1.0 Introduction

This Final Environmental Impact Report (FEIR) has been prepared to address a proposed rail spur extension and rail crude oil unloading facility (Rail Spur Project) that would be located at the Santa Maria Refinery (SMR) in Nipomo. The applicant for the Rail Spur Project is Philips 66 Company (Phillips 66) (the Applicant). The SMR property is located in the southwestern corner of San Luis Obispo County, approximately 1 mile southwest of State Route 1, and approximately 3.5 miles west of the community of Nipomo, in the South County Coastal and South County Inland planning areas. The location of the SMR property is shown in Figure 1-1.

The FEIR also contains a programmatic assessment of various coastal access options through the SMR site (Coastal Access Project). Phillips 66 was recently required to provide a vertical public right of coastal access at the SMR site as a condition of approval of the Phillips 66 Throughput Increase Project (approved by the County Board of Supervisors in March 2013). The assessment of various coastal access options is being considered as a result of the Throughput Project and is not directly related to the Rail Spur Project. The requirement for the coastal access assessment is discussed in more detail below (see Section 1.3).

1.1 Summary of Proposed Rail Spur Project

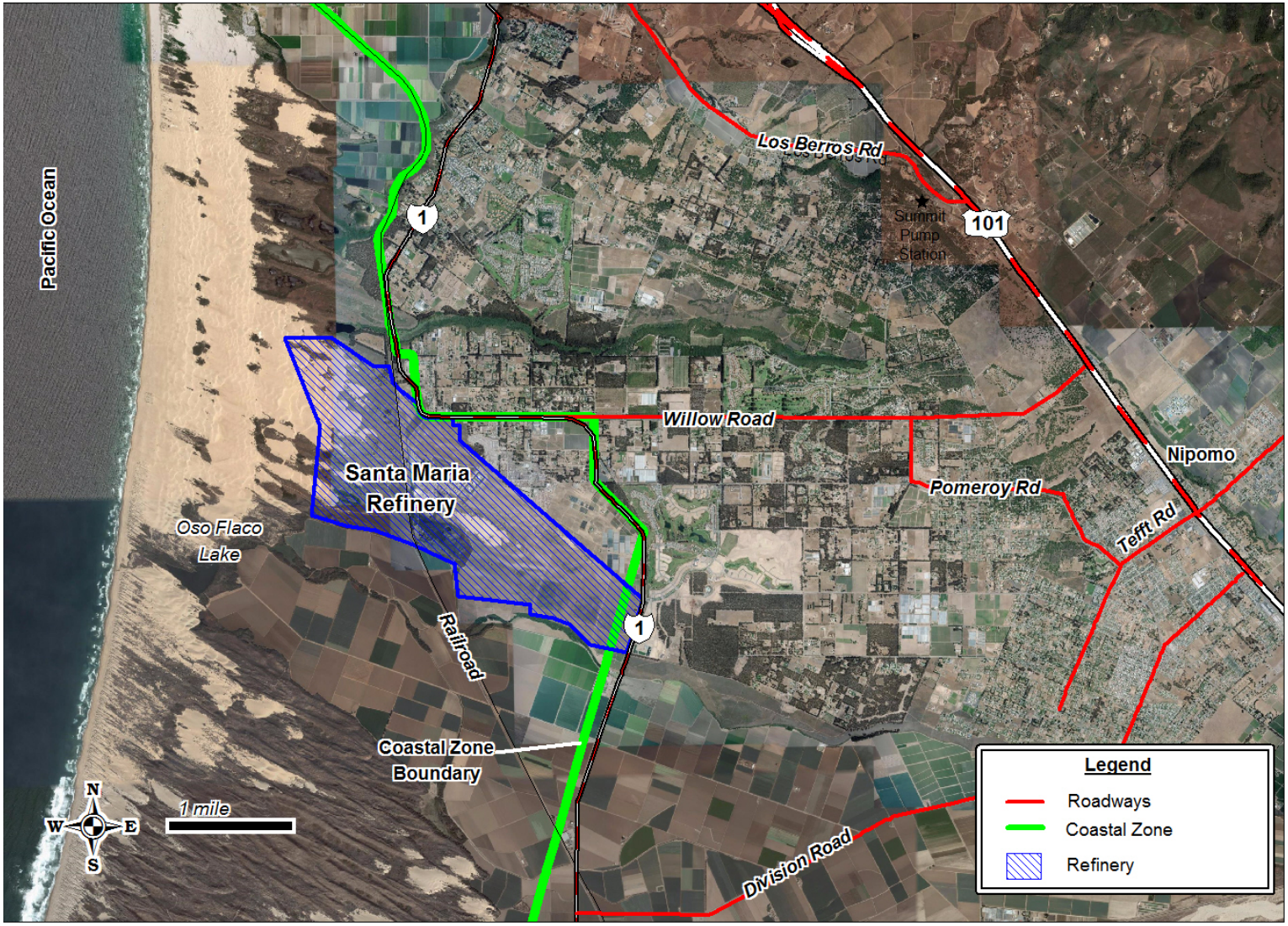
Phillips 66 is proposing to modify the existing rail spur currently on the southwest side of the Santa Maria Refinery (SMR). The rail spur extension and crude oil unloading facilities are proposed entirely on the Phillips 66 property and would be located east of the Union Pacific Railroad and the existing refinery facilities. The area of the Rail Spur Project is zoned for industrial use. Figure 1-2 shows the proposed location of the Rail Spur Project. The EIR has analyzed the Rail Spur Project to a permit (i.e., project specific) level of detail.

