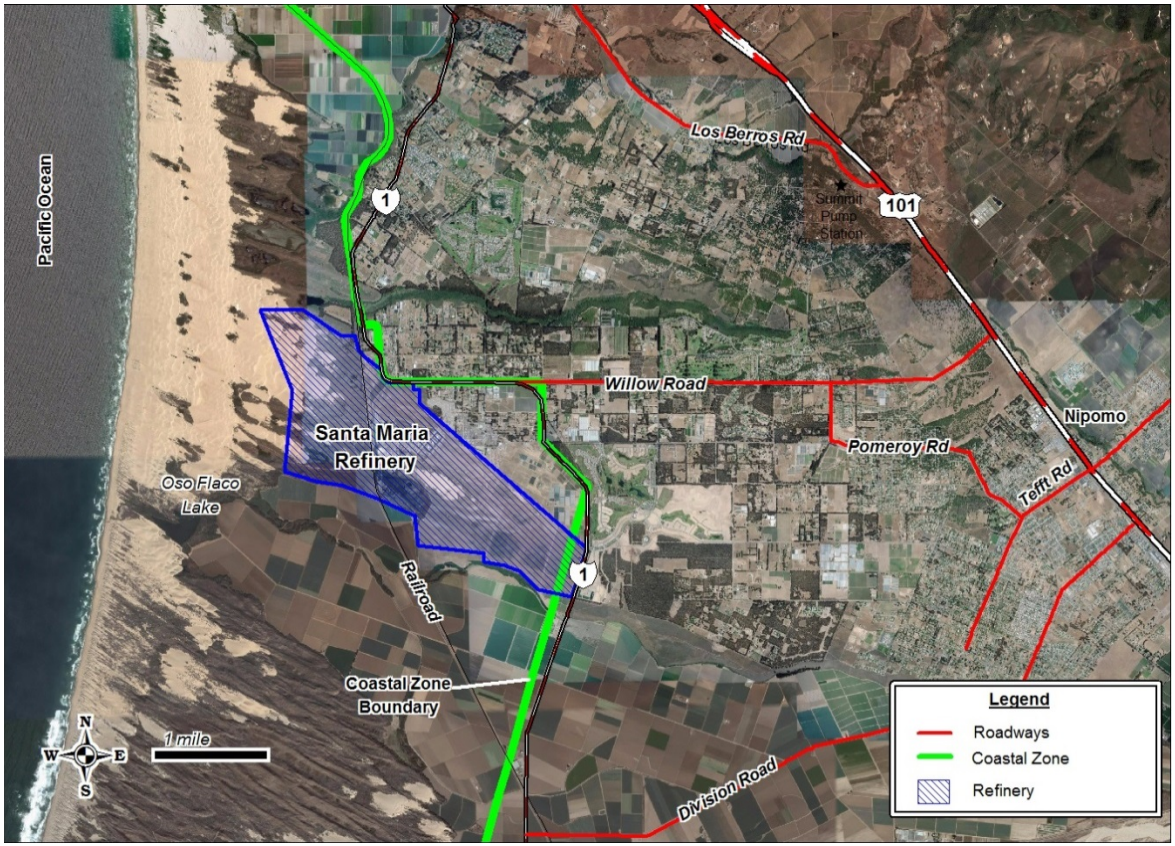


- West of the community of Nipomo, San Luis Obispo County
- East of ODSVRA
- Approximately 1,644 acres

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

EXISTING USES

- Santa Maria Refinery
  - East of UPRR
  - Refinery Infrastructure
  - Sulfur Transfer Rail Spur
  - Storage Tanks
  - Coke/Sulfur Storage and Transfer
  - On-site Pipelines
  - Administrative Buildings
  - Parking and Internal Circulation
  - Grazing/Open Space
- Open Space
  - West of UPRR
  - Discharge Pipeline
  - Pipeline Access and Maintenance Road
  - Open Space/Natural Areas

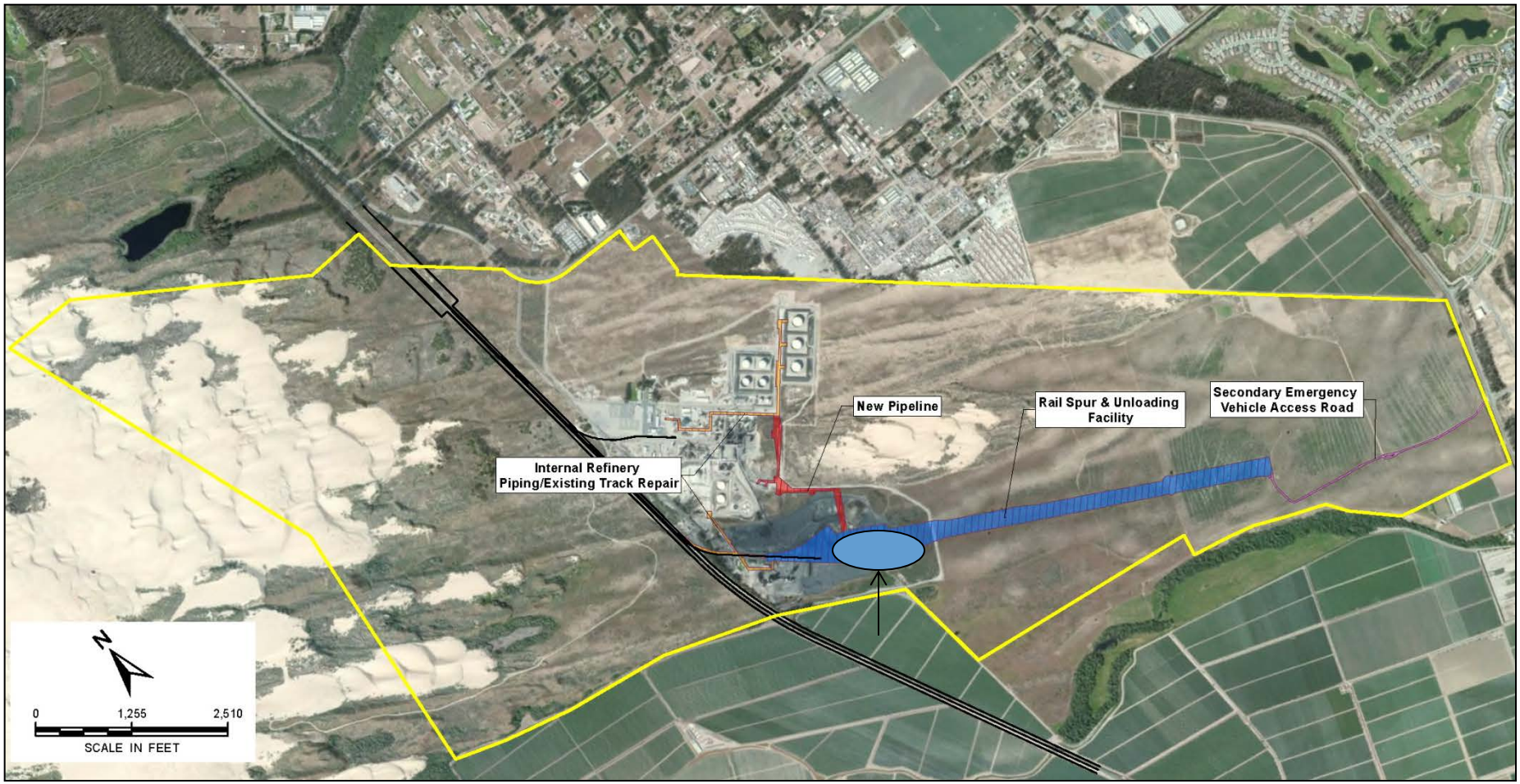
PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

PROPOSED PROJECT

- Rail Spur Extension, including:
  - Mainline Turnout
  - 20 Rail Car Unloading Facility
  - Fire Protection and Safety System
  - Pipelines
  - Access Roads
  - Secondary Emergency Access Road
  - Security Fence and Lighting
  - Spill Containment
  - Support Buildings

