

Valero Crude by Rail Project
Public Comments received Revised DEIR Public Review Period
October 10-16, 2015

Commenter	Date Received
Agencies	
Shasta County Air Quality Management District	13-Oct-15
City of Albany	16-Oct-15
City of Briggs	16-Oct-15
Organizations	
Benicia Plumbing, Inc.	14-Oct-15
Individuals	
June Mejias	13-Oct-15
George Michael	13-Oct-15
Rick Stierwalt	14-Oct-15
Lawrence (Larnie) Reid Fox	14-Oct-15
Herbert J. Forthuber	14-Oct-15
Adrienne Jacoby	14-Oct-15
Frances Blythe	14-Oct-15
Donna Watson	14-Oct-15
Tina Johnson	14-Oct-15
Mary Lopez	14-Oct-15
Colleen Evans	14-Oct-15
Julie Lawyer	14-Oct-15
Nancy Cole	14-Oct-15
Vincent Fugina	14-Oct-15
Melanie Jensen	14-Oct-15
Rick Edmondson	14-Oct-15
Debra Polansky	14-Oct-15
William Powers	14-Oct-15
Amanda Wells	14-Oct-15
Emily Lee	14-Oct-15
Martin Joye	14-Oct-15
Catherine Lewis	14-Oct-15
Iywen Chew	14-Oct-15
Tom Wendel	14-Oct-15
Debra Atlas	14-Oct-15
Hazel Ayson	14-Oct-15
Ariadna Severin	14-Oct-15
Jeremy Taylor	14-Oct-15
Jessica Nadolski	14-Oct-15
Yan Linhart	14-Oct-15
Joan Moricca	14-Oct-15
Jeanne Keja	14-Oct-15

Leslie Anderson	14-Oct-15
Marshal McKittrick	14-Oct-15
Judith Commons	14-Oct-15
Tehama Simonis	14-Oct-15
Lynette Ridder	14-Oct-15
Hamerling Santos	14-Oct-15
Sharon Truex	14-Oct-15
Nancy Price	14-Oct-15
Jane Koski	14-Oct-15
Susan Champion	14-Oct-15
Susan Barnett	14-Oct-15
Jacob Peters	14-Oct-15
Sharon Damiata	14-Oct-15
Thomas R. Simpson	14-Oct-15
Peggy Luna	14-Oct-15
Amanda Holland	14-Oct-15
Jayce Massad	14-Oct-15
Daniel and Valerie Lopez	14-Oct-15
Jennifer Woo	14-Oct-15
Christopher Russell	14-Oct-15
Cari Chenkin	14-Oct-15
James Ashcraft	14-Oct-15
Michael Storm	14-Oct-15
Pat Larson	14-Oct-15
Carol Pacht	14-Oct-15
Walt Brown	14-Oct-15
Staci Evans	14-Oct-15
Frances Darcy	14-Oct-15
Eric Biemuller	14-Oct-15
Patrick M. Donovan	14-Oct-15
Mary A Leon	14-Oct-15
Debbie Williamson	14-Oct-15
D.M. Hunter	14-Oct-15
Charles M. Graham	14-Oct-15
Maureen Oshea	14-Oct-15
Inez Hileman	14-Oct-15
Kevin Toney	14-Oct-15
Laura Lee	14-Oct-15
Karen Borgardt	14-Oct-15
Marilyn Harrison	14-Oct-15
Thomas Kendrick	14-Oct-15
Darien Huey	14-Oct-15
Philip Shontz	14-Oct-15
Kagthy Silvey	14-Oct-15
Anne Smith	14-Oct-15

