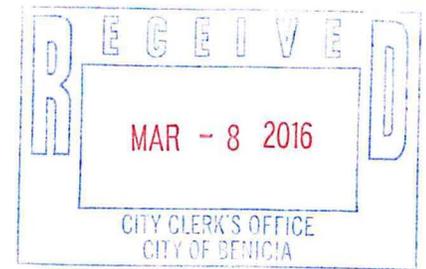






BENICIA INDUSTRIAL PARK ASSOCIATION  
A COMMITTEE OF THE BENICIA CHAMBER OF COMMERCE  
601 First Street, Suite 100, Benicia CA 94510  
707-745-2120 / Fax 707-745-2275  
www.beniciaipa.org / email: beniciachamber@aol.com



March 8, 2016

Benicia City Council  
City of Benicia  
250 East L Street  
Benicia, CA 94510

Dear Council Members:

For many years, individual council members have shared with the Benicia Industrial Park Association their opinion on how important the Benicia Industrial Park businesses are to the city and the community. We have heard individual council members give their support for the Industrial Park and appreciation for the revenue that the Industrial Park brings to the City.

The Valero refinery, a VPP site, is the largest business and cornerstone of the Benicia Industrial Park, with many companies locating here in support of the refinery. Valero has come to the city asking for a permit so that they can make the necessary business changes to grow, change and thrive. This permit has been denied by the Benicia Planning Commission.

Valero has proven itself to be a safe and responsible partner of the city and the Industrial Park. The Benicia Industrial Park Association believes that it is the responsibility of the mayor, the council members and this community to support and certify the Valero Crude By Rail Final Environmental Impact Report and approve the Use Permit application.

The Benicia Industrial Park Association respectfully requests the city council overturn the Planning Commission's decision to deny the Valero Crude by Rail permit.

Sincerely,

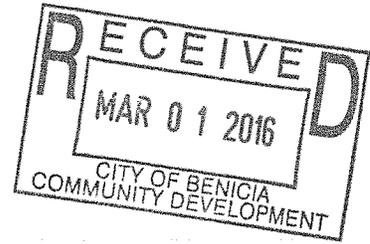
A handwritten signature in cursive script that reads "Jasmin Powell".

Jasmin Powell, President  
Benicia Industrial Park Association

## Amy Million

---

**From:** Lisa Wolfe  
**Sent:** Tuesday, March 01, 2016 4:56 PM  
**To:** Amy Million  
**Subject:** FW: Valero CBR Appeal



As requested.

**From:** Mark Annis [mailto:mark.annis@att.net]  
**Sent:** Monday, February 29, 2016 7:27 PM  
**To:** Lisa Wolfe <LWolfe@ci.benicia.ca.us>  
**Cc:** Annis, Mark (Contractor) <Mark.Annis@contractor.valero.com>  
**Subject:** Valero CBR Appeal

City of Benicia Planning Department, City of Benicia City Council;

In the grand scheme of things this project must be built.

It is in everyone's best interest,

As it provides the ability to purchase North American crude for fuel when crude again becomes in short supply.

The price of fuel affects every person.

It impacts the price of all goods and services.

Food, clothing, construction supplies; everything and everybody.

Today the price of oil is extremely low, crude is very plentiful, and fuel is cheap so people have other things on their minds.

But this is just a temporary situation.

This whole issue is kind of like the old time carpenter who uses a hand saw to do his work.

A new tool becomes available, a power saw, that will improve his ability to do his job.

But the new tool is very dangerous.

Career ending, or life ending injuries can easily and very quickly occur.

Does the carpenter buy the tool anyway and develop ways to use it safely, or bury his head in the sand and continue work the old way.

Valero's Crude by Rail facility is just like the power saw.

We have to build it and figure out how to use it safely.

Once installed, the City of Benicia still has control over how much it is used.

If CBR is NOT built, we will one day have to choose between buying oil from our enemies (fueling their efforts against us) or change the way we live.

How will your life change when fuel becomes rationed and prices for all the food and clothing you need skyrocket?

Mark Annis

A California contractor and longtime neighbor to the Tesoro Refinery.