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

PROJECT SITE MAP



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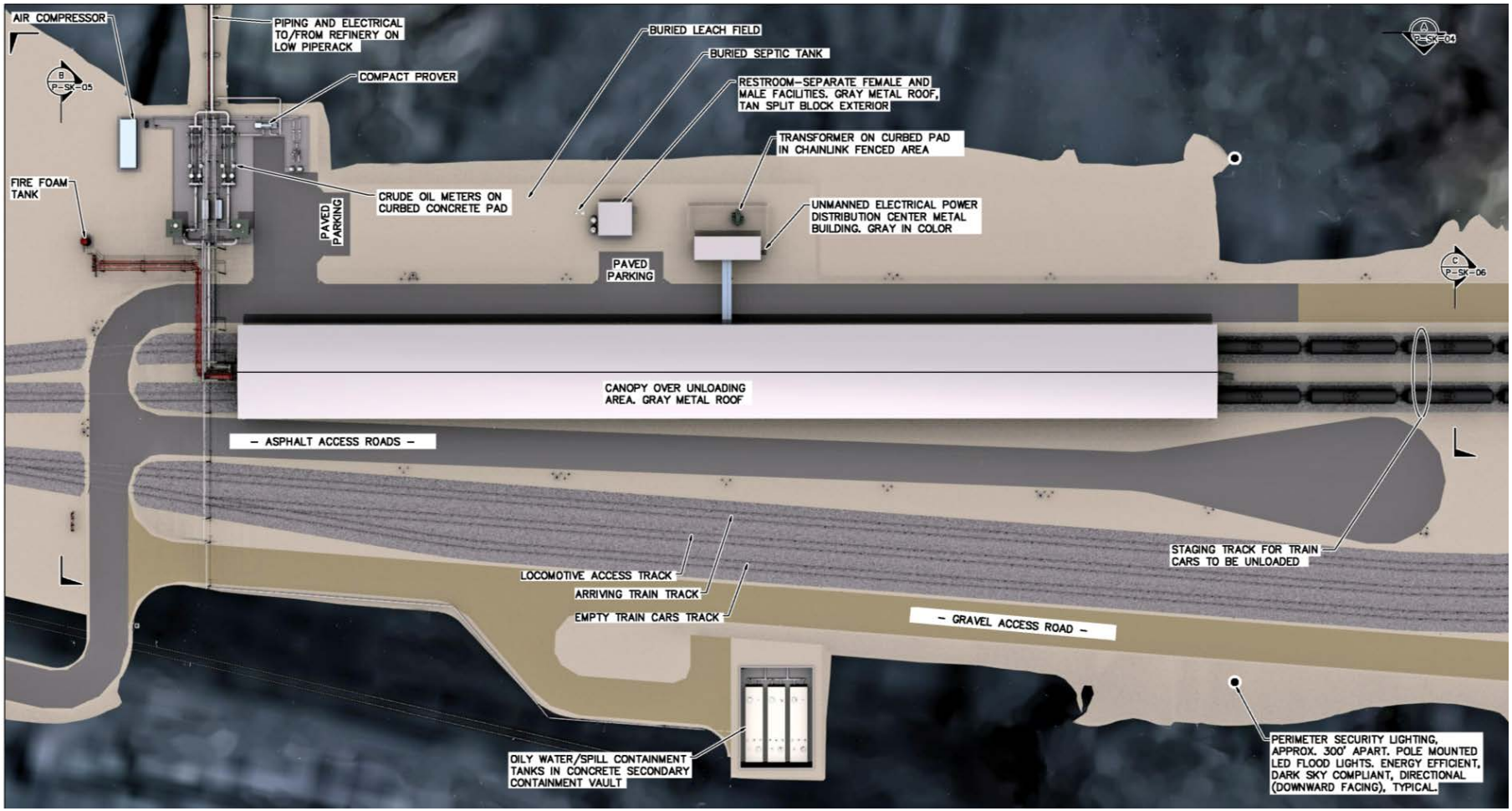
UNLOADING FACILITY



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PROPOSED PROJECT

Rail Spur:

- Five Track System
- Up to Five, 80-car, Unit Trains per Week
- Up to 250 Trains per Year
- Rail Car Capacity, 23,700 or 30,000 gallons
- 1.8 to 2.2 million gallons per Unit Train

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PROPOSED PROJECT

Rail Spur:

- Train Unloading = 8 hours
- Total Time On-site = 10-12 hours
- Crude Received From Multiple North American and Canadian Locations
- 12 New Positions Required for Operation

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PROPOSED USES – CONSTRUCTION

Overall Duration – 9 to 10 Months:

- Demolition
- Turnout Track Replacement
- Grading
- Soil Transport On-site
- Rail Construction
- Pipeline Construction
- Unloading Facility Construction
- 200 Workers at Peak

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REFINERY CAPACITY

- Would Not Effect Throughput Capacity;
- SMR max permitted capacity 48,950 bpd;
- SMR throughput range over last ten years 35,838 to 43,321 bpd;
- No refined product transferred by rail;
- Refined product would continue to be sent to P66 Rodeo Facility (Contra Costa) by existing pipeline.

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ENVIRONMENTAL IMPACTS

- Class I
  - Significant Impacts that Cannot be Mitigated to Insignificance.
- Class II
  - Significant Impacts that Can be Mitigated to Less than Significant.
- Class III
  - Less than Significant Impacts.
- Class IV
  - Beneficial Effect.

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FEDERAL PREEMPTION

Interstate Commerce Commission Transportation Act (ICCTA), 1995

- Congress Assigned Regulation of Rail Industry to the Surface Transportation Board.
- Broadly Deregulated the Railroad Industry.
- Some Courts Hold that ICCTA preempts state and local environmental laws, including CEQA.

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FEDERAL PREEMPTION

Potential Effect

- Activities on the UPRR Mainline Track may not be Subject to County Mitigation (due to ICCTA).
- Environmental Impacts are Classified in EIR Under Both a Preemption and Non-Preemption Scenario (e.g. Air/GHG Emission, Hazards).
- Mitigation Measures Recommended in Both Scenarios.

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SIGNIFICANT IMPACTS (CLASS I) WERE FOUND IN THE FOLLOWING ISSUE AREAS

- AIR QUALITY (Potentially Preempted)
  - Operational Exceedance of ROG, NOx, and Diesel Thresholds.
- BIOLOGICAL RESOURCES
  - Impacts to Sensitive Species due to Oil Spill From Rupture or Leak.
- WATER RESOURCES
  - Impacts to Surface or Groundwater due to Oil Spill From Rupture or Leak.

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ISSUE AREA IMPACTS THAT COULD BE MITIGATED TO LESS THAN SIGNIFICANT (CLASS II)

- AESTHETICS
- AGRICULTURAL RESOURCES
- AIR QUALITY
- BIOLOGICAL RESOURCES
- CULTURAL RESOURCES
- GEOLOGIC RESOURCES
- NOISE & VIBRATION
- PUBLIC SERVICES
- TRANSPORTATION
- WATER RESOURCES

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EIR HAS IDENTIFIED 71 MITIGATION MEASURES TO ELIMINATE OR MINIMIZE ENVIRONMENTAL IMPACTS

Issue Area	#MM	Issue Area	#MM
Aesthetics	6	Hazards/Hazardous Materials	2
Agricultural Resources	3	Noise and Vibration	4
Air Quality	13	Public Services	8
Biological Resources	15	Transportation	2
Cultural Resources	7	Water Resources	2
Geologic Resources	9		

