From: Patrick Sidun <patricksidun@yahoo.com>
To: "mwilson@co.slo.ca.us" <mwilson@co.slo.ca.us>
Date: 01/24/2014 03:34 PM
Subject:Letter of Support for Santa Maria Rail Project

1/24/14

Murry Wilson, Environmental Resource Specialist County of San Luis Obispo Department of Planning and Building
976 Osos Street, Room 300
San Luis Obispo, CA 93408-2040

Dear Mr. Wilson:

I have a unique perspective on the Phillips 66 Santa Maria Refinery Rail Project. Not only do I work at the refinery, but I also live in Arroyo Grande. I have the benefit of two perspectives, and they both lead to the same conclusion. The refinery is good for everyone. Good for jobs, a great neighbor and a longtime business that needs to, must, keep operating. I am deeply routed in the community. My wife is an educator and my children are young students. I am a home owner with a vested interest in the longevity of the the Santa Maria Refinery and the community at large. It is my interest to continue to raise my children in a community that values family, good jobs, and sensible leadership. Certification of the EIR is a key step in ensuring this future for my family. SIP-01

The draft EIR spells out the way issues like noise and lights can be managed, and with these points taken care of, there is no reason to deny the application. SIP-02

I hope you will rise above the emotional, political debate; the fear mongering sensationalism certain interested parties routinely promote and see the facts... that the Phillips 66 Santa Maria Refinery's request for a rail spur is truly a safe endeavor, as well as reasonable and should be approved. Certifying the EIR is a great first step. SIP-03

Sincerely,
Patrick Sidun
470 Pecan St, Arroyo Grande, Ca 93420
805-748-7110

Responses to Patrick Sidun Comments

SIP-01 through SIP-03	Comment SIP-02 expresses support for the scope of analysis provided for in the EIR. These comments do not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA.
SIP-02	The comment does not address any associated with the adequacy of the EIR, but rather acknowledges that the EIR identifies ways to mitigate noise and light impacts. No further response is required.
SIP-02	Noise levels along the mainline and at the SMR would increase with the additional trains. Noise levels along the mainline are addressed in Section 4.9 (Noise and Vibration) under impact N.3. Noise levels at the SMR are discussed in Section 4.9 under impacts N.1 for construction and N.2 for operations. Based on in-field monitoring and modeling, noise impacts would be less than significant with mitigation (Class II).