January 24, 2014

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:

My perspective on the Phillips 66 Santa Maria Refinery Rail Project is unique. I have worked at many U.S. refineries & currently work at the Phillips 66 Santa Maria Refinery as a Safety Trainer. The Santa Maria Refinery is one of the safest refineries in the United States. We have received top industry safety awards verifying this. This is the main reason I came to work here. I wanted to become a member of one of the top safety teams in the industry. Safety is important to me and my family. We love where we live. We would never be a part of anything that is harmful to our local environment or fellow residents of San Luis Obispo County. This being said, the refinery is good for us. Good for jobs, a great neighbor and a longtime business that needs to keep operating. TUJ-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. TUJ-02

I hope you will rise above the emotional and political debate and see the facts that the Phillips 66 Santa Maria Refinery's request for a rail spur is reasonable and should be approved. Certifying the EIR is a great first step. TUJ-03

Sincerely,

Justin Turner Jr.
1799 11th St. Los Osos, CA 93402
mastermechanic2010@yahoo.com
(805)534-9653

Responses to Justin Turner Comments

TUJ-01	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The comments about how safe the SMR is and the importance of the jobs from the refinery have been included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
TUJ-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).
TUJ-03	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The commenter's statement that the request for a rail spur is reasonable has been included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.