Mark Annis

3660 Sun View Way

Concord, CA 94520

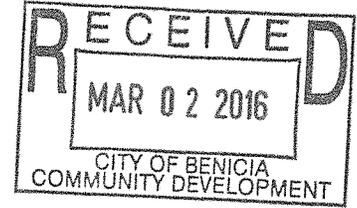
(925) 787-5464

**Industrial Piping & Mechanical Design, Space & Science, Sports Cars, Surfing, Solar Power & Electric Cars, and Other Fancy Stuff**

## Amy Million

---

**From:** David Jenkins <norcaltruck@sbcglobal.net>  
**Sent:** Wednesday, March 02, 2016 10:53 AM  
**To:** info@beniciacbr.com  
**Cc:** Amy Million  
**Subject:** Re: Update: Valero Files Appeal to Benicia City Council



Valero

The commission has the right to not approve and deny your voluminous heavily weighted EIR report ! Accept the decision and move on . Just because you pay taxes does not give Valero the right to encroach on public safety and environmental safeguards. I personal am opposed to your request along with many other citizens of this area and surrounding locations , many of us will oppose any reconsideration in person and under statues of the democracy we live under !

Sincerely  
David Jenkins

Nor Cal Truck Sales and Leasing  
200 Industrial Way  
Benicia , CA 94510  
707 748 4498 ext. 100

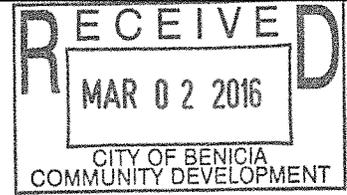
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On Wed, 3/2/16, Benicia CBR <info@beniciacbr.com> wrote:

Subject: Update: Valero Files Appeal to Benicia City Council  
To: norcaltruck@sbcglobal.net  
Date: Wednesday, March 2, 2016, 9:36 AM

## Amy Million

---

**From:** B V <vorceb@hotmail.com>  
**Sent:** Wednesday, March 02, 2016 2:13 PM  
**To:** Amy Million  
**Subject:** for the public record on Valero Crude By Rail



There is real and continuing opposition to the Valero Rail Project among Benicians and residents of other towns and I stand in opposition along with countless others. Stop hiding behind a curtain of legal mumbo jumbo. You now have another chance to do the right thing. It is maddening to think you all have the power to keep us from this exposure and have refused.

Barbara Vorce

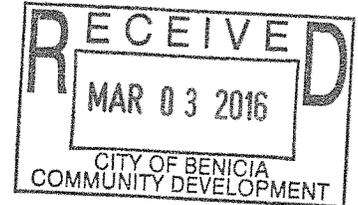
**Amy Million**

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**From:** rogrmail@gmail.com  
**Sent:** Thursday, March 03, 2016 11:25 AM  
**To:** Amy Million  
**Cc:** Alan Schwatzman; Christina Strawbridge; Mark Hughes; Elizabeth Patterson; Tom Campbell; Christina Ratcliffe; Brad Kilger  
**Subject:** Wall Street Journal: THE NEW OIL-STORAGE SPACE: RAILCARS

Amy - Please enter this Wall Street Journal article into the public record on Valero Crude by Rail.

Roger Straw  
766 West J Street, Benicia, CA 94510



## THE NEW OIL-STORAGE SPACE: RAILCARS

Repost from the [Wall Street Journal](#)

**U.S. market is so oversupplied with oil that traders are experimenting with a new place for storing excess crude**

*By Nicole Friedman and Bob Tita, Feb. 28, 2016 9:09 p.m. ET*



*Rail tanker cars sat on tracks at the Red River Supply Inc. rail yard in Williston, N.D., in February 2015. PHOTO: DANIEL ACKER/BLOOMBERG NEWS*

The U.S. is so awash in crude oil that traders are experimenting with new places to store it: empty railcars.

Thousands of railcars ordered up to transport oil are now sitting idle because current ultralow crude prices have made shipping by train unprofitable. Meanwhile, traditional storage tanks are running out of room as U.S. oil inventories swell to their highest level since the 1930s.

Some industry participants are calling the new practice “rolling storage”—a landlocked spin on the “floating storage” producers use to hold crude on giant oil tankers when inventories run high.

The combination of cheap oil and surplus railcars has created a budding new side business for traders. J.P. Fjeld-Hansen, a managing director for trading company Musket Corp., tested using railcars for storage last year and found he could profit by putting the oil aside while locking in a higher price to deliver it in a later month.

The company built a rail terminal in Windsor, Colo., in 2012 to load oil shipments during a boom in U.S. oil production. Now, Mr. Fjeld-Hansen says, “The focus has shifted from a loading terminal to an oil-storage and railcar-storage business.”

Energy Midstream, a trading company based in The Woodlands, Texas, stored an ultralight oil known as condensate on Ohio railcars last month for about 15 days before shipping it to a buyer in Canada.