The project would include an eastward extension of the existing rail spur as well as a railcar unloading facility that would be used to unload crude oil. Trains would deliver crude oil to the SMR for processing. The unloaded material would be transferred from the proposed unloading facility to existing crude-oil storage tanks via a new on-site above-ground pipeline.

The proposed tracks and unloading facilities would be designed to accommodate unit trains and manifest trains. Unit trains consist of approximately 80 tank cars and associated locomotives and other supporting cars that stay together as one assembly fully dedicated to delivery of crude oil to the SMR. Manifest trains may have a variety of car types and cargos, other than crude oil, that are not fully dedicated as are unit trains. Manifest trains may deliver one or more cars to the refinery and then continue to other destinations to deliver other cargo.

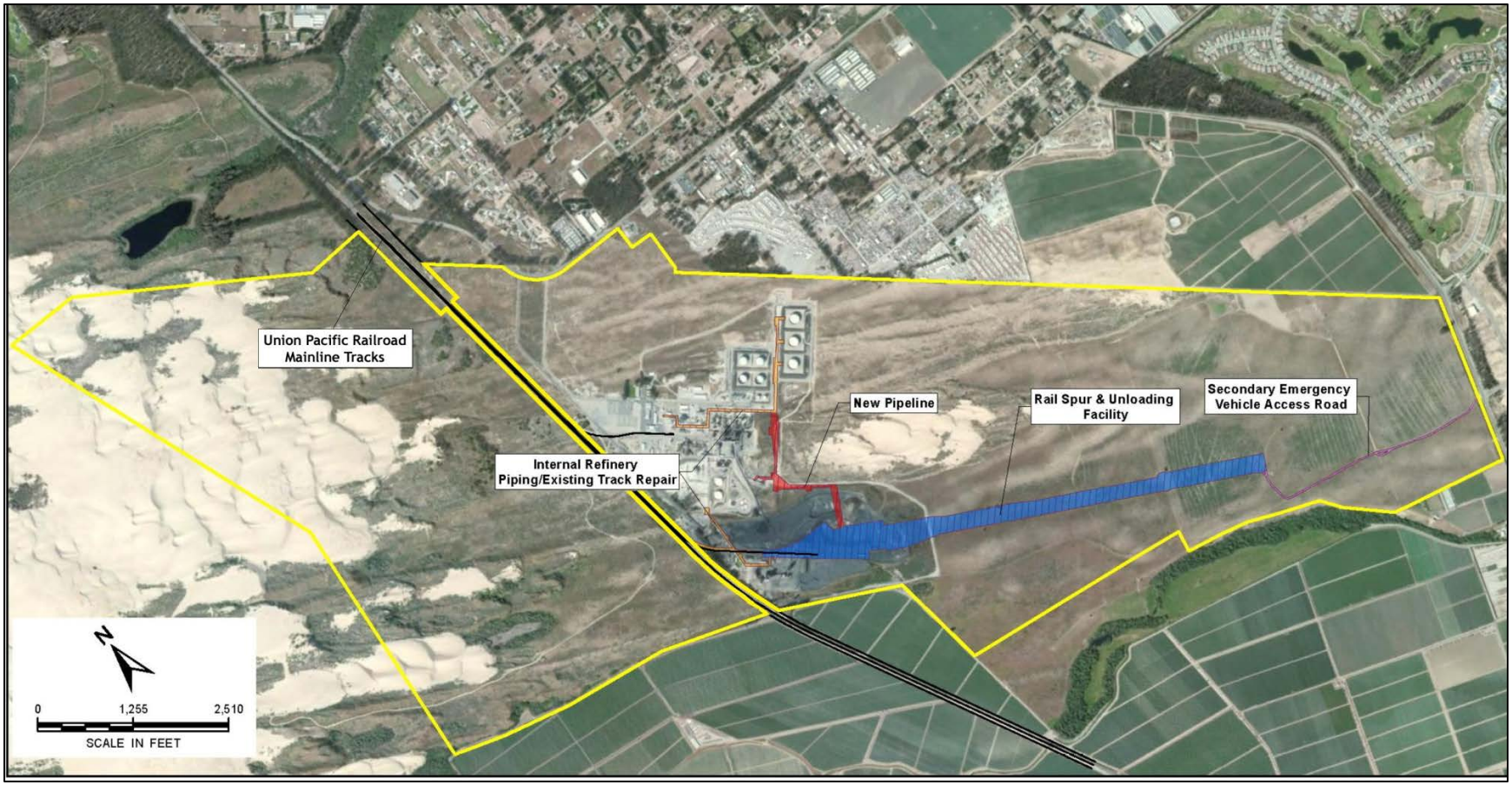
The proposed rail spur lines would extend from the current rail spur at the refinery. The unloading facility would be located at the end of the existing coke storage area and along an existing internal refinery road (see Figure 1-2).

Figure 1-1 Location of the Phillips 66 Santa Maria Refinery (SMR)



Note: While the UPRR tracks pass through the refinery property, Phillips 66 does not own the railroad right-of-way. This property is owned by UPRR.
Source: MRS 2013.

Figure 1-2 Location of Proposed Rail Spur Project



Notes: Yellow line the boundary of the SMR property.

