From: nancy Pretto <nancypretto@yahoo.com>
To: "p66-railspur-comments@co.slo.ca.us"
<p66-railspur-comments@co.slo.ca.us>
Date: 11/24/2014 05:05 PM
Subject: proposed railspur through San Leandro CA

To the Attention of:
Mr. Murry Wilson
SLO County Planning Department

Dear Mr. Wilson,

I am emailing you to express my strong opposition to the Phillips 66 rail terminal expansion project. My family has resided in San Leandro for 41 years. We live on the periphery of the blast zone. As a retired teacher and grandparent of 4 children enrolled in public and private schools in San Leandro I am very aware that several of our schools are within the blast zone through which oil trains would travel. I am deeply concerned with this entire project. PRN-01

Our emergency responders are not ready to deal with the potential accidents that these heavily laden trains might encounter. PRN-02

I would like more information concerning the proposed route of the trains near each of the many watersheds crossed en route to the Santa Maria refinery. PRN-03

Please examine all aspects of routing these trains through extremely highly populated areas of our state. PRN-04

Thank you for your consideration. I look forward to your response to my6 concerns.

Yours sincerely,

Nancy Pretto

Responses to Nancy Pretto Comments

PRN-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 the safety and environmental impacts of the project are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
PRN-02	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 the safety and environmental impacts of the project are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
PRN-02	The RDEIR contains mitigation measures PS-3a through PS-3i (see Section 4.11, Public Services and Utilities) to ensure that the SMR Fire Brigade and the Cal Fire resource are sufficient before the project proceeds. These include; 1) an updated Fire Protection Plan for the Rail Spur Project that meets all the applicable requirements of API, NFPA, UFC, and Cal Fire/County Fire; 2) an updated Emergency Response Plan to include the rail unloading facilities and operations; 3) an updated Spill Prevention Control and Countermeasure Plan to include the rail unloading facilities and operations; 4) requirements that the SMR fire brigade meets all the requirements outlined in Occupational Safety and Health Administration 29 CFR 1910.156, and NFPA 600 & 1081; 5) updated fire brigade staffing/training requirements and Cal Fire funding requirements; 6) funding of a qualified Cal Fire inspector to conduct the annual fire inspections at the SMR; 7) funding of training for Cal Fire personnel, including field training, as per the Security and Emergency Response Training Center Railroad Incident Coordination and Safety (RICS) meeting Department of Homeland security, NIIMS, OSHA 29 CFR 1910.120 compliance. These extensive requirements would reduce the impacts of the rail spur project on fire resources at the SMR to less than significant with mitigation (Class II). In addition, for transportation of crude oil along the mainline tracks, mitigation measures PS-4a though PS-4c) (see Section 4.11, Public Service and Utilities) include 1) Only rail cars designed to Option 1: PHMSA and FRA Designed Tank Car shall be allowed; 2) requires annual funding for first response agencies along the mainline rail routes; 3) require annual emergency responses scenario/field based training; and 4) notification requirements. Impacts to fire protection and emergency response would remain significant and unavoidable (Class I) along the mainline routes.
PRN-03	Potential worst-case water quality impacts related to a rail accident has been addressed in Impact WR.3. Individual waterways that could be affected are shown on Figures 4.13-4 through 4.13-9 and in Tables 4.13-1 and 4.13-2.
PRN-04	The RDEIR includes an analysis of the impacts of transporting crude along the major rail routes between the SMR and the UPRR rail yards in Roseville and Colton. Beyond these points the rail route that would be used by the rains is

	speculative, so the RDEIR evaluated these impacts to a lesser level of detail. For example, the public safety impacts (see Section 4.7, Hazards and Hazardous Materials, looks at the public safety impacts from the SMR to the California boarder. In addition, the routes between the SMR and Roseville/Colton cover most of the highly populated area within the State such as the Bay Area, Sacramento, and the Los Angeles Basin. While the exact route the trains would take to get to these two rail yards on their way to the SMR is speculative, all of the routes within and outside of California would traverse numerous populated areas, which would increase the probability of a spill impacting these populated areas as discussed in the RDEIR. The RDEIR found that impacts to the populated areas of the State, thorough which the trains could pass, was as significant and unavoidable impact (Class I) in the event of an accident.