Dennis Hoskins, a managing partner at Energy Midstream, says there are so many unused tank cars that he is constantly hearing from railcar owners hoping to put them to use. “We get offers everyday for railcars,” he said.

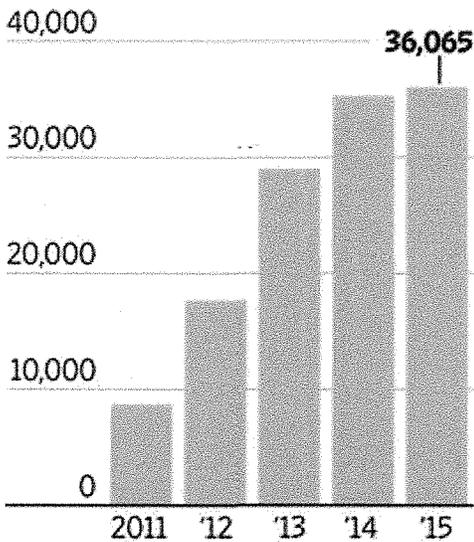
The use of railcars for storage could be limited by the cost of track space and safety and liability concerns that have followed a string of high-profile transport accidents. Issues range from leaky cars to the risk of collisions and fires.

Federal regulations require railroads that store cars loaded with hazardous materials like oil to comply with strict storage and security measures to keep the cars away from daily rail traffic. Railroads and users face responsibility for leaks, collisions or other mishaps.

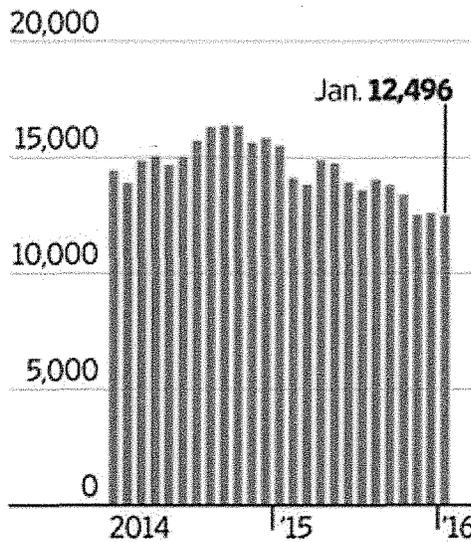
## American Idle

Thousands of railroad tank cars are being sidelined by the plunge of oil prices and the resulting reduction in domestic crude output.

**Deliveries of new railroad tank cars for North America**



**Number of carloads of oil and other petroleum products**



Sources: Railway Supply Institute (deliveries); Association of American Railroads (carloads)

THE WALL STREET JOURNAL.

"I don't want the liability," said Judy Petry, president of Oklahoma rail operator Farmrail System Inc. "We prefer not to hold a loaded car."

Still, the oil has to go somewhere. The surge in shale-oil production has created a massive glut that the industry is struggling to absorb. BP PLC Chief Executive Bob Dudley joked in a speech this month that by midyear, "every storage tank and swimming pool in the world will be filled with oil."

Khory Ramage, president of Ironhorse Permian Basin LLC, which operates a rail terminal in Artesia, N.M., said he hears regularly from traders looking to store crude in his railcars.

Crude-storage costs "have been accelerating, just due to the demand for it and less room," he said. "You'll probably start seeing this kick up more and more."

U.S. crude inventories rose above 500 million barrels in late January for the first time since 1930, according to the Energy Information Administration.

The cheapest form of storage—underground salt caverns—can cost 25 cents a barrel each month, while storing crude on railcars costs about 50 cents a barrel and floating storage can cost 75 cents or more. The cost estimates don't include loading and transportation.

Railcars hold between 500 and 700 barrels of oil, less than a cavern, tank or ship can store.

The use of U.S. railcars to transport large volumes of oil picked up steam a few years ago as a byproduct of the fracking boom. Fields sprung up faster than pipelines could be laid, so producers improvised and shipped their

output to market by rail. Companies soon realized railroads offered greater flexibility to transfer oil to whomever offered the best price. Some pipeline companies even joined the rail business, building terminals to load and unload oil. U.S. oil settled Friday at \$32.78 a barrel, down nearly 70% from mid-2014.

The plunge in oil prices brought that activity to a halt. Analysts estimate there are now as many as 20,000 tank cars—about one-third of the North American fleet for hauling oil—parked out of the way in storage yards or along unused stretches of tracks in rural areas.