Max Hunter	14-Oct-15
Julie Stinchcomb	14-Oct-15
J. Lasahn	14-Oct-15
Monique Mierlot	14-Oct-15
Ron Maertz	14-Oct-15
Bev Lips	14-Oct-15
Tamara Cain	14-Oct-15
Glenn Mounkes	14-Oct-15
Elizabeth Devereaux	14-Oct-15
Rita Hays	14-Oct-15
John Hailey	14-Oct-15
Sara Wolfgang	14-Oct-15
Jana Perinchief	14-Oct-15
Brian Gray	14-Oct-15
Sue Becker	14-Oct-15
Pam Wheat	14-Oct-15
Sheila Dillon	14-Oct-15
James Dawson	14-Oct-15
Colin Stewart	14-Oct-15
Sharon Latta	14-Oct-15
Virrina Rackley	14-Oct-15
Christopher Gauci	14-Oct-15
Angela Glasgow	14-Oct-15
Scott Bartlett	14-Oct-15
Ag Waring	14-Oct-15
Ronald Dalton	14-Oct-15
Corinne Van Houten	14-Oct-15
Orasio Gutierrez	14-Oct-15
Mary Saint-Marie	14-Oct-15
Alex Gutt	14-Oct-15
Carl Lastrella	14-Oct-15
Carolyne Challice	14-Oct-15
Ronald Otrin	14-Oct-15
Anthony Jammal	14-Oct-15
Christine Fenlon	14-Oct-15
Cherie L. Tchick	14-Oct-15
Kim Davis	14-Oct-15
Charlotte Allen	14-Oct-15
Kimmie Gould	14-Oct-15
Linda Bell	14-Oct-15
Elizabeth Ramsey	14-Oct-15
James Connolly	14-Oct-15
Valerie Romero	14-Oct-15
Eric Swanson	14-Oct-15
Madeline Salocks	14-Oct-15

Carolee Tamori	14-Oct-15
Christine Anderson	14-Oct-15
Nancy Cornelius	14-Oct-15
Stephen Muser	14-Oct-15
Robert Whitehead	14-Oct-15
Gerald Dubesa	14-Oct-15
Ronald Parsons, Sr.	14-Oct-15
Darren Woolsey	14-Oct-15
Linda Jameson	14-Oct-15
Johanna Simmons	14-Oct-15
Hilary Grenier	14-Oct-15
Gordon Hopkins	14-Oct-15
Rick and Sharon Norlund	14-Oct-15
Terry Barber	14-Oct-15
Kerry McCarthy	14-Oct-15
Ohmar Sowle	14-Oct-15
Andy Miller	14-Oct-15
Natasha Exner	14-Oct-15
Maris Bennett	14-Oct-15
Barbara Frazer	14-Oct-15
Howard J. Whitaker	14-Oct-15
Frank Seewester	14-Oct-15
CT Bross	14-Oct-15
Michael Butler	14-Oct-15
Kelly Tuttle	14-Oct-15
Andrea Schauer	14-Oct-15
Pat Gilbert	14-Oct-15
Joy Wagner	14-Oct-15
Jan Summers	14-Oct-15
Jo Sanders	14-Oct-15
Stephanie Fletter	14-Oct-15
Signe Wetteland	14-Oct-15
Judith Dalton	14-Oct-15
Rebecca Boyer	14-Oct-15
Charley Cross	14-Oct-15
Barbara Mendenhall	14-Oct-15
Anita Pereira	14-Oct-15
Carol Dalton	14-Oct-15
Megan Elsea	14-Oct-15
Kyra Legaroff	14-Oct-15
Eleanor Wesley	14-Oct-15
Louise McGuire	14-Oct-15
Marinell Daniel	14-Oct-15
Kevin Patterson	14-Oct-15
Carman Broderick	14-Oct-15

Joanne DeVine	14-Oct-15
Erin Foret	14-Oct-15
Nina Sandhu	14-Oct-15
P. Gail Chesler	14-Oct-15
Dylan Orbach	14-Oct-15
Courtney Judd	14-Oct-15
Sheena Hernandez	14-Oct-15
Aundrea DeBourguignon	14-Oct-15
Michelle Murray	14-Oct-15
Susan Snyder	14-Oct-15
Jeffrey Hemenez	14-Oct-15
Michelle Davis	14-Oct-15
Sonia Wilson	14-Oct-15
Darin Hieb	14-Oct-15
Lee Miller	14-Oct-15
Rika Ishii-Price	14-Oct-15
Stephen Mudd	14-Oct-15
Angela Schwartz	14-Oct-15
Billy Jones	14-Oct-15
Cheri Mezzapelle	14-Oct-15
Patricia Vinar	14-Oct-15
Jim Hughes	14-Oct-15
Sandra Gather	14-Oct-15
Casi Kushel	14-Oct-15
Ronald Bogin	14-Oct-15
Mimi Samson	14-Oct-15
Martha Grimson	14-Oct-15
Michael Sarabia	14-Oct-15
Ron Good	14-Oct-15
Kenneth Lum	14-Oct-15
Megan Eding	14-Oct-15
Deborah Montero	14-Oct-15
Charlene Ferishin	14-Oct-15
Mary O'Brien	14-Oct-15
Michael Tomlinson	14-Oct-15
Dwight Barry	14-Oct-15
Florence Robin	14-Oct-15
J. Duerr	14-Oct-15
Lynde Schlegel-Perry	14-Oct-15
Camile Getter	14-Oct-15
Paul Lifton	14-Oct-15
Jan Rein	14-Oct-15
Greg DeMasi	14-Oct-15
Jack Milton	14-Oct-15
Carol Pinson	14-Oct-15

