From: "Jim & Cindy Killackey" <killackey1@verizon.net>
To: <p66-railspur-comments@co.slo.ca.us>
Date: 11/18/2014 12:26 PM
Subject: P66 Rail Spur Project

Mr. Murry:

As a resident of Trilogy I am against the rail spur project. I am also convinced that the project will ultimately go forward. What I urge you to do is press Phillips 66 to take further measures to mitigate the adverse effects on our environment.

We suffer because of blowing sand from the Oceano dunes. Now this health problem will be compounded because of diesel engine particulate emissions.
Now we can't outlaw diesel engines coming to the refinery, but special provisions could be imposed when the trains enter the refinery property.
Phillips 66 should be compelled to use all-electric switching engines to move the tanker cars into position and to take the empty cars back to the main line. KIA-01

Phillips 66 stores petcoke in big piles. To reduce blowing carbon dust I believe they spray the piles with water – a rather precious commodity these days. There are also huge piles of sulfur. I don't think they wet these down. Los Angeles county forced the local refineries to store their petcoke in closed buildings. I know because I used to drive by the Mobil refinery in Torrance back when I was working. P66 needs to adopt similar measures to protect us from blowing dust which comes directly towards my home.

Thank you for the opportunity to comment.

James Killackey
1985 Northwood Road
Nipomo, CA 93444

KIA-01	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 SLOCAPCD has determined that the dune complex along the coast of the Five Cities area is the source of the high particulate matter levels measured at the South Coast stations (SLOCAPCD Annual Emissions Report, 2013). The SLOCAPCD has determined that the dune complex along the coast of the Five Cities area is the source of the high particulate matter levels measured at the South Coast stations (SLOCAPCD Annual Emissions Report, 2013). The SMR has a coke dust plan to reduce coke dust and it does involve watering. However, the proposed Project is not anticipated to increase coke handling or contribute to dust particulate levels in the area. The use of electric switching engines is challenging because of the size of the unit trains. Electric switching engines, if even available, would be used to move only a few cars at a time, whereas the Rail Spur would require the moving of entire trains loaded with full tank cars. Electric locomotives are popular in Europe using overhead transmission lines, which would be challenging for the project. The EIR does require the use of Tier 4 locomotives, which are substantially cleaner than current locomotives and are available on the market starting in 2015. Note that the use of Tier 4 locomotives would reduce toxic pollutant impacts to below the thresholds for area residents (Table 4.3.25, in the RDEIR). However, it is not clear if the County can require the use of this mitigation measure due to preemption. The EIR, as per CEQA full disclosure requirements, presents both cases.