

From: Suzanne and Henry Schwake <schwakes@hotmail.com>
To: "p66-railspur-comments@co.slo.ca.us"
<p66-railspur-comments@co.slo.ca.us>
Date: 11/19/2014 10:41 AM
Subject: Rail Terminal Project

Attention: Mr. Murry Wilson, SLO County Planning Department

Dear Mr. Wilson,

As a former firefighter and EMT, I am very concerned about the potential for a significant event at the proposed rail unloading facility. As the closest Level 1 certified team is in Santa Barbara, any type of crude oil spill or fire would be difficult if not impossible to control by closer responders. As the SMR is already within a high fire hazard zone, any accident would be compounded and could overwhelm the first responders and quickly deplete their resources. Additional help could be hours away. I see a disaster in the making.

SCZ-01

Thank you for considering this issue.

Sincerely, Suzanne Schwake

Responses to Suzanne and Henry Schwake Comments

SCZ-01	<p>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).</p> <p>In addition, for transportation of crude oil along the mainline tracks, mitigation measures PS-4a through 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.</p>
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