From: Richard Hunt <keone9721@aol.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/22/2014 08:58 PM
Subject: Inadequate time to respond to the REIR

This email is in response to the very short timeframe SLO CO residents have had to read, review and discuss the REIR.
The new proposal is 849 pages and citizens have ONLY been given 45 days to respond.

The process would have been made much easier if the changes had been noted or marked on each page, designating the change from the original EIR.

HUP-01

It is virtually impossible for a citizen that is not familiar with County verbage to glean the new and different proposals in the REIR.
The short timeframe for response just enhances the fact that time is against the citizens to make an informed response, thereby allowing Phillips to proceed with the project.

********** I am asking for a NO PROJECT vote**********

Patricia Hunt
1833 Nathan Way
Nipomo, CA 93444

From: Richard Hunt <keone9721@aol.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/22/2014 10:02 PM
Subject: Tainted Reputation of SLO County

TO: Murry Wilson
SLO County Planning Department

The Phillips 66 proposed "rail spur" project will greatly affect all citizens of SLO County and not just the residents of the South county/Mesa area. The tainted reputation we would have as one of the few counties in California to allow a large rail/oil terminal would override the current viewpoint that SLO county is "one of the best places to live".

As a retired county employee, I continue to take great pride in how our county leaders have legislated to make SLO county one of the most desirable places to live (and visit) in the USA.

HUP-02

To allow a Rail Terminal to be built in our county would UNDERMINE all of the efforts to ensure the citizens (and visitors) are guaranteed a place to live and play in an environmentally safe area.

This project will negatively impact all of the citizens and visitors of SLO County.
Please vote NO PROJECT.

Patricia Hunt
1833 Nathan Way
Nipomo, CA 93444

From: Richard Hunt <keone9721@aol.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/22/2014 10:15 PM
Subject: comments from a retired county employee

Murry Wilson
SLO County Planning Commission

I have always been proud to say i was a retired county employee.
I feel great pride to have been part of the governmental process that has made SLO County one of the most desirable places to live .

Our county reputation remains strong and vibrant, but this reputation will be tarnished greatly if the Phillips Rail/Oil project is allowed to progress.

I do not want to be known as a retired employee of a county that cares so little for the welfare of its employees, constituents, and visitors!!

Please vote NO PROJECT

HUP-03

Patricia Hunt
1833 Nathan Way
Nipomo, CA 93444

From: Richard Hunt <keone9721@aol.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/22/2014 10:49 PM
Subject: Health /well being of SLO CO Citizens

Mr. Murry Wilson
SLO County Planning Department

I have lived in Trilogy for almost 7 years now . Each year our air quality has worsened as the Dunes dust is picked up and blown thru our neighborhood. It has been documented that our area has (and continues) to exceed both CA state and federal standards for air pollution

Historically, the prevailing winds blow directly thru the Phillips 66 property. With the introduction of Tar Sands and diesel pollutants, our air quality will only worsen.

HUP-04

The health and well being of our county citizens should be first and foremost to the Supervisors of SLO County. This should come before the monetary concerns of big business.

VOTE: NO PROJECT

Patricia Hunt
1833 Nathan Way
Nipomo, CA 93444M

From: Richard Hunt <keone9721@aol.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/22/2014 11:13 PM
Subject: lighting of project

The proposed berm will not hide night lighting from the many citizens that live in elevated areas of the Mesa. The proposed berm is to mitigate lights at the level of highway 1 .

The lights of the current facility are very visible throughout south county.

The perimeter lights and the project lights will be visible for miles from the project site.

Perhaps no upward lighting of "night skies", but there will be a fully lit train terminal and accompanied activities that will light up the entire area for all to see throughout the night.

HUP-05

**********PLEASE VOTE ---NO PROJECT---**********

Patricia Hunt
1833 Nathan Way

From: Pat <keone9721@aol.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/24/2014 01:21 PM
Subject: Air quality standards are already being violated in South County

Mr Murry Wilson
SLO CO. Planning Commission

This project will be built in a region that receives continual winds from the ocean.
The blowing of fine particulate matter has already caused state and federal air quality standards to be violated each year.
And has caused many,many respiatory problems for county residents.