Producers and shippers who signed long-term leases for the cars during the boom are stuck paying monthly rates that typically run \$1,500 to \$1,700 per car. Traders can pay those prices and still profit. Oil bought at the April price and sold through the futures market for delivery a year later could net a trader \$8.07 a barrel, not including storage or transportation costs.

As central storage hubs fill up, oil companies are more willing to pay for expensive and remote types of storage, said Ernie Barsamian, principal of the Tank Tiger, which keeps a database of companies looking to buy and sell oil storage space.

The Tank Tiger posted an inquiry Wednesday on behalf of a client seeking 75,000 barrels of crude-oil storage or space to park 100 to 120 railcars loaded with crude.

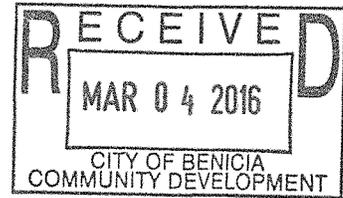
Mr. Barsamian likened the disappearance of available storage to a coloring book where nearly all the white space has been filled in.

“You’re getting closer to the edges,” he said.

## Amy Million

---

**From:** Georgia Benedict <g.t.benedict@comcast.net>  
**Sent:** Friday, March 04, 2016 1:25 PM  
**To:** Amy Million  
**Cc:** Georgia Benedict  
**Subject:** For public record: Valero Crude by Rail



Dear Ms. Million,  
Please add my name to the growing list of Benicia residents who are adamantly opposed to Valero's Crude by Rail proposal. I strongly insist that the Benicia city Council accepts the unanimous recommendation of the Planning Commission and reject, once and for all, this extraordinarily dangerous proposal.

Thank you.

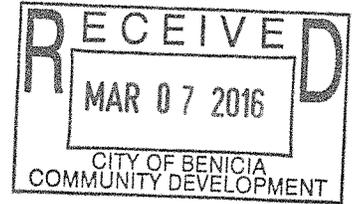
Sincerely,

Georgia T. Benedict  
49 La Cruz Ave.  
Benicia

## Amy Million

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**From:** Susan Hoog <harmonyflowdesign@sbcglobal.net>  
**Sent:** Saturday, March 05, 2016 11:11 AM  
**To:** Amy Million  
**Cc:** Valerie Love  
**Subject:** Comment for the record - Valero Crude By Rail



for the public record on Valero Crude By Rail  
Hi Amy,

I live in Reno, NV where the Union Pacific train tracks bisect our City. The Union Pacific tracks crisscross and follow the Truckee River for miles and this is our source of drinking water. I do not want oil trains to travel through Reno, Nevada and for that matter I am not pleased to learn that they currently use the Feather River route, the water supply to millions in California.

Please vote against the expansion of the Valero Refinery in Benicia, CA. I read where the Benicia City Council cannot consider the concerns of "up-track" communities in making their decisions about expanding the refinery. Who wrote that law? Surely not the citizens of Benicia! It might be time to be a rule breaker for the greater whole of humanity!

Thank you for your consideration.

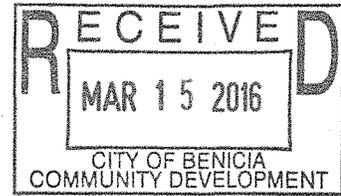
Susan Hoog  
Realtor  
Ferrari-Lund Real Estate  
3700 Lakeside Drive  
Reno, NV 89509

775-772-3892  
email: [harmonyflowdesign@sbcglobal.net](mailto:harmonyflowdesign@sbcglobal.net)

**Kate Gibbs**

---

**To:** Anne Cardwell  
**Subject:** NO on Valero Oil Train Terminal



**From:** Susan Dobies [mailto:suedob@hotmail.com]  
**Sent:** Tuesday, March 15, 2016 12:47 PM  
**To:** Heather McLaughlin <HMclaughlin@ci.benicia.ca.us>  
**Cc:** Brad Kilger <BKilger@ci.benicia.ca.us>; Anne Cardwell <ACardwell@ci.benicia.ca.us>; Elizabeth Patterson <EPatterson@ci.benicia.ca.us>; Mark Hughes <MHughes@ci.benicia.ca.us>; Tom Campbell <TCampbell@ci.benicia.ca.us>; Alan Schwartzman <ASchwartzman@ci.benicia.ca.us>; Christina Strawbridge <CStrawbridge@ci.benicia.ca.us>  
**Subject:** NO on Valero Oil Train Terminal

Dear Ms. McLaughlin,

I am a resident of Loomis, CA, and live within a mile of the railroad tracks that lead to Sacramento and the Bay Area.