Lee Riggs	14-Oct-15
Patricia Scarpa	14-Oct-15
Beverly Kelley	14-Oct-15
Beverly Rodigo	14-Oct-15
Martin Iseri	14-Oct-15
Eric Okey	14-Oct-15
Susan Firestone	14-Oct-15
Sherry Handy	14-Oct-15
Sheri Kuticka	14-Oct-15
Chris Evans	14-Oct-15
Michae IDaveiga	14-Oct-15
Cheryl Delvecchio	14-Oct-15
Clover Catskill	14-Oct-15
Stephen Kratt	14-Oct-15
Anita Stein	14-Oct-15
Ian Turner	14-Oct-15
Wendy Hijazi	14-Oct-15
Charles Binckley	14-Oct-15
Carol Bostick	14-Oct-15
David Gellar	14-Oct-15
Casey Simcoe	14-Oct-15
Crystal A. Mourad	14-Oct-15
Wayne and Karin King	14-Oct-15
Alvin Johnson	14-Oct-15
Sondra Gail adam	14-Oct-15
Linda Comstock	14-Oct-15
Joseph Cech	14-Oct-15
James R. Frazer	14-Oct-15
Colleen Stanturf	14-Oct-15
Heather Grigsby	14-Oct-15
Karen Montana	14-Oct-15
Frank Toriello	14-Oct-15
Robert Ancker	14-Oct-15
Lisa Phenix	14-Oct-15
Beeate Dirschl	14-Oct-15
Grant Bakewell	14-Oct-15
Brent Ratkovich	14-Oct-15
Shirley Oenberger	14-Oct-15
Tricia Talle	14-Oct-15
Linda Malcom	14-Oct-15
Vicki Nygren	14-Oct-15
Nancy Bukowski	14-Oct-15
Rich Gililland	14-Oct-15
Alma Williams	14-Oct-15
Deborah Davidson	14-Oct-15

Robert Jump	14-Oct-15
Wayne Ryan	14-Oct-15
Sharon McCord	14-Oct-15
Sharon Porter	14-Oct-15
Mariateresa Canosa	14-Oct-15
Vicki Caraway	14-Oct-15
Mark Bowers	14-Oct-15
Nick Gonzalez	14-Oct-15
Bridget Galvin	14-Oct-15
Janice Reding	14-Oct-15
David McCoard	14-Oct-15
Suzanne Newman	14-Oct-15
Leslie Guidera	14-Oct-15
Evan Smith	14-Oct-15
J. Buhangus	14-Oct-15
Tracy Riley	14-Oct-15
AniMae Chi	14-Oct-15
Walter Firth	14-Oct-15
Lenore Sheridan	14-Oct-15
Charles Milkewics	14-Oct-15
Shannon Guzzo	14-Oct-15
Jeffrey Womble	14-Oct-15
Lauren Ranz	14-Oct-15
Caroline Steele	14-Oct-15
Tracey Archer	14-Oct-15
Aaron Senegal	14-Oct-15
Paul Jerome	14-Oct-15
Mary Edwards	14-Oct-15
Robert McNutt	14-Oct-15
Karen Good	14-Oct-15
Alta Smith	14-Oct-15
Kate Bean	14-Oct-15
Erica Barca	14-Oct-15
Raymond Marshall	14-Oct-15
Alex Peterson	14-Oct-15
Susan King	14-Oct-15
Molly Brown	14-Oct-15
Elizabeth Berteaux	14-Oct-15
Beth Sommerfeid	14-Oct-15
Janet Walton	14-Oct-15
Kathy Fields	14-Oct-15
Barb Adolay	14-Oct-15
Alice Hendrix	14-Oct-15
Jared Laiti	14-Oct-15
Tara Crane	14-Oct-15