While the UPRR tracks pass through the refinery property, Phillips 66 does not own the railroad right-of-way. This property is owned by UPRR.

Source: Arcadis 2013.

Modification of the existing rail spur would include constructing five parallel tracks that would support the crude oil unit trains, relocation of the two coke rail loading tracks, and replacement of the rails on the two existing coke loading rail tracks. Two of the new 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 Rail Spur 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 could arrive at the Phillips 66 site from the north or the south. The refinery feedstock definition (meaning the materials that could be transported by train into the proposed facility) excludes gaseous feeds, natural gas liquids (NGL), liquefied petroleum gas (LPG), finished refined products, and Bakken crude. The crude oil would be sourced from oilfields throughout North America based on availability, market economics, as well as other factors.

Crude oil would be shipped to the refinery in non-jacketed CPC-1232 tank cars (i.e., post October 1, 2011 tank cars). These cars have a capacity of approximately 31,808 gallons per car. Each car has a weight limit of 210,700 pounds of crude oil. Each tank car would be approximately 60 feet long. The total length of a unit train would be about 5,190 feet long (three locomotives at 90 feet, two buffer cars at 60 feet, and 80 tank cars at 60 feet).

Phillips 66 proposes to use CPC-1232 tank cars. In August 2011, the AAR Tank Car Committee adopted new industry construction specifications for tank cars and the CPC-1232 design became the standard for all tank cars built after October 2011. The rail cars would be designed to meet DOT Packing Group I requirements, which is the highest rating. The tank cars would be equipped with half height head shields, double couplers, and all stainless steel valves. The relief valve would be a designed for high flow. All of the tanker cars servicing the SMR as part of either a unit or manifest train would be owned or leased by Phillips 66.

In a unit train configuration, each train would consist of three locomotives, two buffer cars, and 80 railcars each carrying between 26,076 and 28,105 gallons for a total of between 49,670 and 53,532 barrels of crude oil per unit train. The tank cars would be limited to this range of volume (as opposed to the 31,808 gallons per car listed above) due to the estimated weight of the oil that would be delivered to the SMR. With the delivery of five unit trains per week the average daily delivery of crude oil would be between 35,478 and 38,237 barrels, which is less than the permitted capacity of the SMR with or without the throughput increase project.

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 between ten and twelve hours. However, this could vary depending upon when Union Pacific schedules the departure time for the train once it has been unloaded.

The Rail Spur Project would not affect the permitted throughput level at the SMR. Throughput levels at the refinery are capped by the County of San Luis Obispo Department of Planning and Building and by the San Luis Obispo County APCD. These throughput limits cannot be

exceeded without a modification to existing land use and air permits, which would require additional environmental and public review. In addition, no crude oil or refined product would be transported out of the refinery by rail, and no crude oil would be shipped from the refinery via pipeline. All crude delivered to the refinery would be processed at the refinery.

1.2 Agency Use of the Document for the Rail Spur Project

The County determined that an EIR for the Rail Spur Project, consistent with the requirements of CEQA, was needed in order to proceed with permitting. Section 15124(d) of the CEQA Guidelines requires that an EIR contain a statement briefly describing the intended uses of the EIR. The CEQA Guidelines indicate that the EIR should identify the ways in which the lead agency and any responsible agencies would use this document in their approval or permitting processes. Table 1-1 provides a list of possible agencies that would need to issue permits for the Rail Spur Project. The County is the Lead Agency under CEQA, and the other agencies listed in Table 1-2 would serve as responsible agencies.

This FEIR is consistent with Section 15120-15132 of the CEQA Guidelines which sets forth requirements for contents of EIRs. Based upon the environmental impact analysis of the Rail Spur Project, a number of measures have been developed to mitigate the identified impacts associated with the project. The County may incorporate the mitigation measures identified in the FEIR, where applicable, as conditions of approval in project entitlements which may be granted for the Rail Spur Project. The environmental impact analysis will be used by the public and decision makers to help understand the scope of the Rail Spur Project and the associated environmental effects.

The remainder of this section provides a summary of how the key agencies will use this document for permitting of the Rail Spur Project.

The County will use this FEIR as part of its decision-making process in evaluating the proposed Development Plan/Coastal Development Permit for the Rail Spur Project. The County will be responsible for certifying the FEIR, if the Rail Spur Project is approved. The FEIR would also be used as part of the processing of building, grading and any encroachment permits that would be needed should the Rail Spur Project be approved.

The San Luis Obispo County Air Pollution Control District (SLOAPCD) is the agency responsible for issuance of a Permit to Construct (PTC) and a Permit to Operate (PTO), both of which would be required for the Rail Spur Project. To fulfill its obligations as a responsible agency, the SLOAPCD will rely on information contained in this FEIR as part of any PTC/PTO permitting process.

CAL FIRE may use the FEIR as part of their permitting process in coordination with the Building Division which issues the permit. CAL FIRE will have to approve the fire protection systems prior to the fire protection permit being issued for the Rail Spur Project.

The RWQCB will use the FEIR for decision-making regarding any updates to the refinery's National Pollutant Discharge Elimination System (NPDES) permit and for any stormwater construction general permit.