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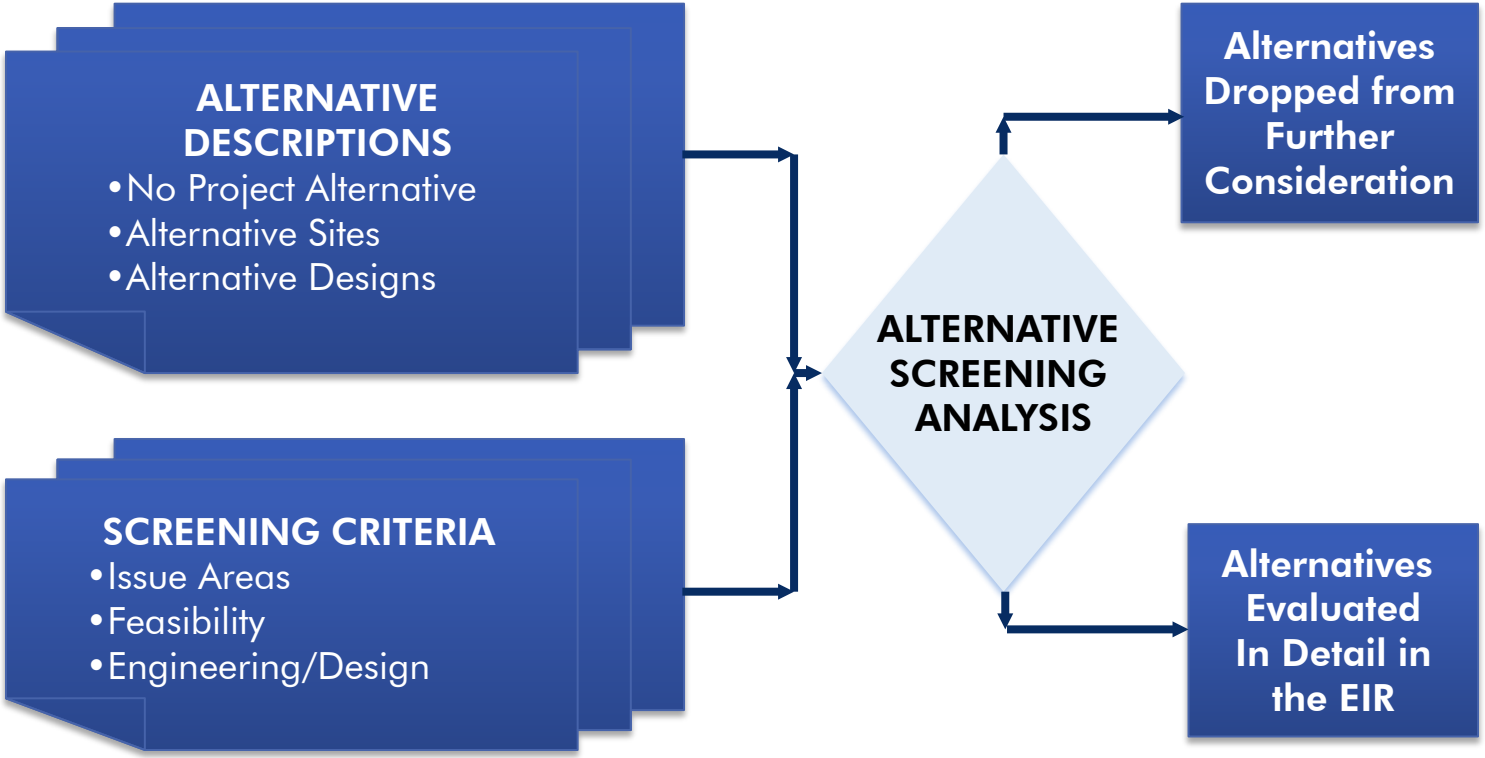
A SCREENING PROCESS WAS USED IN THE EIR TO FOCUS THE DETAILED REVIEW OF ALTERNATIVES IN THE EIR.



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THE EIR SCREENING ANALYSIS EVALUATED A RANGE OF ALTERNATIVES

- No Project Alternative
- Crude Transportation Alternatives
  - Trucking
  - Marine Transport
- Alternative Rail Unloading Sites
- Loop Rail Unloading Configuration
- Reduced Rail Deliveries

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THE FOLLOWING ALTERNATIVES PASSED THE SCREENING TEST AND WERE EVALUATED IN THE EIR

- No Project Alternative
- Loop Rail Unloading Configuration Alternative
- Reduced Rail Deliveries Alternative

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THE ALTERNATIVE FOUND TO BE THE ENVIRONMENTALLY SUPERIOR ALTERNATIVE (ESA)

- No Project Alternative
  - CEQA Requires that if the No Project Alternative is the ESA, then the EIR Shall Identify an ESA from the Other Alternatives.
- Reduced Rail Deliveries Alternative
  - Even if the County is Preempted, and Unable to Require Mainline Mitigation, this Alternative Would Reduce On-site Hazards, Noise, GHG, and Health Risk Impacts.

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COASTAL ACCESS – PRELIMINARY ASSESSMENT (CH. 9)

- Vertical Coastal Access Evaluated as Required by the Throughput Project

- Programmatic Assessment of Three Options:
  - Bicycle and Pedestrian Access;
  - Motor Vehicle, Bicycle, Pedestrian Access; and,
  - Docent Led, Pedestrian Only Access.

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COASTAL ACCESS ASSESSMENT

Ranking of Access Options:

- Docent Led, Pedestrian Only Access (Least Level of Impact);
- Bicycle and Pedestrian Access (Second Lowest Level of Impact); and,
- Motor Vehicle, Bicycle, Pedestrian Access (Greatest Level of Impact).

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COASTAL ACCESS ASSESSMENT

Next Steps:

Decision Makers will use Assessment to:

1. Determine if Access is Appropriate at this Location;
2. If Appropriate, Determine Type and Level; and,
3. Determine Consistency with CZLUO

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OVERVIEW OF EIR PREPARATION PROCESS

- Notice of Preparation (July/August 2013)
- *Scoping Meeting (July 29, 2013)*
- *Draft EIR - Public Review and Comment (November 27 – January 27, 2014)*
- *Draft EIR – Public Workshop (December 12, 2013)*
- Prepare Final EIR
- *Planning Commission Hearing (April 24, 2014)*
  - *Certify Final EIR*
  - *Consider Rail Spur Project*

*(Note: Opportunities for Public Involvement in **blue**)*

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EIR COMMENTS

USEFUL COMMENTS:

- Scope and content of the EIR.
- Local environmental knowledge.
- Methods on how environmental issues are analyzed.
- Potential Alternatives to the project.
- Potential mitigation measures that would avoid or reduce environmental issues.

NOT AS USEFUL:

- Whether you like the project or not.
- Whether you want the project approved or not.
- Issues not related to the Rail Spur Project.

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EIR COMMENTS IN WRITING OR EMAIL:

- CONTACT INFORMATION
  - Murry Wilson, Environmental Resource Specialist
    County Planning and Building Department
    976 Osos Street, Room 300
    San Luis Obispo, CA 93408-2040
  - Questions: (805) 788-2352
  - E-mail: mwilson@co.slo.ca.us (questions)
  - E-mail: p66-railspur-comments@co.slo.ca.us (comments on DEIR)
  - 5:00 p.m., Monday, January 27, 2014

QUESTIONS AND ANSWERS

BACK-UP SLIDES

BACK-UP SLIDES

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EXISTING COASTAL ACCESS LOCATIONS

