

From: Kathy Stepkowski <stepkowski@hotmail.com>
To: "p66-railspur-comments@co.slo.ca.us"
<p66-railspur-comments@co.slo.ca.us>
Date: 11/12/2014 03:56 PM
Subject: Crude-By-Rail Project

Dear Mr. Murry,

I am writing to ask you to please vote against the railroad spur that Phillips 66 is proposing. The Crude-By-Rail project has many issues that can't possibly be mitigated.

The noise pollution from all of the equipment required to complete the project, and then to unload the crude, couple and uncouple the train cars, will echo all over the Nipomo Mesa. The noise from the 520 car trains arriving and departing, will also echo all over the Nipomo Mesa.

STK-01

The light pollution, even with downward facing lights, will feel like we live next to an airport with the runways lit up.

STK-02

The air pollution is the worst problem. The sand tar that is projected to be brought to Nipomo is the nastiest form of crude. The relatively simple task of loading and unloading the cars, will leave soot on the cars, that will be blown in our direction as the train departs. Right now, if we leave our windows open we get a greasy soot on the window sills. It sticks to everything it touches. We live next to a Butterfly Habitat. That sticky soot has to be sticking to the eucalyptus leaves, making the habitat less and less viable.

STK-03

Please stop the crude-by-rail project.

Thank you,

Kathryn Stepkowski

From: Kathy Stepkowski <stepkowski@hotmail.com>
To: "p66-railspur-comments@co.slo.ca.us"
<p66-railspur-comments@co.slo.ca.us>
Date: 11/24/2014 03:48 PM
Subject: Crude-By-Rail

Dear Mr. Murry,

I am writing to you to bed you to vote against the Crude-by-rail idea being proposed by Phillips 66. San Luis Obispo County has always had a reputation as being a county that had the environment at the forefront of all decisions making. San Luis Obispo is a county that is constantly being list in the top 10 for retirees and tourists alike. Cal-Poly has a fabulous reputation. Why risk all of that for no reason?

STK-04

Crude can be brought in by pipeline like it always has. Why risk our reputation and people's lives? Having a train loaded with crude come down the Cuesta Grade is an accident waiting to happen. Having a train loaded with crude go through the Cal Poly campus is a disaster in the making.

STK-05

Please consider the reputation that SLO has nationwide and know that that reputation will be gone the second there is any sort of accident. Don't be fooled by P-66 lies and coverups. There is no way they can mitigate all of the issues that have come up in the REIR. The coke dust that will be created, will cause property values to go down and the county will never be the same.

STK-06

Please vote against Crude-by-Rail project.

Thank you,
Kathryn Stepkowski

Responses to Kathryn Stepkowski Comments

STK-01	<p>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).</p>
STK-02	<p>The RDEIR acknowledges visibility of new night lights from the surrounding areas and identifies substantial mitigation measures to minimize any potentially adverse effects.</p> <p>At the unloading facility all lights would be mounted under the proposed canopy. Forty of these canopy lights would be placed 60-feet apart, and 30 of them would be 20-feet apart. Lighting for the rail spur would only be for perimeter fencing security purposes and would be placed on 15-foot tall poles, 500 feet apart. The project proposes to construct the unloading facility and rail spur tracks adjacent to the southern slopes of a natural landform ridge. This adjacent landform rises to elevations ranging from approximately 120 to 145 feet above sea level. The proposed rail spur tracks are proposed at an elevation of approximately 94 feet above sea level, which would be as much as 55 feet lower than the landform to the north. As a result, views of the unloading facility and railroad spur from the north and the northeast would be substantially blocked. In addition, the eastern segment of the rail spur tracks, closest to Highway 1, are proposed to be constructed in an excavated area maintaining the approximately 94-foot elevation while the adjacent ground rises up eastward, resulting in the easternmost end of the tracks being approximately 20 feet below the surrounding natural terrain. This elevation difference, along with the required 10 to 20-foot tall mitigation berm, would combine for an approximately 30 to 40-foot tall earthen visual screen around the eastern end of the railroad spur. This berm height in combination with the natural ridge to the north will help reduce visibility of night lighting for viewpoints from the east, including elevated viewpoints in the Trilogy development and other public viewpoints.</p> <p>The lighting associated with the unloading facility would be viewed at a distance of approximately 1.5 miles or more from viewpoints east of Highway 1, and would be seen in the context of the Santa Maria Refinery immediately to the north. In addition the unloading facility proposes a covered canopy over the majority of the area, which would decrease light-trespass. Similar to the lack of visibility of the existing oil refinery's illuminated ground-plane, intervening topography would block views of the illuminated ground-plane of the unloading facility as seen from Highway 1 and the residential areas to the east. Although the unloading facility lights would introduce light into a new area, with applied mitigation measures they would not appear out of place given the relatively close proximity to the existing refinery and coke processing facility, which emits high levels of industrial lighting throughout the night, every night</p>