To introduce more emissions, (particulate matter,toxic emissions-diesel fumes-,greenhouse gas) would signify a total disregard for the health and well being of our county citizens by their board of supervisors.

HUP-06

Parricia Hunt
1833 Nathan Way
Nipomo,CA93444

From: Pat <keone9721@aol.com>
To: "p66-railspur-comments@co.slo.ca.us"
<p66-railspur-comments@co.slo.ca.us>
Date: 11/24/2014 02:40 PM
Subject: No redeeming value for this project

Mr Murry Wilson
SLO CO.Planning department

The many detrimental issues that this project will impose on all citizens of this county-- safety,air-light-noise pollution far outweigh the 12jobs that will be gained.

And the attrition of people leaving the county OR not moving to a county where a large oil refinery exists will hurt our economy even more.

HUP-07

PAtricia Hunt
1833 Nathan way
Nipomo CA93444

Sent from my iPad

From: Pat <keone9721@aol.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/24/2014 03:06 PM
Subject: Vote NO on bringing tar sands to SLO County

Murry Wilson
SLO County Planning Department

Tar sands have more toxic elements than the crude now being processed at the refinery. Toxic tar sands produce Petcoke when refined. The black Petcoke granules can easily become airborne and would be blown to residences all ready exceeding state and federal air quality regulations.

HUP-08

This issue needs to be mitigated for the health and safety of SLO citizens.

*******VOTE NO PROJECT ************

Patricia Hunt
1833nathan Way
Nipomo, CA 93444

Sent from my iPad

From: Pat <keone9721@aol.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/24/2014 03:51 PM
Subject: Supervisors must keep their pledge to residents

Murry Wilson
SLO County Planning Department

Each supervisor and county administrator pledges to protect their constituent's health, safety and to maintain the wonderful quality of life we experience on the central coast.

Voting for the rail terminal would go against all that has been pledged.

Please put the health and safety of your county citizens first and foremost.

HUP-09

Patricia Hunt
1833 Nathan Way
Nipomo, CA 93444
Sent from my iPad

HUP-01	Based upon the number of comments received on the original DEIR and the fact that the County decided to expand the mainline rail analysis beyond San Luis Obispo County a decision was made to reissue an entire new RDEIR. Given the extensive changes in the document it was not practical to mark all of the changes. The County determined that a 45-day comment period was adequate for the RDEIR. The public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse (CEQA Guidelines Section 15105(a)).
HUP-02 and HUP-03	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, and quality of life are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
HUP-04	The RDEIR addresses the potential impacts and recommends mitigation measures for the proposed Project consistent with the requirements of CEQA. Section 4.3 (Air Quality and Greenhouse Gases) addresses GHG emissions, criteria air emissions and health risks. The commenter's statement about air issues are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
HUP-05	The RDEIR acknowledges visibility of new night lights from the surrounding areas and identifies substantial mitigation measures to minimize any potentially adverse effects. At the unloading facility all lights would be mounted under the proposed canopy. Forty of these canopy lights would be placed 60-feet apart, and 30 of them would be 20-feet apart. Lighting for the rail spur would only be for perimeter fencing security purposes and would be placed on 15-foot tall poles, 500 feet apart. The project proposes to the construct the unloading facility and rail spur tracks adjacent to the southern slopes of a natural landform ridge. This adjacent landform rises to elevations ranging from approximately 120 to 145 feet above sea level. The proposed rail spur tracks are proposed at an elevation of approximately 94 feet above sea level, which would be as much as 55 feet lower than the landform to the north. As a result, views of the unloading facility and railroad spur from the north and the northeast would be substantially blocked. In addition, the eastern segment of the rail spur tracks, closest to Highway 1, are proposed to be constructed in an excavated area maintaining the approximately 94-foot elevation while the adjacent ground rises up eastward, resulting in the easternmost end of the tracks being approximately 20 feet below the surrounding natural terrain. This elevation difference, along