Table 1.1 Possible Rail Spur Project Permits

Agency	Permit	Regulated Activity	Authority
SLO County Planning and Building Department	EIR Certification Development Plan Coastal Development Permit Grading Permits Building Permits	Land use, grading, drainage, and environmental impacts	Title 23 County Code CEQA
SLO County Public Works Department	Encroachment Permit	Any work within public right-of-ways (if needed).	County Code
SLO County Department of Environmental Health	Monitoring Well Permit Application	Possible drilling needed for liquefaction testing	County Code
SLO County Air Pollution Control District (SLOAPCD)	Authority to Construct/ Permit to Operate	Emissions associated with construction and operations	Clean Air Act
CALFIRE	Building Permits (in coordination with the Building Department)	Fire protection systems in buildings and rail unloading facilities.	California Fire Code
California Public Utilities Commission (CPUC)	Review and approval of rail spur track design and construction	Oversight of track construction, maintenance and inspection activities.	California Public Utilities Code
Regional Water Quality Control Board (RWQCB)	Authorization under NPDES Waste Discharge Permits	Discharge to groundwater from stormwater percolation basin.	Clean Water Act Porter-Cologne Water Quality Act
	Authorization under NPDES Storm Water Construction General Permit	Construction activities that disturb more than 1 acre.	Clean Water Act California Water Code
State Office of Historic Preservation (unlikely)	State Level Review of Section 106 Compliance	Project activities that will affect register eligible prehistoric or historic resources subject to federal protection requirements.	Review by the SOHP would only be needed in the project affects registered eligible prehistoric or historic resources subject to federal protection requirements.
California Department of Fish and Wildlife (unlikely)	Compliance with CA Endangered Species Act	Disturbance of State listed species as part of the construction process.	Sections 2050 et seq. of the Fish and Game Code
U.S. Fish and Wildlife Service (unlikely)	Section 10 Consultation (Endangered Species Act) Biological Opinion and Incidental Take Permit.	Impacts to Federally listed species.	16 USCA 1513 50 CFR Section 17

State Office of Historic Preservation (SOHP) may have to conduct a review of the Rail Spur Project if any of the construction activities would affect registered eligible prehistoric or historic resources subject to federal protection requirements. It is unlikely that any register eligible resources would be affected by the Rail Spur Project.

The California Department of Fish and Wildlife (CDFW) might have to issue permits if State listed species are disturbed as part of the construction process.

The U.S. Fish and Wildlife Service (USFWS) is the agency responsible for assuring compliance with the Endangered Species Act (ESA). If the construction activities could impact species listed under the ESA, then consultation with the USFWS may be required for the Rail Spur Project.

1.3 Assessment of Union Pacific Mainline Environmental Impacts

The operation of unit and manifest trains to and from the SMR would be performed by Union Pacific Railroad (UPRR), on UPRR property, and on trains operated by UPRR employees. The movements of those trains to and from the Project Site may be preempted from local and state environmental regulations by federal law under the Interstate Commerce Commission Termination Act of 1995 and the Commerce Clause of the United States Constitution.

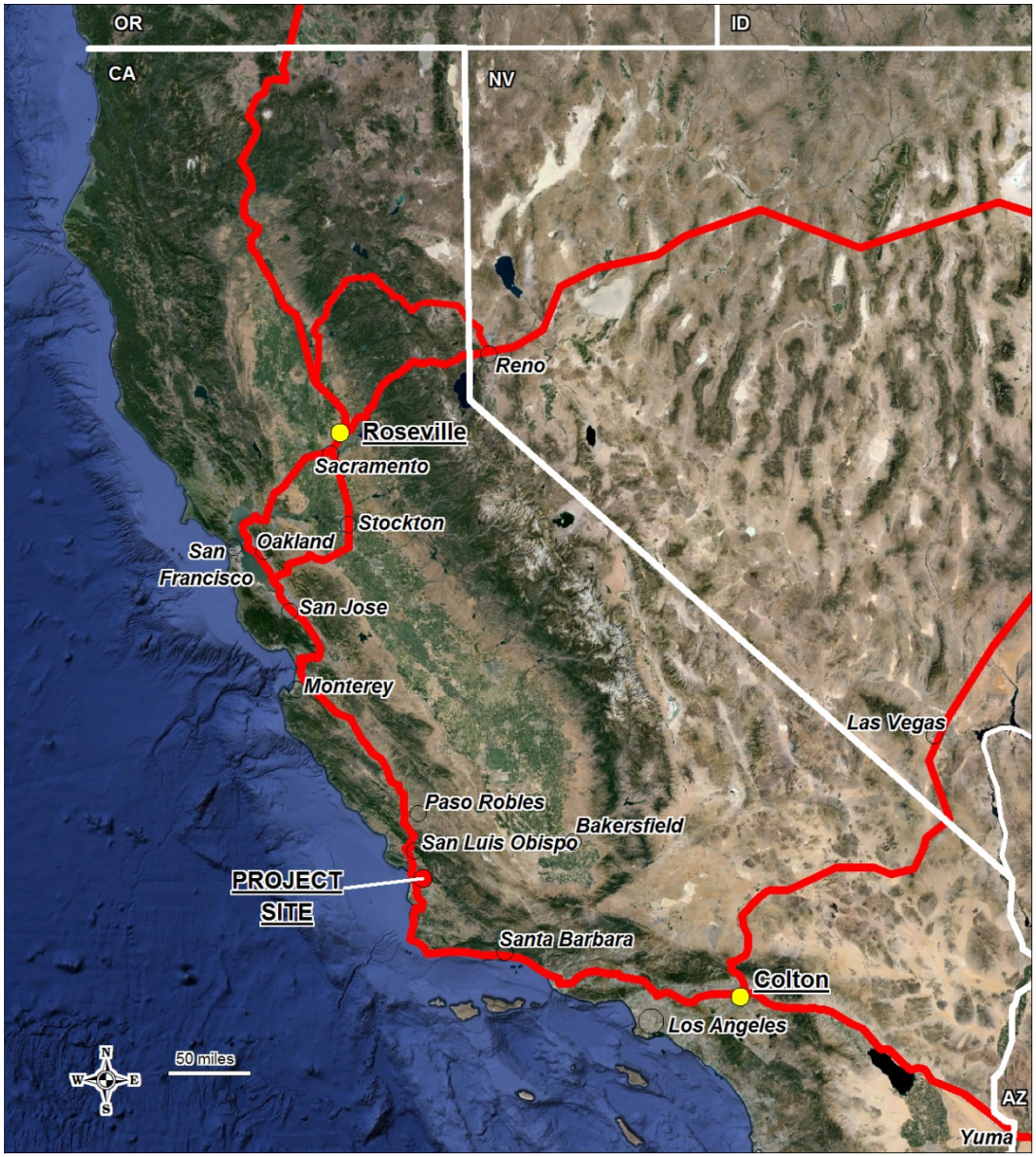
While the potential impacts of those train movements along the UPRR mainline are described in appropriate chapters of this EIR, the County as CEQA Lead Agency, and other state and local responsible agencies may be preempted from imposing mitigation measures, conditions or regulations on UPRR train movements on the mainline.