Connie Wigen	14-Oct-15
Dee Simmons	14-Oct-15
Claire Chambers	14-Oct-15
Zach Glanz	14-Oct-15
Linda Baxter	14-Oct-15
Silva Harr	14-Oct-15
Katrina Volgamore	14-Oct-15
Adele Richman	14-Oct-15
Catherine Dreher	14-Oct-15
Lesley Hunt	14-Oct-15
Ria Tanz Kubota	14-Oct-15
Elizabeth Claman	14-Oct-15
Faith Strailey	14-Oct-15
Teri Barnato	14-Oct-15
Victoria Hom-Roan	14-Oct-15
Denise Edwards	14-Oct-15
Grace Shimizu	14-Oct-15
Kathleen Keller	14-Oct-15
Nancy Hiestand	14-Oct-15
Elizabeth Fowler	14-Oct-15
Gudron Hall	14-Oct-15
Bernadine Deckard	14-Oct-15
Benjamin Lashbaugh	14-Oct-15
Mishel Adolph	14-Oct-15
Michele Coakley	14-Oct-15
Bob Atwood	14-Oct-15
Henry Martinez	14-Oct-15
Sue Ghilotti	14-Oct-15
Jan Maltzan	14-Oct-15
Sherrill Futrell	14-Oct-15
Davis Brooks	14-Oct-15
Susan Allsbrook	14-Oct-15
Roxanne Moger	14-Oct-15
Kevin Mulvey	14-Oct-15
Amy Prosser	14-Oct-15
Becky Gottowski	14-Oct-15
Cynthia Fernandez	14-Oct-15
Connie Day	14-Oct-15
Lynda Comerate	14-Oct-15
Kerry Macinnes	14-Oct-15
Dennis Daigle	14-Oct-15
Janette Wolf	14-Oct-15
Nancy Cremer	14-Oct-15
Francis Mangels	14-Oct-15
K. Strasser	14-Oct-15

Iris Noren	14-Oct-15
Elizabeth Adan	14-Oct-15
Lindalee Ausejo	14-Oct-15
Angelica Vallin	14-Oct-15
Paul Modjesky	14-Oct-15
M. Coulter	14-Oct-15
Stanley Dawson	14-Oct-15
Susan Croissant	14-Oct-15
Jeffrey Stone	14-Oct-15
Sharon Nicodemus	14-Oct-15
Victor Monjaras	14-Oct-15
Julie Underwood	14-Oct-15
Nicolette Froehlich	14-Oct-15
Johm Scott	14-Oct-15
Billie Talamantes	14-Oct-15
Marjorie Koldingier	14-Oct-15
Jeanne Shelsky	14-Oct-15
Julie Peters	14-Oct-15
Bob Shaw	14-Oct-15
Ken Lawson	14-Oct-15
Julie Sasaoka	14-Oct-15
Melissa Miller	14-Oct-15
Kiku Dong	14-Oct-15
Sveinn Olafsson	14-Oct-15
Janice Jones	14-Oct-15
Jon Erickson	14-Oct-15
D. Ashurst	14-Oct-15
Alicia Jackson	14-Oct-15
Janet Soderstrom	14-Oct-15
Ro LoBianco	14-Oct-15
Mary McKinney	14-Oct-15
Jeanne Greene	14-Oct-15
DJ Brown	14-Oct-15
Cheryl A. Aaron	14-Oct-15
Dennis Micke	14-Oct-15
Barbara Gladfelter	14-Oct-15
Jim Reynolds	14-Oct-15
Diane Bailey	14-Oct-15
Robin Anderson	14-Oct-15
Cheryl Reynolds	14-Oct-15
Esther Mooncrest	14-Oct-15
Nancy Hartman	14-Oct-15
Marvin Gentz	14-Oct-15
Karen Dallow	14-Oct-15
Joe Buhowsky	14-Oct-15