I am extremely OPPOSED to allowing Valero Oil trains traveling through our California cities, and the severe hazard that they pose to millions of Californians.

The terrible danger is real, and too great.

I do not believe that *one* city, one city with a financial conflict of interest regarding Valero, should be making a decision that can endanger the health, safety, and lives of millions of citizens in our state.

If approved, and an accident occurred, the city of Benicia would be implicated as being complicit. The risk of an accident is too great a risk, considering the toxic and explosive capabilities of the crude oil. It should NOT be approved.

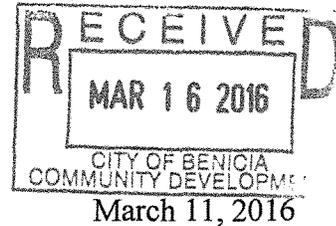
I urge you to recommend to the Benicia City Council to vote AGAINST this incomprehensible proposal. The Planning Commission made the correct decision: I hope the Benicia City Council will follow suit.

Thank you.

Sincerely,

Susan R. Dobies,  
Loomis California resident

John L. Potter  
290 West K St  
Benicia, Ca. 94510



To:  
Benicia City Council  
250 East L St  
Benicia, Ca. 94510

City Council Members:

I responded almost a year ago in the local newspaper to an opponent of the Crude-By-Rail project by saying that his statement did nothing more than attempt to make Valero a hostage for an issue of national system rail delivery, for which Valero is not responsible. This application is rightfully local and not regional/national. The national rail system is primarily a federal/state mandated jurisdiction.

No matter the product being provided for refining-----whether crude, old tires, old shoes or their sources----Valero is only responsible to ensure that emissions are compliant with state refining regulations. Furthermore, the refinery is the terminus of delivery and only encounters slow speed rail traffic.

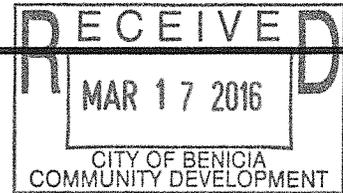
The city Planning Commission's unanimous vote to deny the EIR seems erroneous, especially when the city staff recommended approval. I encourage the council to primarily consider the local nature of the application when judging this application in the appeal process.

Sincerely,



John Potter

**Amy Million**



**From:** Jan Cox Golovich <janlcg@gmail.com>  
**Sent:** Thursday, March 17, 2016 10:20 AM  
**To:** Brad Kilger  
**Cc:** Heather McLaughlin; Amy Million; Elizabeth Patterson; Tom Campbell; Christina Strawbridge; Mark Hughes; aschwarteman@ci.benicia.ca.us  
**Subject:** Benicians for a Safe and Healthy Community: Seeking Clarification on Public Hearing for Valero's Appeal

Dear City Manager Kilger,

I am writing on behalf of Benicians for a Safe and Healthy Community to seek clarification as to the process and procedures that will be in place for the upcoming April 4, 2016 City Council meeting as it relates to the request by Valero for a delay of their project appeal and the scheduled public hearing on that same appeal.

Can you please provide clear guidance to members of the public who wish to participate and testify at the scheduled Pubic Hearing on Valero's appeal on April 4th?

Specifically:

- 1) will the City Council first consider Valero's request to delay the appeal *before* the public hearing on the appeal begins?
- 2) will the public have the opportunity to comment on Valero's request for delay of the appeal?
- 3) If the request to delay the appeal is granted, will the scheduled public hearing on the appeal be cancelled?
- 4) If the request to delay the appeal is denied, will the public hearing then proceed as scheduled?

Please understand from our perspective the inherent unfairness of the possibility that the City's scheduled public hearing would be cancelled without any prior notice when many members of the public will have made considerable effort to attend and prepare their testimony.

Thank you very much for your attention to this very important matter.

Very sincerely,

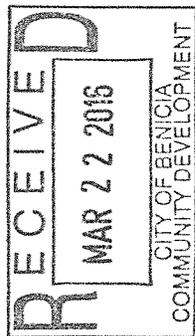
Jan Cox Golovich  
Benicians for a Safe and Healthy Community  
707.319.0876



21 March 2016

**AN ECONOMIC ALTERNATIVE TO CRUDE-BY-RAIL SAFETY CONCERNS**

Shipping Bakken crude oil by rail car has become a controversial issue across America. Many Americans perceive a threat from oil train derailments and the attendant spills and possible explosions. This perception has come to the attention of public officials who have made many comments on the topic.