Trains could enter California at five different locations (one at the north end of the state from Oregon, two at the northeast from Nevada, one at the southeast from Nevada, and one at the south from Arizona). Depending upon the route taken by the train they could arrive at the Phillips 66 site from the north or the south. It is unknown what route UPRR would use to deliver the trains to the SMR. Figure 1-3 shows the main UPRR train routes in California that could be used to deliver crude to the SMR.

Coming from the north the routes merge at the UPRR Roseville Rail Yard. From the south the routes merge at the Colton Rail Yard. Given that the route the trains would travel to get to these two UPRR yards is speculative, the EIR has evaluated in more detail the impacts of trains traveling from these two UPRR yards to the SMR.

Beyond the two UPRR Yards, trains could travel any number of routes. Also, crude oil delivered to California by UPRR would generally pass through either of these two rail yards in route to the SMR. Depending upon the source of the crude oil, crude oil trains could use any portion of the UPRR network between Roseville/Colton and the source location for the crude oil. The exact route that would be taken would depend upon a number of factors, that could include the source of the crude oil, weather conditions, train traffic conditions, etc. Since the routes past Roseville and Colton are somewhat speculative, the EIR has discussed in a more qualitative nature the potential impacts of train traffic beyond these two rail yards.

Figure 1-3 Mainline Rail UPRR Routes to the Santa Maria Refinery



Source: Adapted by MRS from UPRR maps.

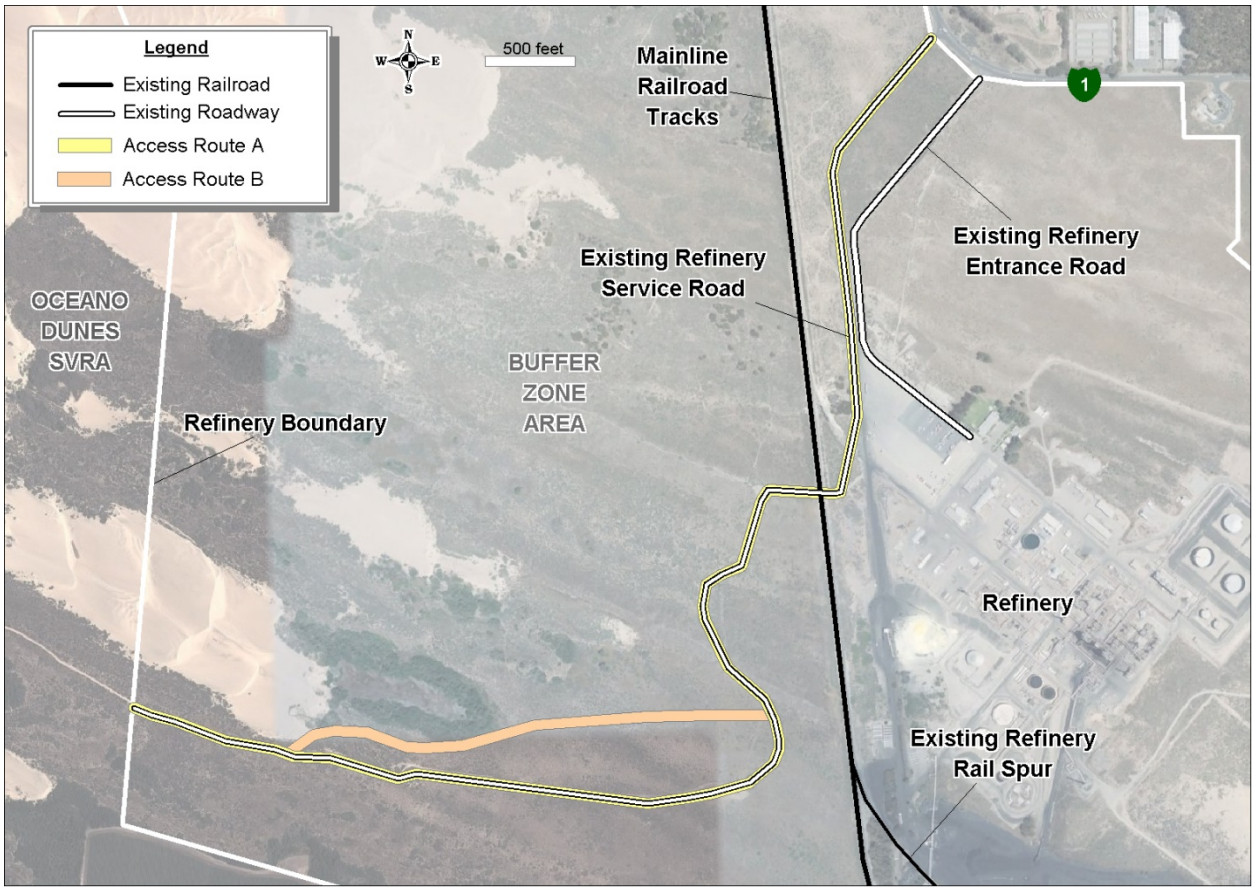
Once the train arrives at the SMR, it would be operated by Phillips 66 personnel on property owned by Phillips 66. Therefore, activities performed within the SMR would not be preempted by federal law since they would not occur on UPRR property and would not be operated by UPRR employees. The impacts of the activities that occur within the SMR are described and evaluated in respective chapters of this FEIR, and the County as CEQA Lead Agency, and other state and local responsible agencies have the authority to impose mitigation measures, conditions or regulations to reduce or mitigate potential impacts within the SMR boundaries.