	with the required 10 to 20-foot tall mitigation berm, would combine for an approximately 30 to 40-foot tall earthen visual screen around the eastern end of the railroad spur. This berm height in combination with the natural ridge to the north will help reduce visibility of night lighting for viewpoints from the east, including elevated viewpoints in the Trilogy development and other public viewpoints. The lighting associated with the unloading facility would be viewed at a distance of approximately 1.5 miles or more from viewpoints east of Highway 1, and would be seen in the context of the Santa Maria Refinery immediately to the north. In addition the unloading facility proposes a covered canopy over the majority of the area, which would decrease light-trespass. Similar to the lack of visibility of the existing Santa Maria Refinery's illuminated ground-plane, intervening topography would block views of the illuminated ground-plane of the unloading facility as seen from Highway 1 and the residential areas to the east. Although the unloading facility lights would introduce light into a new area, with applied mitigation measures they would not appear out of place given the relatively close proximity to the existing refinery and coke processing facility, which emits high levels of industrial lighting throughout the night, every night of the year. In addition to the applicant-proposed lighting features such as downward-directed lights with fully shielded lenses, the RDEIR requires substantial mitigation measures that will minimize lighting impacts. Mitigation measures include that the lighting plan be based on a photometric study prepared by a qualified engineer who is an active member of the Illuminating Engineering Society of North America (IESNA), using guidance and best practices endorsed by the International Dark Sky Association. Mitigation measures preclude illumination of adjacent slopes, prohibit placement of perimeter lights (which as previously described would be 15-feet tall) east of the screening berm (which as previously described would be 10 to 20- feet tall), and require the use of motion detectors rather than being continuously on. Importantly, following project completion the RDEIR requires the preparation of a Lighting Evaluation Report for review and approval by the County Department of Planning and Building prepared by a qualified lighting engineer not involved in the design of the original lighting plan. The Lighting Evaluation Report will conduct a comprehensive evaluation of in-place lighting, under all expected circumstances, and will require correction of any unexpected or residual lighting impacts based on direct observation of the completed project. The air quality mitigation that would limit rail car unloading from between 7 A.M. and 7 P.M. would also serve to reduce the nighttime lighting impacts to less than significant.
HUP-06	A study performed by the SLOCAPCD, the South County Phase 2 Particulate

	Study, evaluated whether impacts from off-road vehicle activities at the Oceano Dunes State Vehicle Recreational Area (ODSVRA), the Phillips Refinery coke piles, and adjacent agricultural fields were contributing to the particulate problems on the Nipomo Mesa (SLOC APCD 2010). The Phase 2 portion of the study concluded that off-road vehicle activity in the ODSVRA is a major contributing factor to the PM concentrations observed on the Nipomo Mesa and that neither the petroleum coke piles at the Phillips facility nor agricultural fields or activities in and around the area are a significant source of ambient PM on the Nipomo Mesa. The composition of the particulates is predominately natural crustal particles. The EIR identifies diesel particulate as a potential cancer causing pollutant that would produce impacts above the thresholds. See Appendix B.2.
HUP-07	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 safety, air quality, aesthetics and visual resources, economics, and health are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
HUP-08	A study performed by the SLOCAPCD, the South County Phase 2 Particulate Study, concluded that the SMR facility nor agricultural fields or activities in and around the area are a significant source of ambient PM on the Nipomo Mesa. The increased levels of nickel, vanadium, lead and copper do not affect air emissions as none of the crude oil is combusted and none of the metals are carried over in the fuel gas. The metals would remain in the coke. Sulfur production would increase producing potentially more sulfur trucks trips, as discussed in Section 4.3.4.2 (see Section 4.3 Air Quality and Greenhouse Gases).
HUP-09	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.