Kathleen Powell	14-Oct-15
Lynn Miller	14-Oct-15
John Mora	14-Oct-15
Faye Straus	14-Oct-15
Chuck Wieland	14-Oct-15
Lana Touchstone	14-Oct-15
Pamela Johnson	14-Oct-15
C. Emerson	14-Oct-15
Hildy Roy	14-Oct-15
Dorothy Callison	14-Oct-15
Diane Rooney	14-Oct-15
Bill Miller	14-Oct-15
Cinda Scallan	14-Oct-15
Anna Vinogradoff	14-Oct-15
Joyce Snyder	14-Oct-15
Donna Ferguson	14-Oct-15
Carol Berendsen	14-Oct-15
Judi Ambrosius	14-Oct-15
Nicki Deford	14-Oct-15
Leo Lieber	14-Oct-15
Andrea Reynolds	14-Oct-15
Shirley Sharma	14-Oct-15
Dorothyb Nelson	14-Oct-15
Pat Green	14-Oct-15
Robbi Curtis	14-Oct-15
Rhonda Whitmer	14-Oct-15
Kimberly Believeau	14-Oct-15
Angie Williams	14-Oct-15
John Henry	14-Oct-15
Jerry Peavy	14-Oct-15
Michael House	14-Oct-15
Helen Dickey	14-Oct-15
Bob McCleary	14-Oct-15
Frank Ackerman	14-Oct-15
Deborah Nudelman	14-Oct-15
Carol Weed	14-Oct-15
Judy Soldate	14-Oct-15
Susan Driver	14-Oct-15
Mary Thomas	14-Oct-15
Ed Plon	14-Oct-15
Leanne Burns	14-Oct-15
Janet Bindas	14-Oct-15
Sage Weidenbenner	14-Oct-15
Katie Zukowski	14-Oct-15
Patricia A. Ransdell	14-Oct-15

Terri Decker	14-Oct-15
Kim Trupiano	14-Oct-15
Jennifer Sellers	14-Oct-15
Anthony Van Zandt	14-Oct-15
Annette Wolff	14-Oct-15
Robert Charland	14-Oct-15
Larry Bradshaw	14-Oct-15
Neil Lark	14-Oct-15
Christopher Pond	14-Oct-15
Paul Verdugo	14-Oct-15
Katherine Harper	14-Oct-15
Lisa Framiglio	14-Oct-15
Charlotte Hughes	14-Oct-15
Trna Takahashi	14-Oct-15
Helena Wilcox	14-Oct-15
Nancy Dick	14-Oct-15
Cheryl Stewart	14-Oct-15
Charline Ratcliff	14-Oct-15
Quanah Brightman	14-Oct-15
Cindy Ware	14-Oct-15
Jola Gadula	14-Oct-15
Caridad Quilala	14-Oct-15
Nichelle Lee	14-Oct-15
Robert McCauley	14-Oct-15
S PAIS	14-Oct-15
M. Dandicat	14-Oct-15
Stephen Lorenz	14-Oct-15
Fred Lewis	14-Oct-15
Robert Pound	14-Oct-15
Katia Ultsch	14-Oct-15
Lauren Schiffman	14-Oct-15
Chris Greene	14-Oct-15
Ivonne Ortiz	14-Oct-15
Lane Graysen	14-Oct-15
Sakura Vesely	14-Oct-15
Kellie Karkanen	14-Oct-15
Giana Peranio-Paz	14-Oct-15
Erin Reiche	14-Oct-15
Kathleen Fowler	14-Oct-15
Carol Vallejo	14-Oct-15
Deb Hooley	14-Oct-15
Gerhard Eckardf	14-Oct-15
Jason Bowman	14-Oct-15
Candy Bowman	14-Oct-15
Richard Vreeland	14-Oct-15