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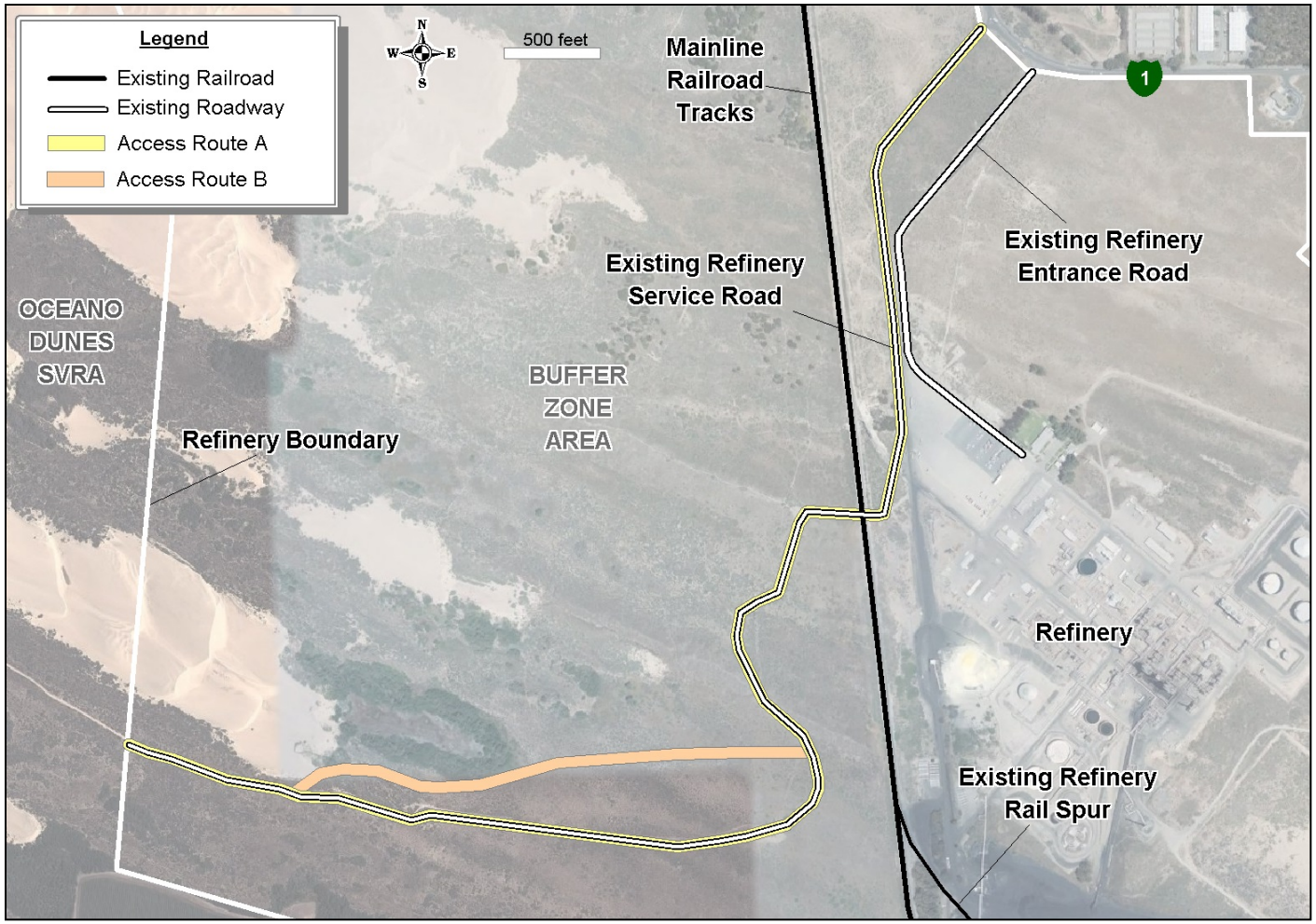
POSSIBLE COASTAL ACCESS ROUTES



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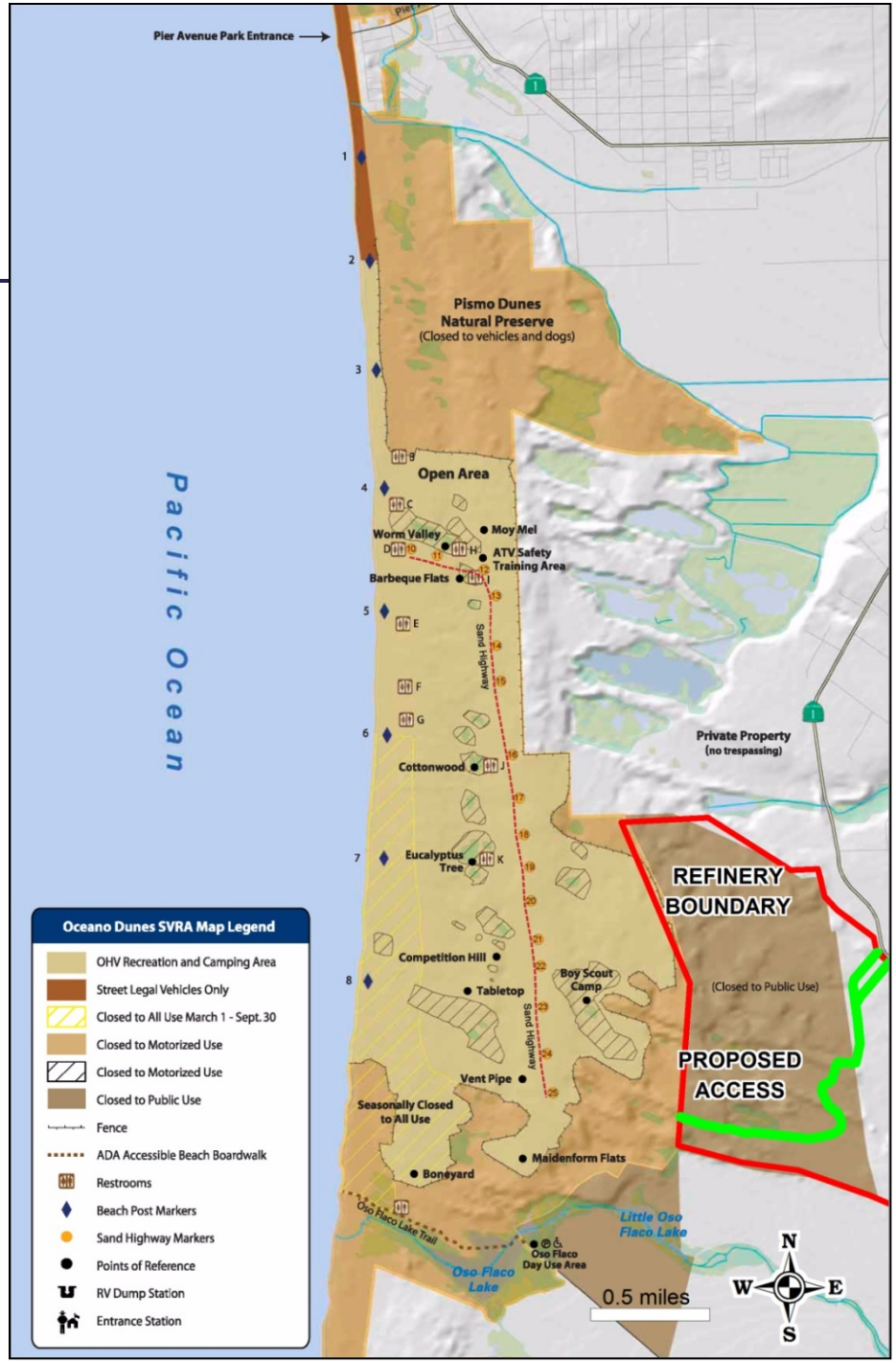
EXISTING COASTAL ACCESS ROUTE RELATIVE TO ODSVRA SITE



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PROJECT SITE PHOTOS

- UPRR Mainline, Viewing east toward SMR

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PROJECT SITE PHOTOS

- UPRR Mainline, Viewing South, Note Rail Siding

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PROJECT SITE PHOTOS

- UPRR Mainline, Viewing North, Note Rail Siding

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

PROJECT SITE PHOTOS

- Western Parcel, Viewing South Along Existing Service Road

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

PROJECT SITE PHOTOS

- Western Parcel, Viewing South Along Existing Service Road

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

PROJECT SITE PHOTOS

- Western Parcel, Viewing Southwest Along Existing Service Road

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

PROJECT SITE PHOTOS

- Western Parcel, Viewing Southeast Along Existing Service Road (Note Existing Rail Spur)

