

DRAFT ENVIRONMENTAL IMPACT REPORT PUBLIC INFORMATIONAL PRESENTATION

PHILLIPS 66 RAIL SPUR EXTENSION PROJECT

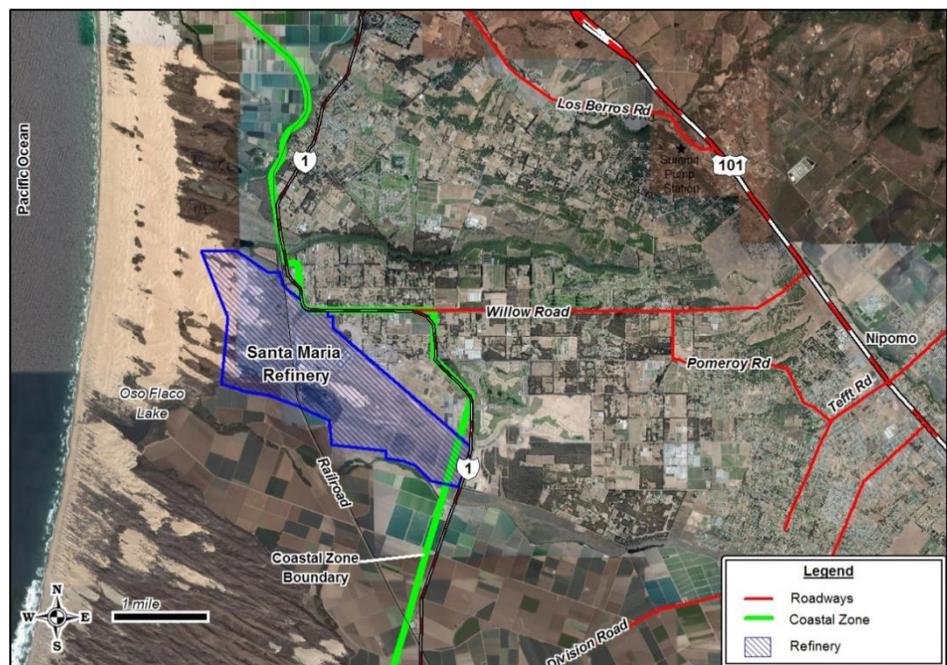
The County of San Luis Obispo (County) has released the Draft Environmental Impact Report (DEIR) for the proposed Phillips 66 Rail Spur Extension Project for public review, pursuant to the California Environmental Quality Act (CEQA). The County invites you and other interested persons and organizations to comment on environmental issues that have been evaluated in the DEIR for the project. The purpose of tonight's meeting is to provide the public with an overview of the DEIR.

MEETING AGENDA

1. Introductions and Opening Remarks
2. County Presentation
3. Question and Answers

INFORMATIONAL PRESENTATION: The presentation discussion will focus on environmental impacts, mitigation measures, and alternatives to the project. Reference copies of the DEIR are available at the City-County Library at Palm and Osos Streets, San Luis Obispo; County Environmental Division at 976 Osos Street, Room 300, San Luis Obispo; Nipomo Library; South County Library; Cal Poly Library (Government Documents); and Cuesta College Library. The EIR is also available on the County Planning Department's web site at www.sloplanning.org.

The EIR includes an evaluation of project and cumulative impacts, mitigation measures and project alternatives. The issues analyzed include: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards/Hazardous Materials, Noise, Population/Housing, Public Services, Transportation/Circulation, Water, and Land Use/Recreation.



PROPOSED PROJECT:

The applicant, Phillips 66, has submitted planning applications to the County to allow for the modification of the existing rail spur currently on the southwest side of the Santa Maria Refinery (SMR). The rail spur

extension is proposed entirely on the SMR property and would be located east of the Union Pacific Railroad. The area of the Rail Spur Project is zoned for industrial use. The unloaded material would be transferred from the proposed unloading facility to existing crude-oil storage tanks via new on-site above-ground pipelines. The proposed tracks and unloading facilities would be designed to accommodate unit trains and manifest trains. The proposed rail spur line would extend from the terminus of the current spur. The unloading facility would be located at the end of the existing coke storage area and along an existing internal refinery road. Modification of the existing rail spur would include constructing five parallel tracks. Two tracks would surround an unloading rack and then would come together to form a common track that extends to the east of the loading area to allow for the entire train to be parked off of the mainline track and unloaded. Three additional tracks would extend the full length of the rail spur and run parallel to the unloading area. The Project would involve unloading of up to five unit trains per week (or a combined total of five unit and manifest trains), with an annual maximum number of trains expected to be approximately 250. Trains would arrive from different oilfields and/or crude oil loading points depending on market availability. In a unit train configuration, each train would consist of three locomotives, two buffer cars, and 80 railcars carrying 23,500 gallons each or 73 railcars carrying 30,000 gallons each depending on the car size, for a total of approximately 1,880,000 gallons (44,762 barrels [bbls]) or 2,190,000 gallons (52,142 bbls) of crude oil. Unit trains would arrive at the SMR, be unloaded, and then leave the refinery. The total time each train is expected to be at the refinery would be about 10-12 hours. The Project would not affect the amount of material processed at the refinery. Throughput levels at the refinery are capped by the County Department of Planning and Building and by the San Luis Obispo County Air Pollution Control District. In addition, no crude oil or refined product would be transported out of the refinery by rail.

The coastal access component of the EIR (i.e., Chapter 9) would be located in the southwestern portion of the Project Site, west of the UPRR mainline and approximately 1 mile southwest of State Route 1. The recently approved Throughput Increase Project at the SMR included a site-specific Conditions of Approval (COA) that required that the coastal access “be located within or immediately adjacent to the existing maintenance road.” At the outlet of the route alignment across the SMR property, the public users would reach the Oceano Dunes State Vehicular Recreation Area, and would be approximately 1.5 miles from the ocean. No formal design for coastal access has been developed by Phillips 66 or the County. As such, the EIR had to develop conceptual designs for various coastal access options that have been used to qualitatively assess the range of environmental impacts that could occur with development of coastal access at the SMR. If and when a final design is developed for a coastal access, additional environmental review may be required depending upon the type of access, and the extent of improvements that would be required. Three possible options for use of this service road and the adjacent area were identified, which included the following: 1) Bicycle and Pedestrian Access; 2) Motor Vehicle, Bicycle, and Pedestrian Access; and 3) Docent Led Access for Pedestrians Only. These three options were chosen since they represent the full range of intensity for the coastal access.

Please send EIR comments to: Murry Wilson, Environmental Resource Specialist
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976 Osos Street, Room 300
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Special Email for comments: p66-railspur-comments@co.slo.ca.us

Deadline for Comments: 5:00 p.m., Monday, January 27, 2014