Mari Rozett	14-Oct-15
M E Gladis	14-Oct-15
Kerstin Strobl	14-Oct-15
Carol Meacher	14-Oct-15
Jorge Bellosso-Curiel	14-Oct-15
Cheryl Stankey	14-Oct-15
Eustacia Hall	14-Oct-15
James Neu	14-Oct-15
Ben Oscar Anderson	14-Oct-15
DeVonna Flanagan	14-Oct-15
Carol Bischoff	14-Oct-15
Julia Waller	14-Oct-15
Aaron Bouchard	14-Oct-15
Kristen Oliner	14-Oct-15
Aaron Green	14-Oct-15
Mary Ann McDonald	14-Oct-15
Annette Wolff	14-Oct-15
Candy LeBlanc	14-Oct-15
Michael Eichenholtz	14-Oct-15
Samuel Durkin	14-Oct-15
Genevieve Giblin	14-Oct-15
Cheryl Fischer	14-Oct-15
Susan Orr	14-Oct-15
Gaile Carr	14-Oct-15
Jess Hernandez	14-Oct-15
Sally Benardo	14-Oct-15
Joseph Sebastian	14-Oct-15
Raul Verdugo	14-Oct-15
Shirley McGrath	14-Oct-15
Gerardo Lobo Gonzalez	14-Oct-15
Sandra Sullivan	14-Oct-15
Margaret Raynor	14-Oct-15
Barbara Vieira	14-Oct-15
Janis King	14-Oct-15
Cassandra Okun	14-Oct-15
Lorenz Steininger	14-Oct-15
Thomas Brustman	14-Oct-15
Richard Hieber	14-Oct-15
Vercknocke Pascal	14-Oct-15
Janet Flanagan	14-Oct-15
Ronda Lamagna	14-Oct-15
Geraud Pascaline	14-Oct-15
Lois Jordan	14-Oct-15
Rob Seltzer	14-Oct-15
Thomas Brennan	14-Oct-15

Deborah Smith	14-Oct-15
Paul Cole	14-Oct-15
Raymond Zahra	14-Oct-15
Floyd O'Brien	14-Oct-15
Phillip J Crabill	14-Oct-15
Elizabeth Clapp	14-Oct-15
John Wagoner	14-Oct-15
Jesse Gore	14-Oct-15
Kate Kenner	14-Oct-15
Victor de Vlaming	14-Oct-15
Pat Graham	14-Oct-15
Lori Conrad	14-Oct-15
Cal Mendelsohn	14-Oct-15
Robert Spotts	14-Oct-15
Sheila Ward	14-Oct-15
Sylvia Condon	14-Oct-15
Benjamin Irwin	14-Oct-15
Bonnie Kohleriter	14-Oct-15
Kay Sibary	14-Oct-15
Lis Fleming	14-Oct-15
Zsanine Alexander	14-Oct-15
Gail Roberts	14-Oct-15
Deborah Newlen	14-Oct-15
Christeen Anderson	14-Oct-15
Janet Robinson	14-Oct-15
Bea Reynolds	14-Oct-15
Kirk Lumpkin	14-Oct-15
Marian Cruz	14-Oct-15
Robert Mammom	14-Oct-15
Malcy Moore	14-Oct-15
Laurel Covington	14-Oct-15
Arlene Zimmer	14-Oct-15
Ruth Rogers	14-Oct-15
Pat Thompson	14-Oct-15
Javier Rivera-Diaz	14-Oct-15
Peter Cummins	14-Oct-15
Diana Daniels	14-Oct-15
Ute Trowell	14-Oct-15
Bonnie Lynn Mackinnon	14-Oct-15
Danny Castori	14-Oct-15
Sheila Desmond	14-Oct-15
June Matsuo	14-Oct-15
Elke Savala	14-Oct-15
Jane Beattie	14-Oct-15
Maureen O'Neal	14-Oct-15