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PROJECT SITE PHOTOS

- Western Parcel, Viewing East Along Existing Service Road

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

PROJECT SITE PHOTOS

- Western Parcel, Viewing West Along Existing Service Road

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PROJECT SITE PHOTOS

- SMR, Existing Rail Spur and Coke Loading Facility

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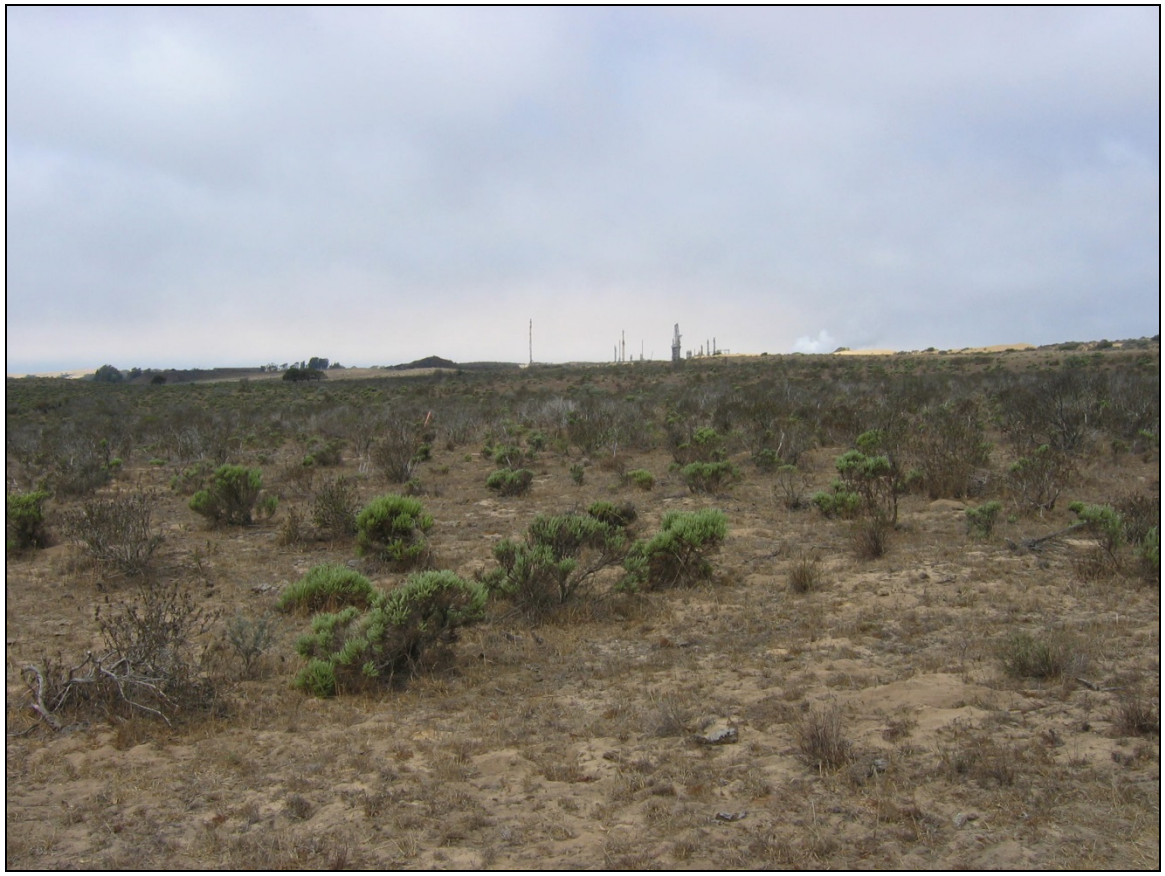
PROJECT SITE PHOTOS



