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Date: 11/24/2014 04:11 PM  
Subject: DEIR Comments

Murry Wilson, Environmental Resource Specialist County Planning and Building Department  
976 Osos Street, Room 300  
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Comments on the Phillips 66 Rail Spur Extension Draft EIR

1. In the Deir it was stated that the tank cars are as specified by the "American Railroad Association"

There is no such organization.

No specifics for the date of any such recommendation was given.

Please provide clarification.

See sections ES-5, 1-4, and 2.22

RUE-01

2. In the section on train Routes to the Santa Maria Facility only UPRR tracks and Facilities are described and discussed.

Please revise the DEIR to include BNSF as the railroad companies have track sharing agreements that could impact the route to SMR.

Also note that the train will most likely originate from areas served by railroad operators other than UPRR.

See 2-23

RUE-02

3. In the section on Alternatives Analysis, 5.1.3, Alternative Rail Unloading Facilities, there is no consideration to having the crude delivered to the Phillips 66 Rodeo Refinery.

The Rodeo Facility is the final destination for this crude and there is a high possibility that the UPRR train will pass right by Rodeo and travel an additional 250+ miles to the SMR.

This would appear to be an Environmentally Superior Alternative.

Please include siting the rail unloading facility at the Rodeo Refinery as an alternative.

RUE-03

Sincerely  
Edward P Ruszel  
2980 Bayshore Rd  
Benicia CA

## Responses to Ed Ruszel Comments

RUE-01	Phillips 66 proposes to use CPC-1232 tank cars. In August 2011, the Association of American Railroads (AAR) Tank Car Committee adopted new industry construction specifications for tank cars and the CPC-1232 design became the standard for all tank cars built after October 2011. The text in the Executive Summary, Chapter 1.0, Introduction, and Chapter 2.0, Project Description, has been updated to include the requesting changes and information.
RUE-02	The RDEIR discussed the routes that could be used by the proposed project trains regardless of ownership and assessed the impacts of these operations. For example, southern portions of the Coast Line are owned and operated by Metrolink, but the RDEIR evaluated impacts along these Metrolink tracks that could be used by trains servicing the proposed project.
RUE-03	The objective of the Rail Spur Project is to deliver crude oil to the SMR. Delivery of the crude oil to the Rodeo Refinery would not meet this objective, or any of the other objects of the proposed project. The SMR refines crude oil into intermediate products (i.e., naphtha and gas oils) which are then shipped via pipeline to the Rodeo Refinery. No crude oil is shipped out of the SMR. For these reasons, this alternative has not been considered in the EIR.