- Minnesota Gov. Mark Dayton “is concerned primarily about the **safety of people along oil train routes**, and in particular about the fact that [Bakken] is a **very volatile oil.**” (13 Oct 2014)
- “The **safety** of our city and state are what is ultimately important here.” Seattle Mayor Ed Murray (3 Mar 2014)
- “We request your agency issue rulemaking that requires stripping out the most volatile elements from Bakken crude before it is loaded onto rail cars.” California Rep. John Garamendi (1 Jul 2014)
- “The transportation of hazardous materials, like Bakken crude, **poses a significant risk to public safety.**” Washington Gov. Jay Inslee (Sep 2014)

The concern of the American public about the risks associated with shipment of crude by rail (CBR) is real. Shipping crude oil by rail could be suspended or terminated should another serious accident occur, with nation-wide economic repercussions. The fiery derailments in Casselton, ND and loss of human life in Quebec, Canada, demonstrate the need for safety for the communities located along the railroad tracks transporting crude oil.

Rail transport is governed at the federal level. Many states and cities, however, have been considering imposing more stringent regulations in an attempt to reduce the risk to their communities. We have suggested to various civic leaders to establish a (MCS) Minimum Characteristics Standard for crude oil being transported by rail. The most important component in measuring volatility is Vapor Pressure. As you will see in the attachment, our 3<sup>rd</sup> party verification reflects results at 2 psi or lower. With that, some experts speculate the recent Virginia incident would not have had the fiery explosions,

**There is a readily available economic solution to address safety concerns with shipping crude by rail.** Catalytic Resources (CR) out of Seattle, WA has developed a new technology that mitigates the volatility of light crude shipped on America’s rail system. CR’s technology significantly reduces the most hazardous components of Bakken crude oil to below current and newly proposed standards before it is loaded into railcars. CR has proven this innovative technology which utilizes a revolutionary process to improve the characteristics of the crude oil while leaving the “high value” constituents of the crude alone.

The State of North Dakota’s rules limit the maximum vapor pressure to 13.7 psi before loading into railcars. That limit is actually higher than the published average vapor

pressure results for Bakken crude. More importantly, economical technology now exists that can make even greater safety improvements. CR's system offers an economic solution that reduces the volatility of crude oil to well below the new North Dakota standards. Instead of treatment at each wellhead, CR conditions crude oil at the railcar loading terminal prior to shipment. This is a more economical and practical solution when considering the daily volumes of crude by shipped by rail.

The challenge to the perception of safety of crude by rail is the volume of crude shipped in unit trains. These trains are 100 to 110 railcars in length and carry an average of over 3,000,000 gallons each. Reducing the volatility, measured by Reid Vapor Pressure, also reduces the VOC (volatile organic compounds) another concern of safety conscious persons. CR's technology effectively changes the characteristics of Bakken crude oil from a Category III Packing Group I liquid to a Category III Packing Group III liquid, essentially, from high danger to low danger. CR's process dramatically improves the safety of the final product by significantly improving the flash point, dramatically reducing the vapor pressure, and almost doubling the initial boiling point, all at a nominal cost to producers.

There are billions of dollars of rail infrastructure in America. And, the Federal Railroad Administration has implemented new rules that address the physical attributes of the railcars. **We maintain that to improve safety, you don't have to change the existing infrastructure, instead, change the product being transported on that infrastructure.**

This information is being provided for the City Council as it considers Valero refinery's plan to ship crude oil by rail. We have not been in contact with Valero nor any of its potential sites that would be filling up the unit trains. We wanted to share this information because there are avenues to address safety concerns that, for the most part, are unknown. We all want to enhance the safety of our citizens, protect our environment, increase state revenues, and create jobs. Please feel free to contact us [jlotzgesell@terrenusresources.com](mailto:jlotzgesell@terrenusresources.com) for any additional

Most respectfully,

John W. Lotzgesell  
Member, Catalytic Resources Board of Directors  
425.750.0337