- Viewing West, Area of Eastern Terminus of Proposed Rail Spur

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PROJECT SITE PHOTOS

- Viewing Southwest, Area of Emergency Vehicle Access Road

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PROJECT SITE PHOTOS

- Viewing West, Area of Emergency Vehicle Access Road

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

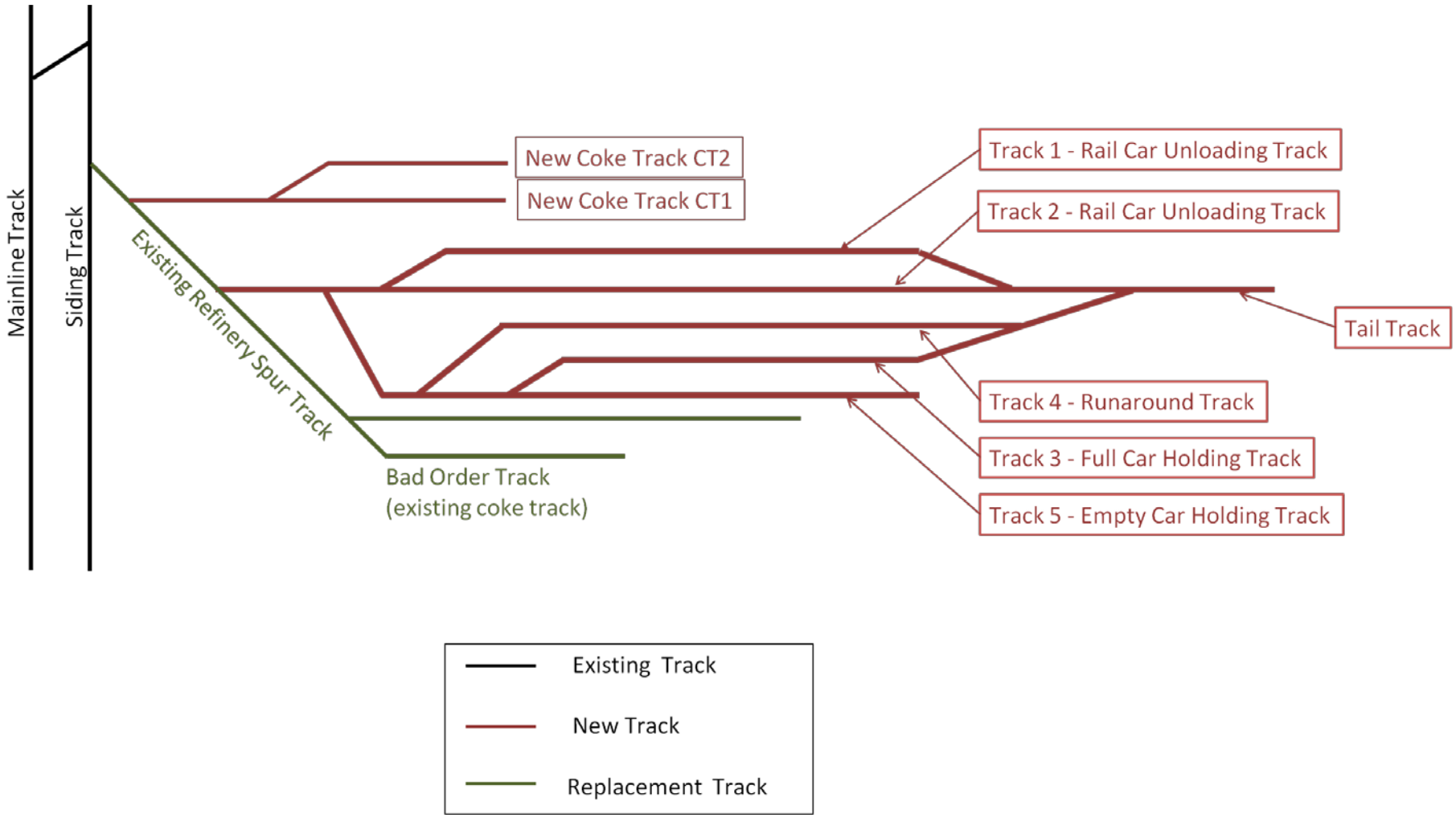
PROJECT SITE PHOTOS

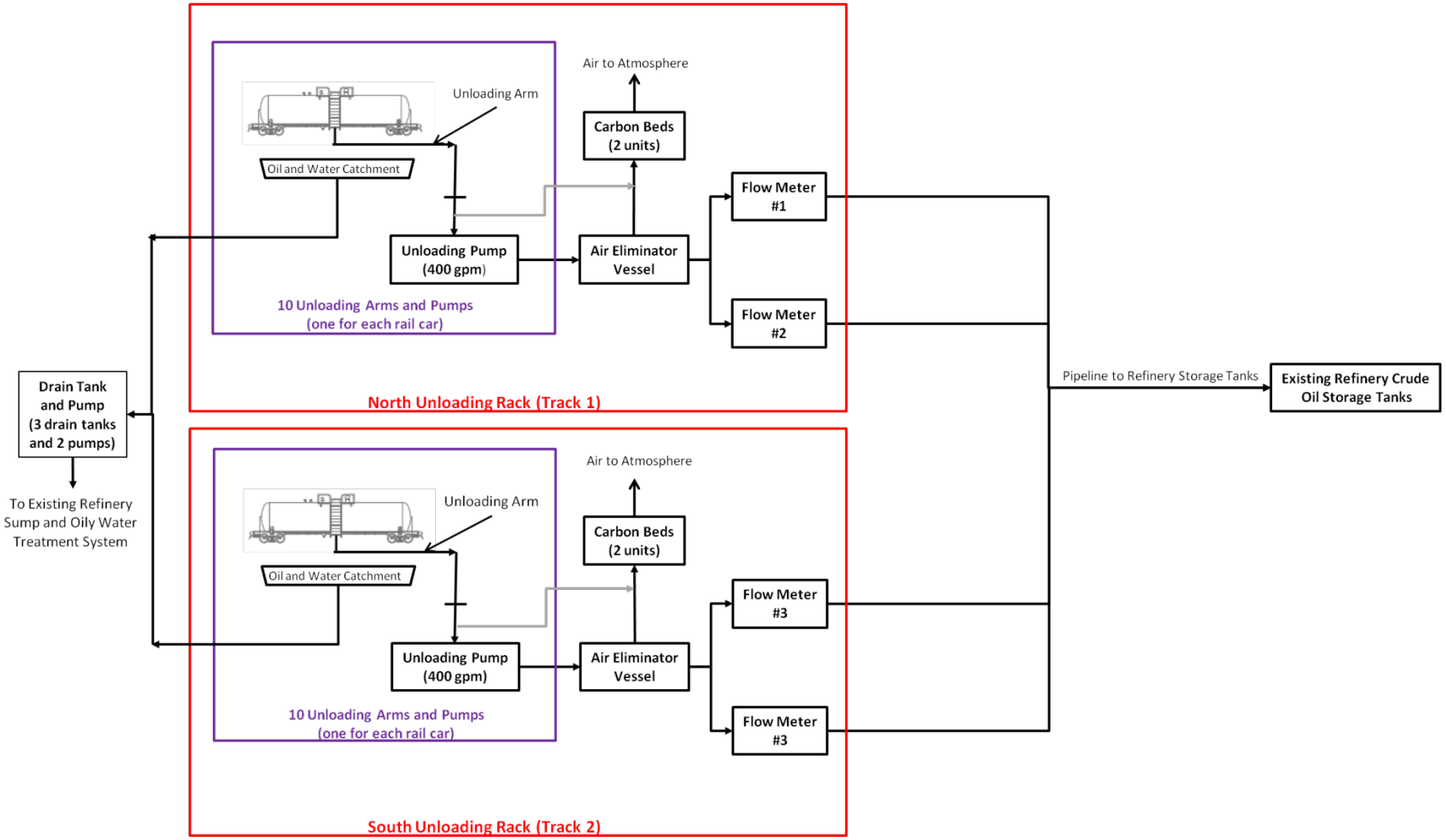
- Viewing East, Area of Emergency Vehicle Access Road

PHILLIPS 66 RAIL SPUR EXTENSION DRAFT EIR PUBLIC MEETING

PROJECT OBJECTIVES:

- Allow the refinery to obtain a full range of competitively priced crude oil by providing the capability to source raw material from North American sources that are served by rail.
- Extend the existing rail spur within the refinery and install the necessary infrastructure to safely and efficiently transfer crude oil from rail cars to the existing refinery storage tanks for processing.
- Avoid and minimize environmental and community impacts, and mitigate any unavoidable impacts to the maximum extent feasible.
- Develop a project that is consistent with the objectives of the San Luis Obispo County General Plan and Local Coastal Program.
- Design, construct, and operate a project that complies with all local, state, and federal regulatory requirements.
- Maximize the use of existing infrastructure and resources to support the economic vitality of the County and State.


Mainline Track
Siding Track
Existing Refinery Spur Track
New Coke Track CT2
New Coke Track CT1
Track 1 - Rail Car Unloading Track
Track 2 - Rail Car Unloading Track
Tail Track
Track 4 - Runaround Track
Track 3 - Full Car Holding Track
Track 5 - Empty Car Holding Track
Bad Order Track
(existing coke track)
Existing Track
New Track
Replacement Track


Air to Atmosphere
Unloading Arm
Carbon Beds (2 units)
Oil and Water Catchment
Flow Meter #1
Unloading Pump (400 gpm)
Air Eliminator Vessel
10 Unloading Arms and Pumps (one for each rail car)
Flow Meter #2
North Unloading Rack (Track 1)
Pipeline to Refinery Storage Tanks
Existing Refinery Crude Oil Storage Tanks
Drain Tank and Pump (3 drain tanks and 2 pumps)
To Existing Refinery Sump and Oily Water Treatment System
Air to Atmosphere
Unloading Arm
Carbon Beds (2 units)
Oil and Water Catchment
Flow Meter #3
Unloading Pump (400 gpm)
Air Eliminator Vessel
10 Unloading Arms and Pumps (one for each rail car)
Flow Meter #3
South Unloading Rack (Track 2)

Existing view

Proposed view

Existing view

Proposed view

Existing view

Proposed view

Existing view

Proposed view

Existing view

Proposed view

Code	Description	Area (acres)
	Rail Spur and Unloading Facility	42.40
	New Pipeline	3.04
	Internal Refinery Piping and Existing Track Repair	3.27
	Secondary Access Road	2.55

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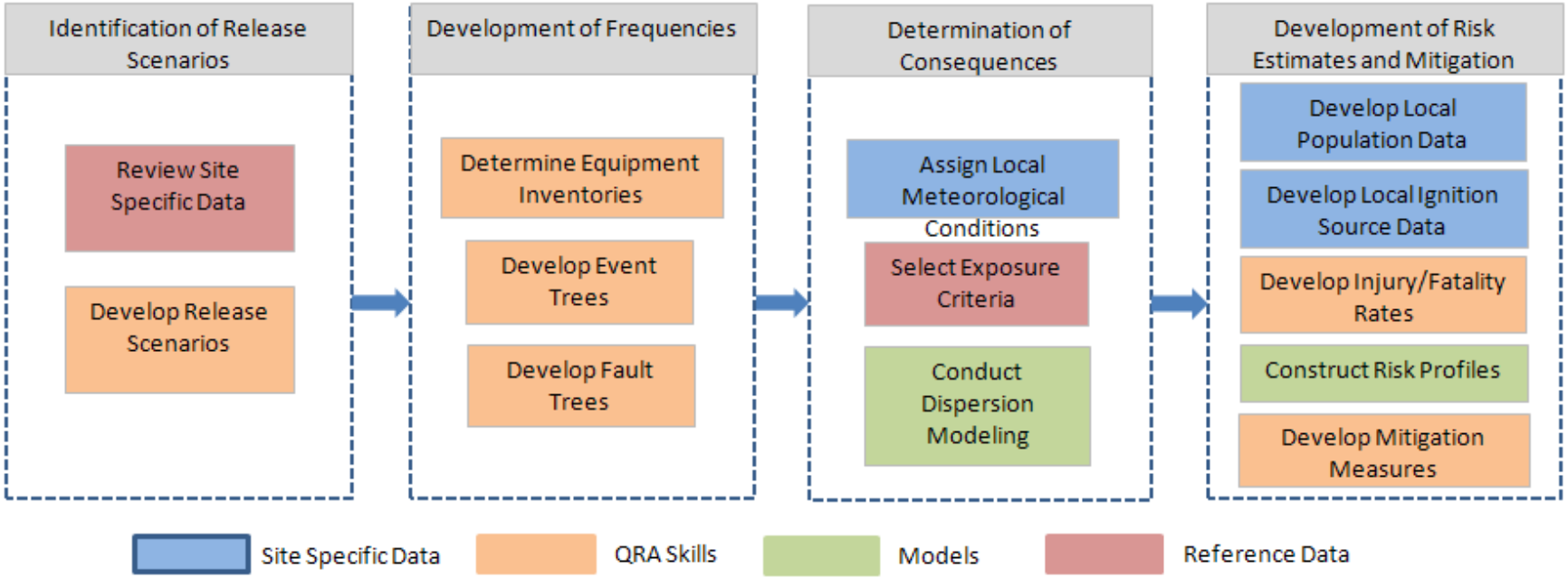
METHODOLGY FOR ASSESSING RISK OF UPSET IMPACTS



