November 20, 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:

I have lived and worked in San Luis Obispo County for almost 30 years. For the past 24 years I have interacted with the people at the refinery, many who are friends of mine, in a wide variety of settings and circumstances both professional and personal. I have found that the facility operates safely and is a respectful member of the community. The refinery is more than just an oil facility. In this day and age where well-paying local head of household jobs are in short supply, the refinery is important to South County and to the Central Coast in general. This extends to not only the people that work at the refinery but also to the many jobs that this facility generates locally. ZET-01

The draft EIR is long, thorough and does a very good job in reviewing the project and I truly feel that it addresses every detail of the project. The fact that the draft EIR was recirculated again as well as increasing the study area has only increased the level of review of the project. In fact it addresses the additional areas of concern that were raised in the last circulation. The analysis is more than adequate for moving the document to a final EIR and proceeding to public hearing without delay. ZET-02

One of the areas that I feel that the draft EIR has not addressed is the benefit that this project has to the County, the State and the Nation in terms of freeing us from relying on other countries for our source of crude oil; oil that we use to manufacture everything from gasoline to plastics. Here we have an opportunity to increase our energy independence in a safe and environmentally prudent manner. If the project is denied then we indirectly financially endorse countries such as Nigeria, Libya and other countries that do not produce nor transport crude oil in an environmentally conscious manner, let alone place the value on human life that we do in the US. ZET-03

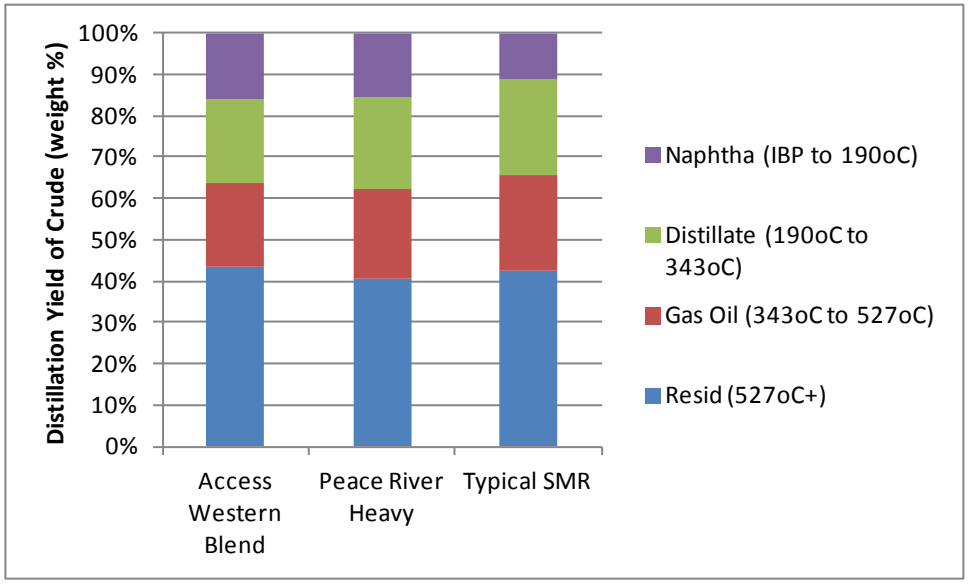
I feel that the concerns associated with a spill of the type of crude oil that will be shipped to the refinery are overblown. The heavy crude that these trains will transport has the consistency of tar and will not readily burn. In fact I have a sample of this type of crude and you can open the sample jar and turn it upside down and the oil will not come out. The same would occur in a breach of a tank car. Granted there will be spilled cargo but it will not burst into flames or flow unimpeded. In fact similar crude shipments have been travelling past the refinery from San Ardo since 1997 with no incidents or problems. ZET-04

Having looked at this project in detail my conclusion is an easy one. I believe a 60 year track record of sound operations, coupled with an EIR that indicates the project is manageable should add up to a very strong "yes" vote for the rail project request. ZET-05

Sincerely,

Tom Zehnder
4553 Wavertree St.
San Luis Obispo, CA 93401
(805) 441-9342

Responses to Tom Zehnder Comments

ZET-01	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. No further response is required.
ZET-02	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The comments about thoroughness and adequacy of the EIR are included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.
ZET-03	The SMR receives all of its oil supply from domestic sources, so the Rail Spur Project would not reduce the amount of oil delivered to the refinery from other countries. In fact, the likely supply of oil would be from Canada, which is considered a foreign supply of oil.
ZET-04	The Quantitative Risk Analysis that was prepared for the proposed project evaluated a variety of crude oil types and used the properties for a worst-case crude that consisted of Canadian Tar Sands crude oil that is blended with diluent. The figure below shows the breakdown of the yield for the crude mix currently being run by the SMR compared with the two dilbit crudes evaluated in the RDEIR.  Sources: 1. http://www.crudemonitor.ca/dist.php?units=c&temp=527&submit=-%3E&recov=33.63&acr=PH&time=hist 2. http://www.crudemonitor.ca/dist.php?acr=AWB&time=hist 3. Phillips 66-Average values for 2014 and part of 2015. This shows that the amount of Naphtha, distillate, gas oil, and resid for the two dilbit crude evaluated in the RDEIR are very similar to the typical composition of crude that is currently processed at the SMR. This data would indicate that the amount of Naphtha (i.e., pressure distillate) and gas oils produced at the

	SMR with the use of the dilbits would not increase with the change in crude. Therefore, the amount shipped to the Rodeo Refinery would not increase as a result of the change in crude oil slate. The EIR preparers are very familiar with the ExxonMobil crude oil unit train that transports crude oil produced in San Ardo down to Los Angeles area refineries. As noted, there have not been any incidents associated with the San Ardo unit trains.
ZET-05	This comment does not identify a specific environmental analysis or CEQA issue relative to the EIR and compliance with CEQA. The commenter's support for the project is included in the FEIR for the decision-makers' consideration as part of the County's deliberations on the proposed project.