Enclosure: Stabilization of Bakken Crude Oil

# Enhanced Catalytic Stabilization of Crude Oil

A New Process Created by



**CATALYTIC RESOURCES**

**TERRENUS**  
RESOURCES



CPT HOLDINGS, LLC

## The Problem



CATALYTIC RESOURCES

- Numerous recent catastrophic derailments have created a public perception that light crudes demonstrate a higher volatility than expected for Crude-By-Rail (CBR) transport and that CBR is dangerous
- This perception is driving a political response
- Federal legislation has been submitted to the US Senate
  - **The Crude-by-Rail Safety Act of 2015**
- This bill proposes to enact minimum characteristic standards for all crude oil transported via rail nationwide, including Bakken crude
  - Interim standards will be imposed 180 days after bill passage
  - A study will commence setting permanent standards within 3 years
  - The Senate bill did not pass, yet the debate over CBR continues

## There is a Safer, Cost Effective Way



- **It is possible to economically reduce the volatile content of light crude via a proprietary catalytic process and create a more stable crude oil**
- Bakken crude has been processed through an Enhanced Catalytic Stabilization (ECS) reactor to create a crude with:
  - Improved flash point
  - Decreased vapor pressure
  - Increased initial boiling point
  - Improved API gravity
  - These changes result in REDUCED VOLATILITY
- **A simple process that is modular, scalable, designed for low emissions, and can be quickly incorporated into existing infrastructure**

## The ECS Process



- Creates no new compounds in resulting ECS crude
- No additives are used
- Operating parameters are easily reached and maintained
  - 150-170° F
  - Less than 10 psi
  - Continuous flow
- Catalyst has expected lifecycle of at least 10 years
- Process creates a stream of safer, higher value crude oil plus a secondary stream of high value, plant condensate / diluent
- Operates at LOW TEMP and LOW PRESSURE
- Uses proven technologies in a different way