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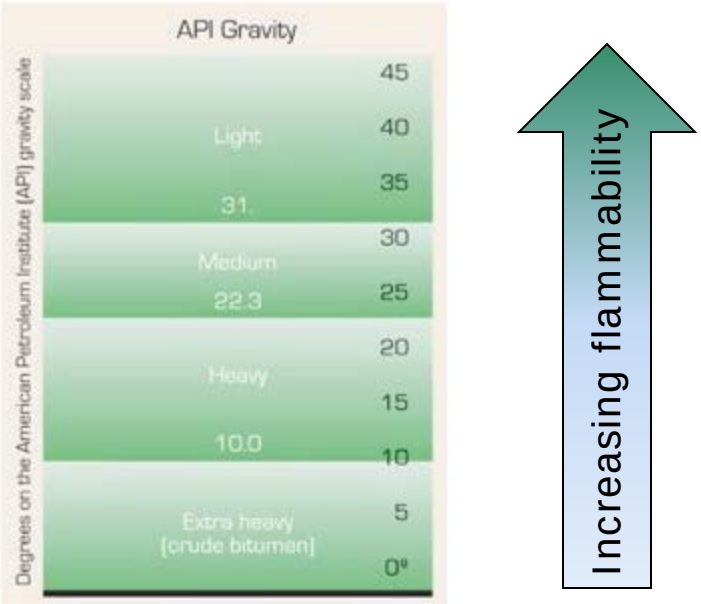
RANGE OF CRUDE OIL API GRAVITY



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USE OF BAKKEN OR OTHER LIGHT CRUDES AT THE SMR

- The SMR is not designed to process light crudes such a Bakken as a primary feedstock.
- SMR would need modifications to handle large volumes of light crude.
- EIR used North Dakota as worst case for air and GHG emissions due to distance.
- EIR used light crude to estimate flammable and explosive hazards as worst case.

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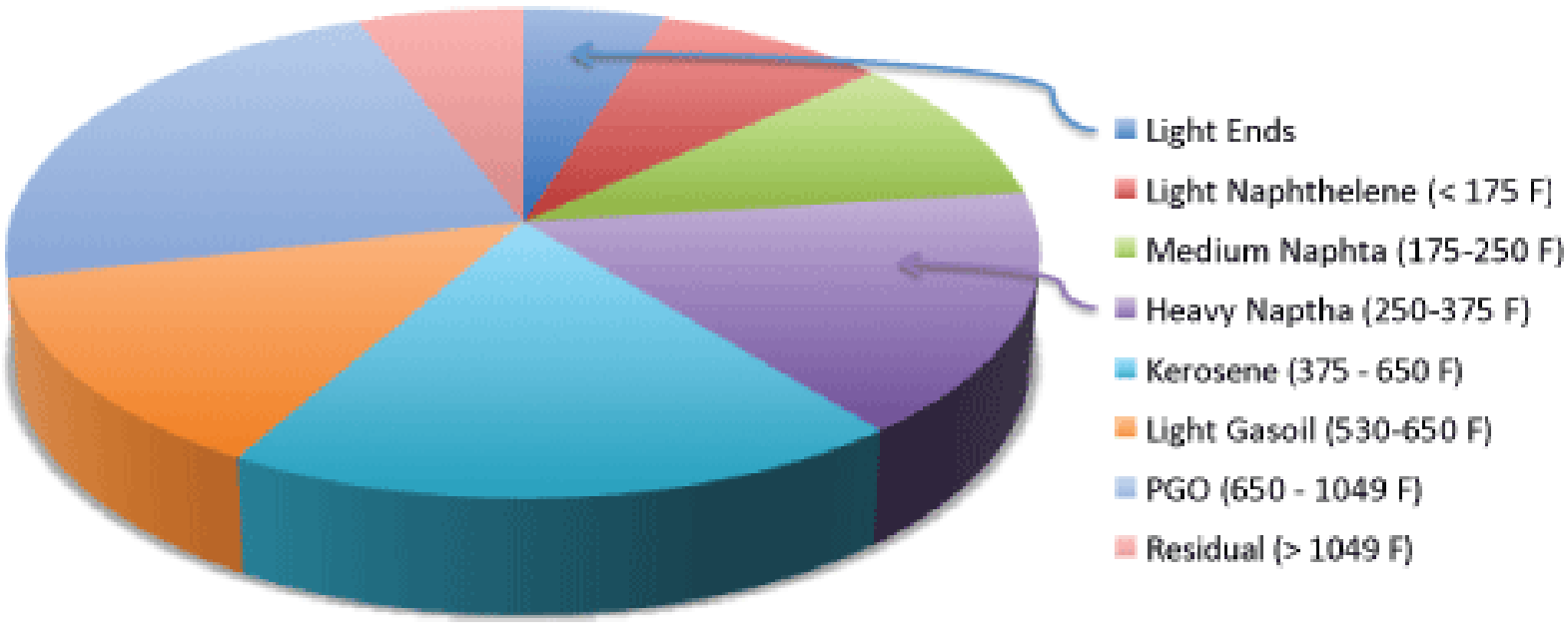
COMPOSITION OF CRUDE OIL



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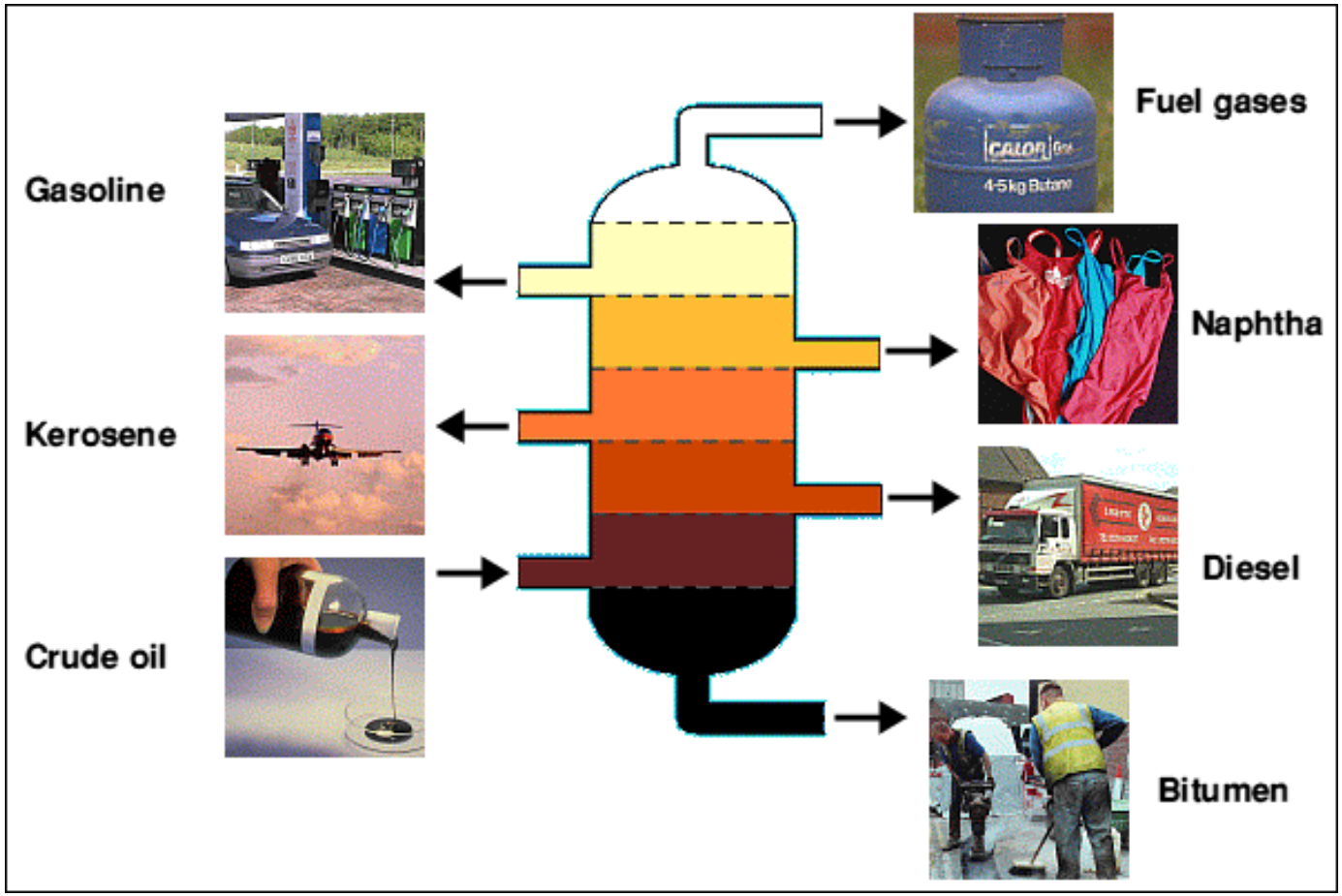
CRUDE OIL BREAKDOWN



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NOISE MODELING WAS CONDUCTED FOR TRAIN ULOADING OPERATIONS

- Baseline noise measurements were taken at various sensitive receptors near the SMR.
- Detailed train sequencing was developed for the unloading operations.
- Train noise levels were estimated using FTA algorithm (# locomotives, #cars, speed, track type).
- Noise levels estimated using SoundPlan® (meteorological conditions, terrain).