1.4 Vertical Coastal Access Assessment

The Vertical Coastal Access assessment includes a number of conceptual plans for provision of vertical coastal access through a portion of the SMR site. Figure 1-4 shows the possible locations for the vertical coastal access. The coastal access would run west from State Route 1, across the Union Pacific Railroad (UPRR) mainline tracks to the California Department of Parks and Recreation Oceano Dunes State Vehicular Recreation Area.

As a condition of approval of the Phillips 66 Throughput Increase Project (approved by the County Board of Supervisors in February 2013), Phillips 66 was required to provide a vertical public right of coastal access at the SMR Site. The permit conditions require Phillips 66 to construct vertical public access from State Route 1 to their western property line if such access is found to comply with the coastal access provisions of the County's Coastal Zone Land Use Ordinance (CZLUO).

Figure 1-4 Possible Coastal Access Routes at the SMR Site



Note: While the UPRR tracks pass through the refinery property, Phillips 66 does not own the railroad right-of-way. This property is owned by UPRR.

Source: Adapted from Arcadis 2013

The conditions of approval for the Throughput Increase Project require Phillips 66 to comply with Section 23.04.420 of the Coastal Zone Land Use Ordinance. Construction of improvements associated with vertical public access (if required) shall occur within 10 years of the effective date of this permit (including any required Coastal Development Permit to authorize such construction) or at the time of any subsequent use permit approved at the project site, whichever occurs first. Therefore, if the Rail Spur Project is approved (presumably in less than 10 years), the Throughput coastal accessway requirement would have to be met at that time to be consistent with the County's conditions. Phillips 66 submitted a report indicating that a vertical coastal access at the SMR would not be consistent with the requirements of Section 23.04.420 of the Coastal Zone Land Use Ordinance.

Although the provision of coastal access is not integral to, and has independent utility from (i.e., it can be accomplished on its own accord), the Rail Spur Project, the County determined it was appropriate to include an analysis of various coastal access options in the EIR to assist in determining of such coastal access at the SMR would be consistent with Section 23.04.420 of the Coastal Zone Land Use Ordinance.

The County's condition of approval on the Throughput Project requires that the access be consistent with the standards of Section 23.04.420 of the Coastal Zone Land Use Ordinance, including provisions that a vertical right of access be provided for each mile of coastal frontage, unless that access would be inconsistent with public safety, military security needs or the protection of fragile coastal resources.

Chapter 9 of this FEIR contains a programmatic assessment the potential environmental impacts of various coastal access options for the SMR site. This analysis will be used by the County to assist in determining whether coastal access is appropriate for the SMR site consistent with the standards of Section 23.04.420 of the Coastal Zone Land Use Ordinance. If the County finds that coastal access for this location is consistent with the requirements of Section 23.04.420 of the Coastal Zone Land Use Ordinance, then a formal application would need to be submitted that detailed the type and design of the proposed access. This application would be subject to additional environmental review and an appropriate environmental determination would be required prior to final approval. An additional Coastal Development Permit would also be required based on the location of coastal access and resources found in the vicinity of the final proposed alignment.

In order to gain coastal access from the SMR site, access would also be required across the UPRR property as well as the California Department of Parks and Recreation. Depending upon the type of coastal access, permits could be required from the SLO County (land use permits), California Public Utilities Commission (public crossing of Class I railroad tracks), Caltrans (encroachment permit for State Route 1), USFWS (impacts to federally listed species), and CDFW (impacts to state listed species).