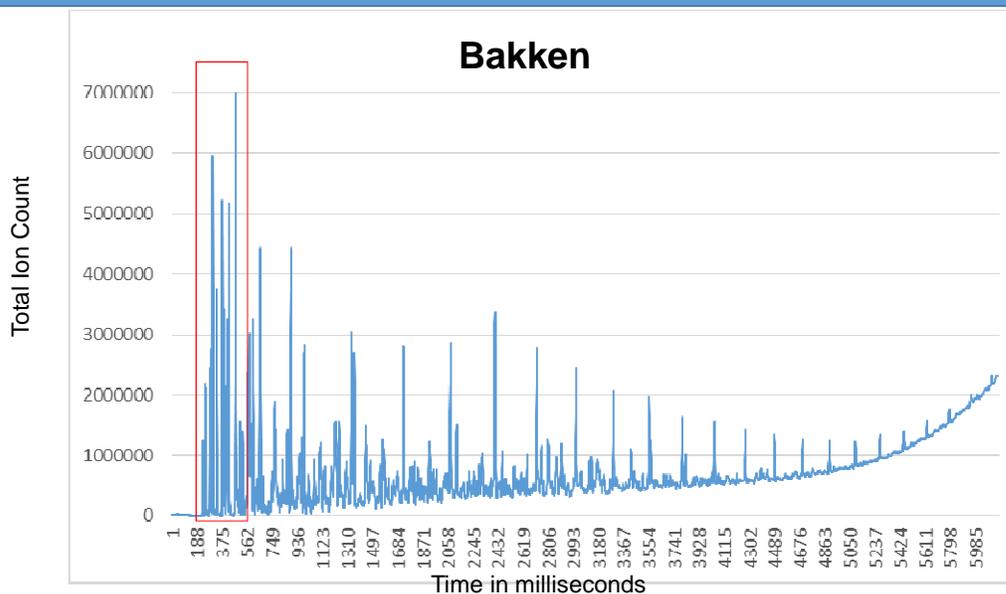
## ECS Process Results



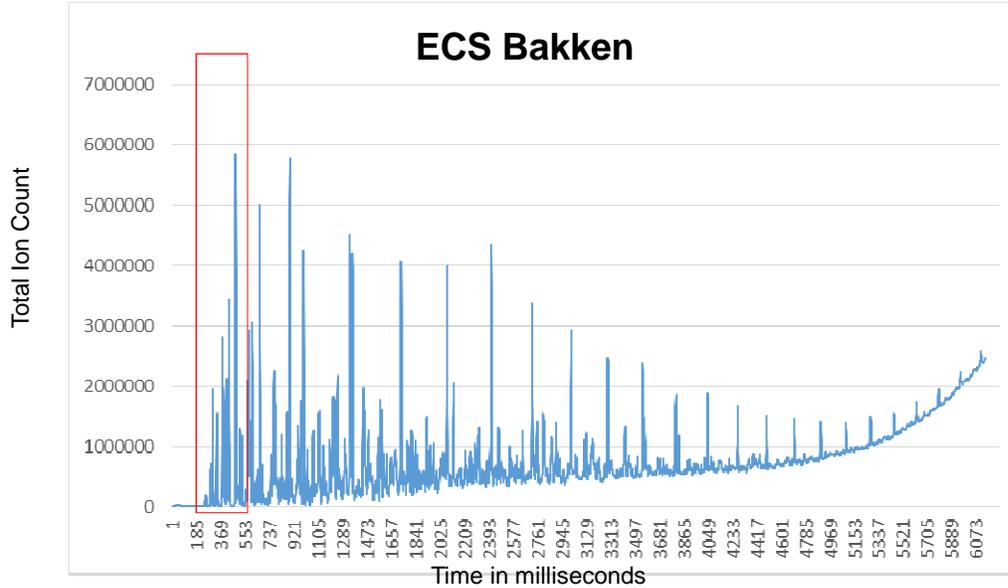
Test	Bakken Crude Feedstock	ECS Bakken Product
API (D1298)	43	37.2
Flash point (D93)	16° C (61° F)	25° C (77° F)
Vapor Pressure (D6377)	8.5 psi (58.5 kPa)	0.5 psi (3.5 kPa)
D86 IBP	39° C (102° F)	83° C (181° F)
D86 T50	243° C (470° F)	270° C (518° F)
D86 T90	<300° C (65%)	<300° C (60%)
BS&W (D4007)	0	0
Sulfur ppm (D4294)	632	733

Third party independent laboratory test results using ASTM standards

## Process Analysis - GCG



## Process Analysis - GCG



## Safer and More Marketable



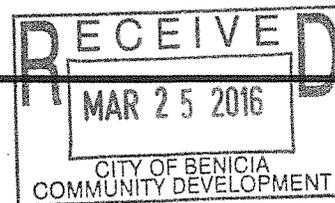
- ECS Bakken is safer
  - We improve all key characteristics involved in volatility, including reducing the vapor pressure to well below the proposed standards
- ECS Bakken is more marketable
  - Increase in high value constituency of crude
  - Near identical characteristics to WTI crude
  - Safer product may open new markets
- ECS Bakken should have lower logistics cost
  - Safer crude should cost less to transport

## The ECS System



- There are numerous technologies under development to stabilize light crudes more than what is currently being done at wellheads
- We offer a different method for stabilization at a different location: at rail trans-loading facilities
- Our system eliminates the need to change any existing wellhead infrastructure or gathering procedures
- ECS reactors are a plug-in module at rail trans-loading facilities
- Reactors are skid-mounted and modular with low CAPEX and low OPEX
- Our conservative estimated processing cost is between \$1 and \$2 a barrel, which we expect to be cost-neutral

**Amy Million**



**From:** KnowWho Services <noreply@knowwho.services>  
**Sent:** Thursday, March 24, 2016 5:20 PM  
**To:** Amy Million  
**Subject:** Public Comment re Valero Crude by Rail Project - Appeal Application No. 16PLN-00009

Dear Benicia City Council,

I'm writing to urge the Benicia City Council to back the Planning Commission's unanimous decision to reject Valero's proposal to transport explosive crude oil by rail through California communities to its refinery in Benicia, and to reject Valero's attempts to delay a final decision on this project.

The Planning Commission rightfully rejected this dangerous project because it "would be detrimental to the public health, safety, or welfare" of Benicians and communities along the oil train routes. The project's impacts include increased air pollution from refinery emissions (which could disproportionately affect low-income communities and communities of color) and oil spills during the offloading process (which could harm the Sulphur Springs Creek riparian corridor).

Furthermore, increases in the transportation of crude by rail has corresponded with an alarming increase in the number of derailments, spills, and explosions. More than five million Californians live in the blast zones of oil train routes, and this project would significantly increase the number of unsafe oil trains rolling through our communities.

As Attorney General Kamala Harris pointed out, the U.S. Department of Transportation found that rail shipments of highly volatile crude oil represent an "imminent hazard," such that a "substantial likelihood that death, serious illness, severe personal injury, or a substantial endangerment to health, property, or the environment may occur." I agree with regulators, elected officials, local residents, nurses, and the the many thousands of Californians who have sounded the alarm about the unacceptable risks posed by this project.

For these reasons, I again urge the City Council to reject Valero's oil train project, as well as its attempts to delay resolution of this issue.

Thank you for your consideration.

Sincerely,

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