From: Ridge Hammond <hoffstot2@hotmail.com>
To: <p66-railspur-comments@co.slo.ca.us>
Date: 11/23/2014 09:15 PM
Subject: FW: Phillips 66 Refinery Rail Spur Project

Dear Mr. Wilson, did want to direct my letter of support for the Revised Draft EIR on this important project to you.
Thanks so much, Ridge Hammond

From: hoffstot2@hotmail.com
To: rhedges@co.slo.ca.us
CC: boardofsups@co.slo.ca.us
Subject: Phillips 66 Refinery Rail Spur Project
Date: Fri, 21 Nov 2014 21:37:51 +0000

Dear Mr. Hedges,

I wish to comment on the EIR report prepared by your office in regards to the Phillips 66 Rail Spur Project. I have supported this project largely because I knew the County would do such a good job in researching it, evaluating it, and preparing such a carefully thought-out EIR. This you have done-twice(essentially) as the first report was more than adequate. The report borders on being exhaustive, but I actually enjoyed reading major sections of it(admittedly, not all!) including the nicely encapsulated "Executive Summary." HAM-01

First, about me. I live in San Luis Obispo at 1944 Corralitos Avenue about a half mile from the UP mainline. Thus, I understand why you were compelled to prepare a second EIR to address some of the UP right-of-way concerns even though it was found out that such issues fall under Federal jurisdiction with limited ability for County input. Sort of like the County trying to control what vehicle traffic flows through it every day on the 101! I probably gained the most from reading over the "Mitigating Options" for the various bullet points of the EIR. It is here where I have a couple of points to make. HAM-02

1) if "mitigation" results in only 3 trains/week- what is to prevent Phillips 66 from continuing to truck crude to the refinery from the Bakersfield terminal? It was inferred that this is already being somewhat in order for Phillips to supplement their crude shortfall. Let's do the math: a 2 trains/week reduction would essentially mean the potential substitution of 800 trucks/week(5 trucks per tank car)! All rolling down the roads of Nipomo, the Mesa, and Arroyo Grande, and all outside of County jurisdiction. Here comes the diesel fumes, and particulate matter galore! Elimination of the whole project, 5 trains/week, would mean 2,000 trucks/week. Who would like to tell this to the residents of Trilogy? HAM-03

2) if the "mitigation" steps cited were to occur in all likelihood Phillips would struggle with the truck option for a while, then give-up, and close the plant. This would be an economic bomb-shell for the County. Jobs lost, tax base destroyed, and a large facility doing nothing. I know the County loves to seek the white collar, techy-type jobs. Will those jobs, acknowledging the fact that the refinery opened in 1955, be here in 59 years? I doubt it. This County, and me, being a tax payer, needs/wants the solid "meat and potato" type job that Phillips 66 provides. It is because of these two pints that I support the revised EIR on this project. HAM-04

The County has done a really good job of covering every possible detail, impact and ramification, and, by doing so, has made it possible for all concerns to be weighed and addressed. Phillips 66 has already made design changes to their project in response to the EIR process. Your latest EIR should clear the way now for the next step in the County evaluative process to be taken. Let the hearings begin! Thank you for allowing me to show my support with accompanying commentary. HAM-05

Sincerely,

Ridge Hammond, 1994 Corralitos Avenue, San Luis Obispo, CA 93401-2612(tel 805-545-5927)

HAM-01	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. No further response is required.
HAM-02	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. No further response is required.
HAM-03	The SMR has no truck unloading facilities. Oil is trucked to the Santa Maria Pump Station (SMPS) near the City of Santa Maria and then is moved via pipeline to the SMR. The permit from the Santa Barbara County Air Pollution Control District limits unloading at the SMPS to 26,000 barrels per day. No matter how may trains come to the SMR, Phillips 66 could still truck oil to the SMPS up to their permit limit.
HAM-04	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 economics are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
HAM-05	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. No further response is required.