1.5 EIR Process and Scope

This EIR was prepared in accordance with State and County administrative guidelines established to comply with CEQA. Section 15151 of the State CEQA Guidelines, provides the following standards for EIR adequacy:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection; but for adequacy, completeness, and a good faith effort at full disclosure.*

The County has determined that the Rail Spur Project needs environmental review in the form of a Project Specific EIR pursuant to CEQA instead of a categorical or statutory exemption, or a Negative Declaration. Under CEQA, "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the proposed project, and to indicate the manner in which those significant effects can be mitigated or avoided" (PRC Section 21002.1[a]). An EIR is the most comprehensive form of environmental documentation identified in CEQA and provides the information needed to assess the environmental consequences of a proposed project. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

In compliance with State CEQA Guidelines, the County, as the Lead Agency, prepared a Notice of Preparation (NOP) for the proposed projects and solicited comments through distribution of the NOP. A public scoping meeting was held in the community on July 29, 2013 to provide an opportunity for the public to comment on the scope of the EIR. The NOP and comments received in response to the NOP were used to direct the scope of the analysis and the technical studies in this EIR. A copy of the NOP and the comments received are in Appendix I of the EIR.

In November 2013, a Draft EIR was issued for the Rail Spur Project with a 60-day comment period. The comment period for the Draft EIR closed on January 27, 2014. After reviewing the comments on the Draft EIR, the County decided that a revised Draft EIR should be recirculated for public comment. The decision to recirculate the entire EIR was primary based upon the need to expand the discussion of mainline UPRR impacts beyond the borders of San Luis Obispo County. Due to extensive revisions in various parts of the document, this revised Draft EIR does not contain specific written responses to the comments received on the initial Draft EIR since the entire EIR was recirculated for public comment. All comments on the initial DEIR were reviewed and the revised Draft EIR was modified to address comments that were applicable to the revised document (refer to CEQA Guidelines, Section 15088.5(f)(1)). Consistent with the CEQA Guidelines, comments received on the initial Draft EIR have not been included with the FEIR and were not responded to as part of the recirculated Draft EIR.

The revised Draft EIR was released on October 10, 2014, for a 45-day public comment period. During the public comment period a public workshop was held on the revised Draft EIR to provide the public an opportunity to ask questions about the revised Draft EIR. Volume II of the FEIR contains a copy of the comment letters received on the Draft EIR and the responses to those comments. Due to the size of the response to comments, Volume II is provided in electronic format on the CD attached to the inside front cover of the FEIR. Revision marks are used throughout this FEIR to show where changes have been made to the revised Draft EIR. Places where the text has been revised are shown by solid vertical lines on the left margin of the page.

This FEIR identifies the environmental impacts of the Rail Spur Project on the existing environment, identifies mitigation measures for significant impacts, and evaluates alternatives to the Rail Spur Project. This document is intended to provide the County, responsible agencies, and the public with information necessary to understand and evaluate the environmental effect of the Rail Spur Project as part of the decision-making process.

In addition, the FEIR identifies the types of impacts that could result if a Coastal Access Project was approved and/or constructed at the refinery site. The impacts are identified to a programmatic level of detail. The analysis of the Coastal Access Project is intended to provide the County, other governmental agencies, and the public with information necessary to understand the type of environmental impacts that could occur with a Coastal Access Project at the SMR site. This information would be used by the County to determine if a formal Coastal Access Project at this site should be pursued.

The CEQA Guidelines require that a lead agency shall neither approve nor implement a project as proposed where the significant environmental impacts have not been reduced to an acceptable level without making a Statement of Overriding Considerations. An acceptable level is defined as eliminating, avoiding, or substantially lessening significant environmental effects to below a level of significance. If the lead agency approves the Project even though significant impacts identified in the FEIR cannot be fully mitigated, the lead agency must state, in writing, the reasons for its action. In these circumstances, Findings and a Statement of Overriding Considerations must be included in the record of project approval and mentioned in the Notice of Determination.

1.6 EIR Terminology

An effort has been made throughout the EIR to use consistent terminology for various aspects of the project. This is somewhat complicated by the fact that the EIR contains a project specific analysis of the Rail Spur project and a separate programmatic analysis of coastal access at the SMR site. The following provides definitions for some of the key terminology that has been used in the EIR.

1. **"Rail Spur Project"** – Refers to the Rail Spur and Crude Unloading Facility Project only.

2. **"Coastal Access Project"** – Refers to the Coastal Access options that are evaluated in Chapter 9 of the EIR.

3. **"Project Site"** – In all sections of the EIR with the exception of Chapter 9 (Coastal Access) the term "Project Site" refers to the Rail Spur Project site. In Chapter 9 the use of "Project Site" would refer to the Coastal Access Project site. Chapter 4 when there is a need to refer to the Coastal Access site, then the term "Coastal Access Project site" is used.

4. **"Disturbance Area"** – In all sections of the EIR with the exception of Chapter 9 (Coastal Access) the term "Disturbance Area" refers to the Rail Spur Project site. In Chapter 9 the use of "Disturbance Area" would refer to the Coastal Access Project site. Chapter 4 when there is a need to refer to the Coastal Access area, then the term "Coastal Access Disturbance Area" is used.

The key for the reader is that Chapters 2 through 8 of the FEIR are specific to the Rail Spur Project and all terminology is specific to that portion of the project. Where there is a need to talk about the coastal access project in these chapters, the words "Coastal Access" will precede any general terminology.

Chapter 9 of the FEIR is the only chapter that is specific to the coastal access assessment, and all terminology used in this Chapter is specific to that portion of the project. Where there is a need to talk about the Rail Spur Project in Chapter 9, the words "Rail Spur" will precede any general terminology.

