November 21, 2014

Donna Lacki
1768 Trilogy Parkway
Nipomo, CA 93444

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

Re: Opposition to the proposed P66 Rail Terminal project,

Dear Mr. Wilson,

The Phillips rail spur is not an issue of NIMBY. My family and community are going to be effected dramatically within our beautiful and unique Central Coast. If the rail spur is allowed to go through our community will no longer be the desired location for travelers. Are these effects to be allowed just so Phillips can increase their bottom line? How will our elected officials keep us safe? LAD-01

The proposed Phillips rail spur project would result in 250 crude by rail trains, 1.5 miles long with 80 each oil filled DOT-111 tankers moving through our community annually. These DOT-111 tankers have been found to be inadequate for safety by the Federal Transportation Department and at high risk for explosion. I urge the County Planning Department to recommend a “NO” project to the Board of Supervisors. LAD-02

Regards,

Donna Lacki

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LAD-01	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 tourism and environmental impacts are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
LAD-02	The EIR discusses the new United States Department of Transportation (DOT) regulations for tank car designs in Section 4.7.5, Hazards and Hazardous Materials. The EIR has a mitigation measure that requires the use of the safest designed tank car evaluated by the DOT. As discussed in Chapter 2.0, Project Description, Phillips 66 is proposing to use CPC-1232 tank cars, which are an upgrade from the old DOT-111s. However, the EIR recommends the use of a more robust tank car design. As discussed in Table 4.7.6 of the RDEIR, the CPC-1232 tank car design was not one that was being considered as part of the DOT rulemaking for new tank car designs. In May 2015 the DOT issued their final rules for high hazard flammable trains. The final rule is discussed in Section 4.7.5, Hazards and Hazardous Materials. The Final rule does not require the use of Option 1 tank cars, but the FEIR is still recommending as a mitigation measure the use of the Option 1 design. In the RDEIR, the Project Description (see Chapter 2.0) stated that each rail car would be 90 feet long. This was an incorrect statement. As shown in Appendix A of the RDEIR each of the 80 tank cars and two buffer cars would be 60 feet long, and the three locomotives would be 90 feet long. This would make the total train length 5,190 feet (82*60+90*3=5,190). Text has been added to Section 2.5 of the FEIR that provides additional information on the length of a unit train. Appendix A of the RDEIR contains detailed track drawings that provide the length of each of the tracks. Figure 2-4 of the FEIR has been modified to provide the length of each of the tracks. The remaining portions of this comment do not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The commenter's concerns about safety and hazards are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.