

From: Phyllis Davies <Phyllis@daviesco.com>
To: "mwilson@co.slo.ca.us" <mwilson@co.slo.ca.us>
Date: 11/20/2014 08:17 AM
Subject: Letter on the Phillips 66 rail road project that will be
sending over a 1000 rail cars a day thru San Luis Obispo
County...

To county decision makers:

We are concerned that the Environmental Impacts of the Phillips 66 project do affect Land Use and Community Design.

Since this is the case, why does the subject REIR not truly address these impacts for Nipomo Residents.

These impacts should also be alluded to for residents of all other communities which will experience a "pipeline on wheels" rolling through their areas on a fairly regular basis should the P66 project be approved.

As an aside we see no real direct mention of the proximity of the Union Pacific Rail Road Right of Way to the Salinas River Basin and associated tributaries. Granted that is not the immediate subject of the REIR. And we all know that the County may have its hands tied since the matter is although likely of Class One significance it is not subject to any mitigation effort via this REIR. Should Crude-by-Rail be delivered to the SMR Nipomo Plant at the rate of 50,000 barrels per day five times a week every week of the year the 6-1/2 cent per barrel tax for the Oil Spill Response Program spelled out on ES-24 of the REIR that will add up to \$845,000 per year. That I suspect will go into the State's General Fund. No mention is made of what the cost of one serious clean up effort along the Salinas River area might actually become based upon all of the prior experiences during recent years of this rapidly increasing oil transport scheme.

DAB-01

How can executives make decisions without this kind of information?

Wonderingly,

Phyllis & Bill Davies
5009 Jespersen Rd.
San Luis Obispo, CA 93401
805-440-9346

From: Phyllis Davies <Phyllis@daviesco.com>
To: "mwilson@co.slo.ca.us" <mwilson@co.slo.ca.us>
Date: 11/20/2014 09:46 PM
Subject: THERE IS DANGER IN THE PHILLIPS 66 RAIL TERMINAL PROJECT FOR
CRUDE-BY-RAIL AND IT IS MULTIFACETED FOR BOTH THE SITE AND THE
RAIL INTO THE SITE.

Murry Wilson and all other decision makers on this issue:
San Luis Obispo County Department of Planning and Building
976 Osos Street Room 200
San Luis Obispo, CA 93408

Dear Decision Makers:

Apparently Crude-by-Rail may arrive at the P66 SMR in Nipomo from the North via Roseville to some extent.

Alternatively the same Unit Trains may be routed via Colton and arrive in Nipomo from the South.

It appears that the routing can be subject to numerous factors mostly depending upon track conditions related to weather and other operational concerns.

This issue may have been addressed in the REIR. Yet, there is no way of knowing which is really the preferred routing for Union Pacific so there is no way of knowing how SLO County and its communities might be affected by the "pipeline on wheels" activity. From the South would favor most of the County with less train traffic. For ourselves, it seems to us that the Colton and southern route would be the easier one for U.P. That is just from glancing at the routing map on ES-7.

DAB-02

Alternatively the Cuesta Grade into SLO Town and past CalPoly could easily become the route chosen.

Who knows? There are grand risks either way. That leaves the decision makers with ongoing unknowns to face. But, all of this could simply be passed on to others like Kern County where there recently was a lawsuit filed against the County, or Benicia where the State Attorney General has jumped into a similar fray.

We vote to reject the REIR and let this entire mess be resolved by others.

Sincerely,

Bill & Phyllis Davies
5009 Jespersen Rd.
San Luis Obispo, CA 93401
805-440-9346

November 21, 2014

Mr. Murry Wilson
San Luis Obispo County Department of Planning and Building
976 Osos Street Room 200
San Luis Obispo, CA 93408

Dear Mr. Wilson:

You are aware the Phillips 66 Rail Terminal Project presents unacceptable dangers to the environment, increased noise, more air pollution, safety problems, possible oil spills to our community of San Luis Obispo and in fact most of San Luis Obispo County is going to be negatively affected.

We are aware that aspects of this project present unacceptable threats to the health, economy and environment if the Phillips 66 Rail Terminal Project is not stopped.

Please protect the citizens of our County as opposed to the welfare of Phillips 66.

Thank you,



Bill & Phyllis Davies
5009 Jespersen Rd.
San Luis Obispo, CA 93401
805-440-9346

DAB-03

Responses to Bill & Phyllis Davies Comments

DAB-01	<p>The RDEIR addresses impact to land use (See Section 4.8 Land Use and Recreation) and the potential compatibility of the proposed project with the surrounding land uses.</p> <p>In Section 4.13, Water Resources, the Salinas River is listed (see Table 4.13.1) as one of the waterways that could be affected by an oil spill in the event of a rail accident. Impacts to water quality from an oil spill were found to be significant and unavoidable (Class I).</p> <p>The RDEIR contains a substantial number of mitigation measures to reduce impact from the proposed project (see the Impact Summary Tables of the RDEIR). CEQA does not require an EIR to develop cost estimates for potential accidents.</p>
DAB-02	<p>These comments do not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The commenter's concerns about the risks of a rail accident are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.</p>
DAB-03	<p>This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The commenter's concerns about hazards, noise, air pollution, health and economics are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.</p>