1.7 EIR Contents

The FEIR is divided into three volumes. Volume I is the FEIR, Volume II is the FEIR Technical Appendices, and Volume III is the Revised Draft EIR comment letters and response. Volumes II and III are available only in electronic form and are included on the CDs. The FEIR (Volume I) contains the following major chapters:

Executive Summary – Provides an overview of the proposed project, and a summary of the significant impacts and associated mitigation measures identified for the projects.

Impact Summary Table – Provides a summary of the identified impacts for the Rail Spur Project. The table also provides a summary of identified mitigation measures for each impact.

1.0 Introduction – Provides an overview of the proposed project evaluated in the EIR, a discussion of agency use of the document, the use of EIR terminology, and a summary of the contents of the EIR.

2.0 Proposed Rail Spur and Crude Unloading Project Description – Provides the background of the Project, including a history of the area and a detailed description of the proposed Rail Spur and Crude Unloading Project including construction and operation. This chapter also contains a discussion of the need and objectives of the Rail Spur and Crude Unloading Project.

3.0 Cumulative Methodology and Project List – Provides a summary of the methodology used to assess cumulative impacts and a description of the projects that have been included in the cumulative analysis.

4.0 Analysis of Environmental Issues for Rail Spur and Crude Unloading Project – Describes the existing conditions found at the project site and vicinity, and assesses the potential environmental impacts that could occur if the Rail Spur and Crude Unloading Project is implemented. These potential impacts are compared to various "Thresholds of Significance" (or significance criteria) to determine the severity of the impacts. Impacts have been evaluated for both the rail spur and unloading facility construction and operation at the SMR as well as for operation along the UPRR mainline rail routes. Mitigation measures intended to reduce significant impacts are identified where feasible. This chapter also discusses cumulative impacts.

5.0 Alternatives Analysis for Rail Spur and Crude Unloading Project – The first part of this chapter presents a description of various alternatives to the Rail Spur Project. This is followed by an alternative screening analysis that was used to identify alternatives that could reduce significant impacts associated with the Rail Spur Project, and to eliminate alternatives from further consideration. The third section provides the environmental analysis of the selected alternatives. A section is provided that summarizes the environmental advantages and disadvantages associated with the Rail Spur Project and the alternatives. The last section is a discussion of the environmentally superior alternative for the Rail Spur Project.

6.0 Other CEQA Mandated Sections – Discusses the significant irreversible environmental changes that could occur if the Rail Spur Project is implemented. The chapter also discusses the spatial, economic, and/or population growth impacts that may result from the Rail Spur Project, as well as energy conservation.

7.0 List of Rail Spur Project Mitigation Measures – Contains a listing of all identified mitigation measures that should be included if a permit is issued for the Rail Spur Project.

8.0 Mitigation Monitoring Program for Rail Spur Project – Contains a listing of all identified mitigation measures that should be included in any permit issued for the Rail Spur Project, their implementation requirements, verification schedule, and parties responsible for their implementation and verification.

9.0 Programmatic Evaluation of Coastal Access at the SMR Site – This chapter of the EIR contains the programmatic assessment of various coastal access options for the SMR site. The section includes a description of the various options, a summary of the baseline conditions that are unique to the coastal access site and a discussion of the key environmental issues and impacts that would be associated with development of each of the options.

The technical appendices for the FEIR are included in Volume II. These technical appendices support the analysis in the FEIR. The appendices are voluminous, and are therefore provided in electronic format on the CD. The technical appendices include the following:

Appendix A – Project Description Information

A.1-General Project Information

A.2-Preliminary Draft SWPPP

Appendix B – Air Quality

B.1-Air Emission Calculations

B.2- Health Risk Assessment Protocol and Report

Appendix C – Biological Resources

C.1-Botanical Assessment (Applicant Prepared)
C.2-Wildlife Assessment (Applicant Prepared)
C.3-Burrowing Owl Survey Report (Applicant Prepared)
C.4-Sensitive Species Descriptions and Lists
C.5-List of Sensitive Plant and Wildlife Species along the UPRR Mainline Routes
C.6-Sensitive Resources Report-Vegetation (Applicant Prepared)
C.7-Leidos Vegetation Verification Reports
C.8-2015 Nipomo Lupine Survey Report (Applicant Prepared)

Appendix D – Noise Modeling

Appendix E – Preliminary Fire Protection Plan

Appendix F – Amtrak Passenger Train Delay Data

Appendix G – Rail Spur Project Preliminary Policy Consistency Analysis

Appendix H – Hazard Appendices

H.1-Risk Assessment Methodology
H.2-Analysis of Rail Oil Release Rates
H.3-Oil Spill Consequence Modeling Results
H.4-Risk Assessment Modeling Results
H.5-Summary of CPUC Railroad Regulations
H.6-List of High Threat Urban Areas (HTUAs)

Appendix I – Notice of Preparation (NOP) and NOP Comment Letters

Appendix J – List of EIR Preparers

Appendix K – Agencies and Individuals Consulted During EIR Preparation

Appendix L – List of Abbreviations and Acronyms

The revised Draft EIR comment letters and responses are included in Volume III. The comment letters and responses are voluminous and therefore are only provided in electronic format on the CD. The response to comments volume on the CD provides information on how to use the response to comments volume, a response to comments executive summary, and all of the comment letters and associated response broken down into the follow groups.

- Governmental Agencies,
- Applicant,
- Organizations and Schools,
- General Public, and
- Form Letters.