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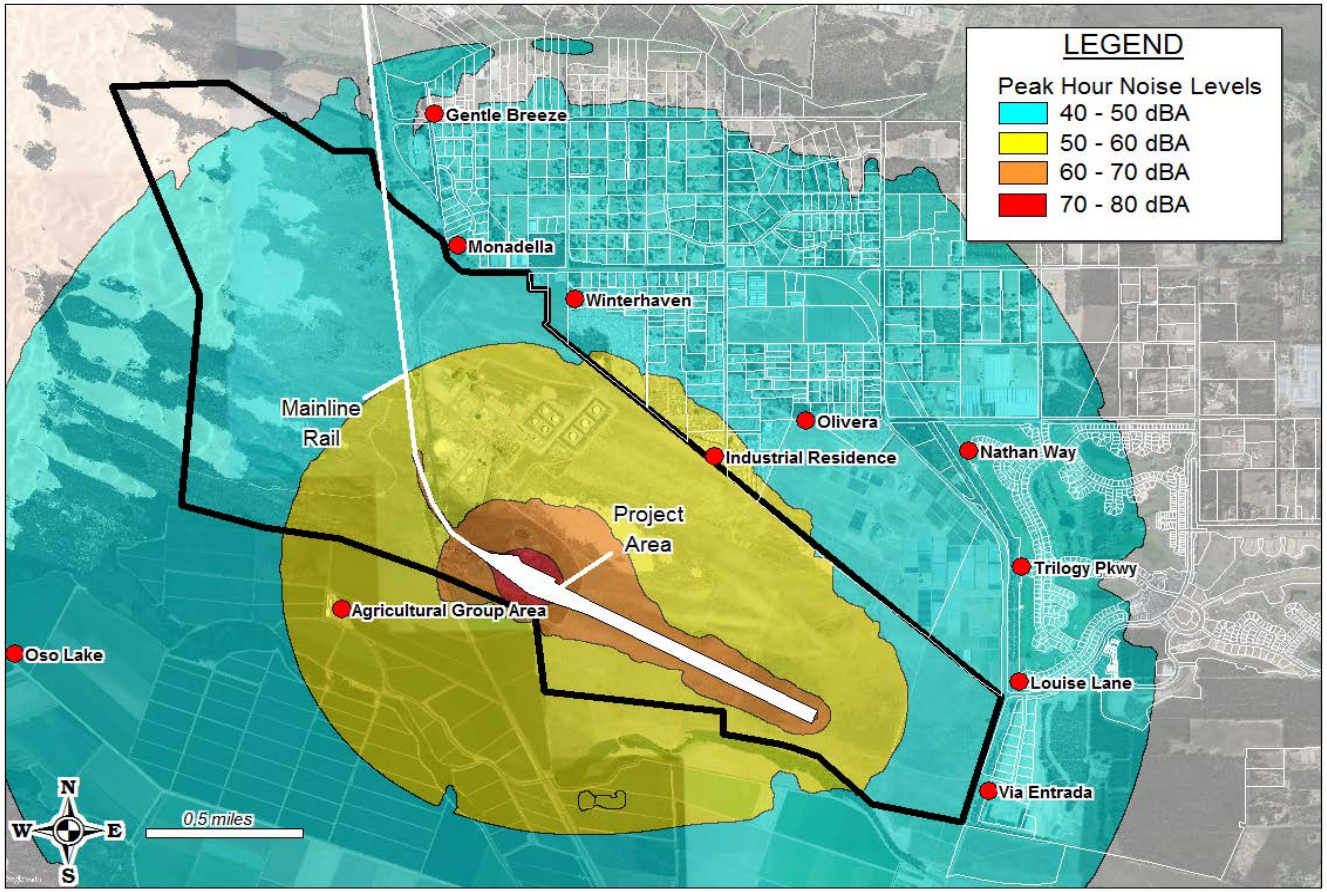
UNMITIGATED NOISE CONTOURS



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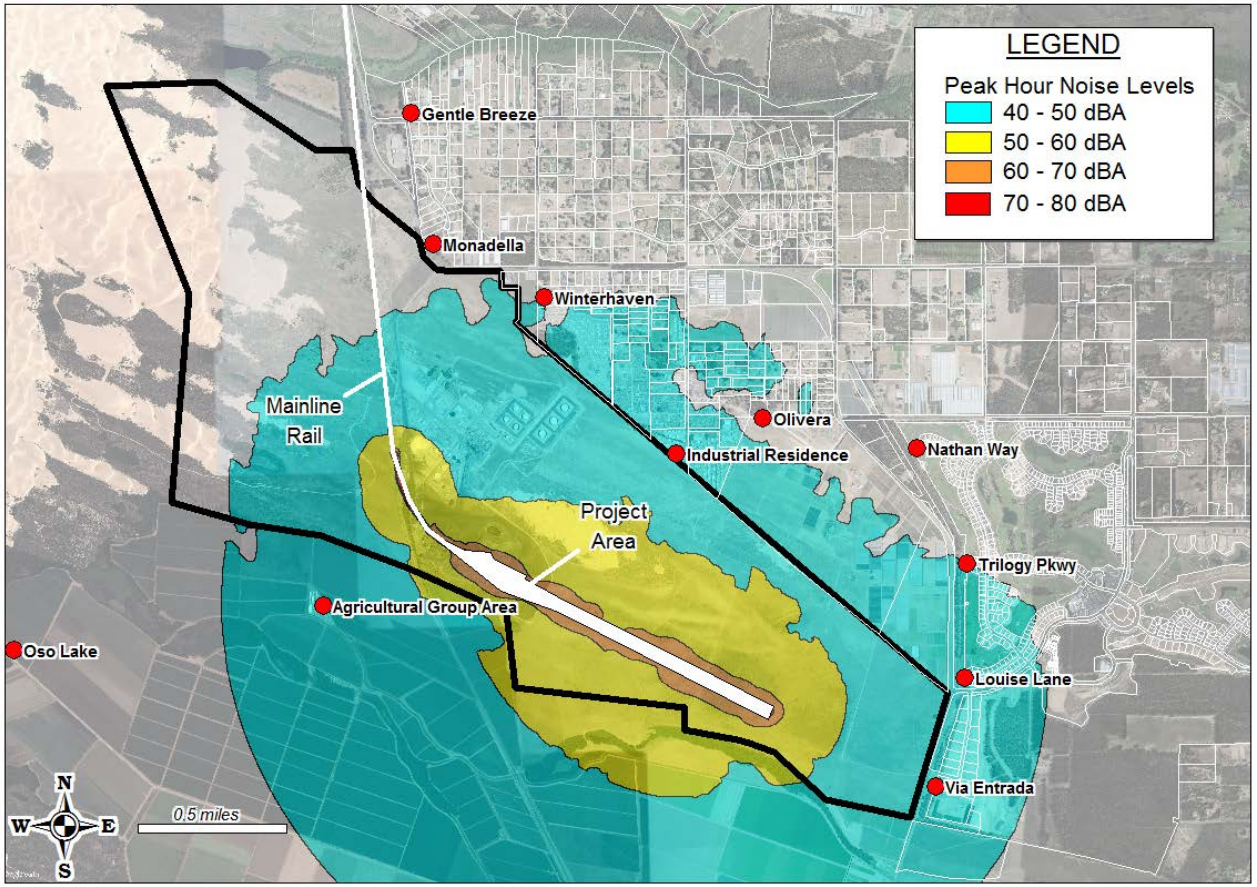
MITIGATED NOISE CONTOURS