

From: Gayle Hurlburt <g.hurlburt@me.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/17/2014 08:19 AM
Subject: Opposition to P66 Railspur Project

Mr. Murry Wilson, SLO County Planning Department

I am requesting that the P66 Railspur Project be denied its request. I live on the Nipomo Mesa. The air quality impacts caused by this project will severely increase an already significant risk to my health and those of my neighbors due to air quality issues arising from the particulate dust from the Oceano Dunes recreation area.

The REIR lists five (5) class 1 air quality impacts. As you are aware, class 1 impacts are those that "cannot be mitigated to less than significant" levels. This is unacceptable to me, and I am sure would be to you if you lived in an area that was impacted to that extent. HUG-01

The future medical costs to residents affected by this project could be enormous if it is approved, and should be borne by P66 and their stockholders. SLO County may have significant liability if it approves this project ignoring the known health risks inherent in its approval.

Thank you for taking the time to read about the concerns of Nipomo Mesa residents.

Gayle Hurlburt

From: Gayle Hurlburt <g.hurlburt@icloud.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/24/2014 09:51 AM
Subject: Proposed Railspur

Mr. Murray Wilson:

I am writing to encourage you do deny the the Phillips 66 rail spur proposed at the Santa Maria Refinery. The risks to citizens vastly outweighs the benefits to Phillips and their stockholders. The risks to San Luis Obispo and the entire county are well documented in the REIR. Such risks include:

The daily occurrence of 80 plus car trains down the Cuesta Grade and through the city of SLO passing Cal Poly University, Churches, and neighborhoods.
The use of DOT-111 railcars that have been proven to be ineffective protection against derailment explosions and are banned by the REIR from the Santa Maria Refinery.

HUG-02

Fire protection and emergency first response teams are inadequate and under trained for a major rail accident.
If you truly care about the well being of the county, its citizens, and its future you must deny this proposed rail spur.

HUG-03

Gayle Hurlburt
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Responses to Gayle Hurlburt Comments

HUG-01	<p>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.</p>
HUG-02	<p>In San Luis Obispo County, the Cuesta Grade represents an area where a runaway train could occur. A runaway train coming down the Cuesta Grade could result in spills of crude oil and associated fires. The Rail Spur Project would use two additional locomotives (for a total of five locomotives) on the crude oil unit train for crossing the Cuesta Grade. These two additional locomotives would be added to the train at Santa Margarita and removed from the train in the City of San Luis Obispo once the train had crossed the Cuesta Grade. These additional locomotives would help to assure that the train can safely traverse the Cuesta Grade.</p> <p>As noted in the RDEIR, the current DOT-111 tank cars have serious safety deficiencies that can lead to an unacceptable spill rate in the event of a train derailment. As a result, the RDEIR specifically included mitigation measure HM-2a, which requires only rail cars designed to Option 1: PHMSA and FRA Designed Tank Car as listed in Table 4.7.6, shall be allowed to unload crude oil at the Santa Maria Refinery. Even with the improved rail cars, the RDEIR found that the risk of a crude oil train accident and spill was considered a Significant and Unavoidable (Class I) impact.</p>
HUG-03	<p>Mitigation measure PS-4d (see Section 4.11, Public Services and Utilities), in regards to potential impacts of mainline rail transportation of crude oil, require annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies along the mainline rail routes. However, as per Section 4.11 for cumulative impacts, the County may be preempted by Federal law from implementing the mitigation measures as they require particular contractual provisions that might be determined to improperly impact interstate commerce or conflict with the Interstate Commerce Commission Termination Act (ICCTA), which preempts state laws with respect to rail transportation. The RDEIR found that the cumulative impacts to fire protection and emergency services along stretches of mainline track would be considered significant and unavoidable (Class I).</p>