Responses to Kathryn Stepkowski Comments

	<p>of the year.</p> <p>In addition to the applicant-proposed lighting features such as downward-directed lights with fully shielded lenses, the RDEIR requires substantial mitigation measures that will minimize lighting impacts. Mitigation measures include that the lighting plan be based on a photometric study prepared by a qualified engineer who is an active member of the Illuminating Engineering Society of North America (IESNA), using guidance and best practices endorsed by the International Dark Sky Association.</p> <p>Mitigation measures preclude illumination of adjacent slopes, prohibit placement of perimeter lights (which as previously described would be 15-foot tall) east of the screening berm (which as previously described would be 10 to 20- foot tall), and require the use of motion detectors rather than being continuously on.</p> <p>Importantly, following project completion the RDEIR requires the preparation of a Lighting Evaluation Report for review and approval by the County Department of Planning and Building prepared by a qualified lighting engineer not involved in the design of the original lighting plan. The Lighting Evaluation Report will conduct a comprehensive evaluation of in-place lighting, under all expected circumstances, and will require correction of any unexpected or residual lighting impacts based on direct observation of the completed project. The air quality mitigation that would limit rail car unloading from between 7 A.M. and 7 P.M. would also serve to reduce the nighttime lighting impacts to less than significant.</p>
STK-03	<p>A study performed by the SLOCAPCD, the South County Phase 2 Particulate Study, evaluated whether impacts from off-road vehicle activities at the Oceano Dunes State Vehicle Recreational Area (ODSVRA), the Phillips Refinery coke piles, and adjacent agricultural fields were contributing to the particulate problems on the Nipomo Mesa (SLOC APCD 2010). The Phase 2 portion of the study concluded that off-road vehicle activity in the ODSVRA is a major contributing factor to the PM concentrations observed on the Nipomo Mesa and that neither the petroleum coke piles at the Phillips facility nor agricultural fields or activities in and around the area are a significant source of ambient PM on the Nipomo Mesa. The composition of the particulates is predominately natural crustal particles. The SLOCAPCD has determined that the dune complex along the coast of the Five Cities area is the source of the high particulate matter levels measured at the South Coast stations (SLOCAPCD Annual Emissions Report, 2013). The SMR has a coke dust plan to reduce coke dust and it does involve watering. However, the proposed Project is not anticipated to increase coke handling or contribute to dust particulate levels in the area. Air quality violations on the mesa are primarily associated with natural crustal particulates.</p>
STK-04	<p>This comment does not identify a specific environmental analysis or CEQA</p>

Responses to Kathryn Stepkowski Comments

	<p>issue relative to the EIR and compliance with CEQA. No further response is required.</p>
STK-05	<p>In San Luis Obispo County, the Cuesta Grade represents an area where a runaway train could occur. A runaway train coming down the Cuesta Grade could result in spills of crude oil and associated fires. The Rail Spur Project would use two additional locomotives (for a total of five locomotives) on the crude oil unit train for crossing the Cuesta Grade. These two additional locomotives would be added to the train at Santa Margarita and removed from the train in the City of San Luis Obispo once the train had crossed the Cuesta Grade. These additional locomotives would help to assure that the train can safely traverse the Cuesta Grade.</p>
STK-06	<p>The use of higher sulfur crude oils would increase the amount of sulfur produced at the SMR. This increase in sulfur and the associated truck trips are addressed in the RDEIR in Section 4.3, Air Quality and Greenhouse Gases. As the SMR already processes heavy crude oils, and the tar sands crude oils would have a similar proportion of heavier materials, the production of coke is not expected to change with the project.</p> <p>The increased levels of nickel, vanadium, lead and copper do not affect air emissions as none of the crude oil is combusted and none of the metals are carried over in the fuel gas. The metals would remain in the coke. Sulfur production would increase producing potentially more sulfur trucks trips, as discussed in the RDEIR (see Section 4.3, Air Quality and Greenhouse Gases and 4.12, Transportation and Circulation).</p> <p>A study performed by the SLOCAPCD, the South County Phase 2 Particulate Study, evaluated whether impacts from off-road vehicle activities at the Oceano Dunes State Vehicle Recreational Area (SVRA), the Phillips Refinery coke piles, and adjacent agricultural fields were contributing to the particulate problems on the Nipomo Mesa (SLOC APCD 2010). The Phase 2 portion of the study concluded that off-road vehicle activity in the SVRA is a major contributing factor to the PM concentrations observed on the Nipomo Mesa and that neither the petroleum coke piles at the Phillips facility nor agricultural fields or activities in and around the area are a significant source of ambient PM on the Nipomo Mesa. The composition of the particulates is predominately natural crustal particles. The SLOCAPCD has determined that the dune complex along the coast of the Five Cities area is the source of the high particulate matter levels measured at the South Coast stations (SLOCAPCD Annual Emissions Report, 2013). The SMR has a coke dust plan to reduce coke dust and it does involve watering. However, the proposed Project is not anticipated to increase coke handling or contribute to dust particulate levels in the area. Air quality violations on the mesa are primarily associated with natural crustal particulates.</p>