

From: Susan Potter Weiss <susan.potterweiss@gmail.com>
To: p66-railspur-comments@co.slo.ca.us
Date: 11/18/2014 08:04 AM
Subject: P66 Rail Terminal Project

Dear Mr. Murry,

It is with great concern that I write this email to you for your consideration.

Although it is important for the country as a whole, to become oil independent, it is also important for the county of SLO to maintain its beauty and integrity as one of the richest produce producing areas in the United States.

The thought of 520 oil trains, each 1.5 miles long, lumbering through our beautiful coastal community is abysmal. More importantly, dangerous!

In the past, I was a train commuter between Bakersfield and Sacramento as a part of my work. At least three times a year, the Amtrak commuter train that I was riding was involved in some type of rail accident, whether it be with animals, humans or automobiles. In some cases, the fire department had to be called out, but in all cases, it caused delays of hours and, sometimes, we had to be transferred from the train to a bus to finish the trip. In one instance, I recall, the rail lines were damaged and all commuter travel was halted for a period of time in order to repair the rails.

WES-01

Given the fact that these oil trains will be carrying an explosive substance, it would be dangerous beyond words to have miles and miles of these trains making their way across our landscape. Not to mention, the impact of the delays at our streets and roads for crossing purposes.

WES-02

On a personal level, my husband and I left Bakersfield because of the air quality there, and the lung problems that I was experiencing due to the poor air. We are now in our retirement years, have invested our savings, and then some, in a home on the Central Coast where we plan to live out our lives being able to see the stars at night and have the clean, fresh marine air fill our already damaged lungs. The fact is, I am a three time cancer survivor!

WES-03

I beg you to reconsider this horrible plan for a rail terminal in our backyard. There is much of the Central Coast that is uninhabited. Please take your plans there, where there will be less of an environmental impact on people's lives.

With all due respect,

Susan Weiss
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Nipomo, CA 93444
805-858-8150

Responses to Susan Weiss Comments

WES-01	<p>This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The commenter's concerns about hazards are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.</p>
WES-02	<p>The RDEIR analysis is also in full agreement with this comment regarding the probability of future oil spills that would be associated with increased crude oil rail shipments. The RDEIR found that the risk of a crude oil train accident and spill was a significant and unavoidable (Class I) impact.</p> <p>The impact of the crude trains on traffic is discussed in Impact TR.3 (see Section 4.12, Transportation and Circulation). Depending upon the location of the at-grade crossing and the time the crude oil train made the crossing it could affect delay times at an intersection. The greatest chance for this would be if a train crossed the at-grade crossing during the AM or PM peak hours. There is a 12 percent chance that a train would cross an intersection during the AM or PM peak hours. However, given that only one train would cross an at-grade crossing during the AM or PM peak hours, it would not affect the average delay time for the intersection over the peak three hour period.</p>
WES-03	<p>The RDEIR addresses the potential impacts and recommends mitigation measures for the proposed Project consistent with the requirements of CEQA. Section 4.3 (Air Quality and Greenhouse Gases) addresses GHG emissions, criteria air emissions and health risks.</p> <p>The EIR concludes that emissions of criteria, GHG and toxic pollutants would exceed the SLOCAPCD thresholds and would be a significant impact.</p> <p>The commenter's statement about air issues are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.</p>