Marsha Lowry	14-Oct-15
Sharon Gillespie	14-Oct-15
Frank Hill	14-Oct-15
Sandy Germond	14-Oct-15
Gemma Geluz	14-Oct-15
Bonnie Faith	14-Oct-15
Margaret Herman	14-Oct-15
George Whitney	14-Oct-15
Matthew Priebe	14-Oct-15
Deborah Dahlgren	14-Oct-15
Rucha Harde	14-Oct-15
Ida Melin	14-Oct-15
Andrea Bassett	14-Oct-15
Victoria Peyser	14-Oct-15
Lucienne Bernhard	14-Oct-15
D. Singer	14-Oct-15
Martyn Bassett	14-Oct-15
D P	14-Oct-15
Edeltraut Renk	14-Oct-15
Cheryl Keith	14-Oct-15
Lane Yoshiyama	14-Oct-15
Marion Payet	14-Oct-15
Sandra Ferri	14-Oct-15
Alexa Jimenez	14-Oct-15
Roslyn McBride	14-Oct-15
Annie Wei	14-Oct-15
Chantal Buslot	14-Oct-15
Jeannette Ernst	14-Oct-15
Daniel Partlow	14-Oct-15
Rita Hanson	14-Oct-15
Leta Rosetree	14-Oct-15
Winnie Adams	14-Oct-15
Marco Baracca	14-Oct-15
Carla Gray	14-Oct-15
Helen Craft	14-Oct-15
Elizabeth Guthrie	14-Oct-15
Astrid, Theo, Jonathan, Julius Keup	14-Oct-15
Linelle Diggs	14-Oct-15
Jim Brunton	14-Oct-15
Jay Chen	14-Oct-15
Maeryn Boirionnach	14-Oct-15
Emilia Boccagna	14-Oct-15
Therese Babineau	14-Oct-15
Michael Wilkinson	14-Oct-15
Gail Stock	14-Oct-15

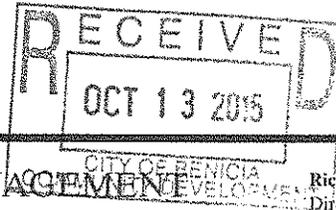
Cara Warren	14-Oct-15
Jeannette Bertelink	14-Oct-15
Parisa LoBianco	14-Oct-15
Ryan Heater	14-Oct-15
Christine Gary	14-Oct-15
Mark Dempsey	14-Oct-15
Melinda Cespedes	14-Oct-15
Ginny Chin	14-Oct-15
Barbara Stamp	14-Oct-15
John Harris	14-Oct-15
Diana Walsh	14-Oct-15
Suzanne Hodges	14-Oct-15
Doug Krause	14-Oct-15
Martha Dragovich	14-Oct-15
Gary Rosenberg	15-Oct-15
Kathy Petricca	15-Oct-15
Robert Larsen	15-Oct-15
Rhonda Lawford	15-Oct-15
Lenore Reeves	15-Oct-15
Season Eckhardt	15-Oct-15
Robert Palmer	15-Oct-15
Charlotte Cook	15-Oct-15
Robert Luke	15-Oct-15
Marc Leclerc	15-Oct-15
O'Neill Louchard	15-Oct-15
Catherine Cook	15-Oct-15
Monika Huber	15-Oct-15
Mary Barker	15-Oct-15
Rosie Wohlfromm	15-Oct-15
William D	15-Oct-15
Terri Goodman	15-Oct-15
Douglas Bright	15-Oct-15
Eric Hirshik	15-Oct-15
Cindy Sprecher	15-Oct-15
Mal Gaff	15-Oct-15
Susan Keeffe	15-Oct-15
Benjamin Etgen	15-Oct-15
Richard Slizeski	15-Oct-15
Heidi A. Benjamin	15-Oct-15
Erika Klein	15-Oct-15
Gianfranco Frelli	15-Oct-15
Joseph Klein	15-Oct-15
Elizabeth Tuminski	15-Oct-15
Leslie Bow	15-Oct-15
N.L. Whitman	15-Oct-15

Alysia Porter	15-Oct-15
Stephanie Christoff	15-Oct-15
Steve Villata	15-Oct-15
Elaine Heathercoat	15-Oct-15
Betsy Farmer	15-Oct-15
Dan Cumberledge	15-Oct-15
Anita Youabian	16-Oct-15
Mari Doming	16-Oct-15
Danielle Pirotte	16-Oct-15
Chad Lemons	16-Oct-15
Nita Patrick	16-Oct-15
Wenona Scott	16-Oct-15
Sandra Boylston	16-Oct-15
Geraldine Ring	16-Oct-15
Patrick Boot	16-Oct-15
Patrick Vogelsong	16-Oct-15
Yashoda Jorda	16-Oct-15
Suzanne Salerno	16-Oct-15
Mary Salerno	16-Oct-15
Dolores Moreno	16-Oct-15
Jean Naples	16-Oct-15
Patricia Claussen	16-Oct-15
Jill Waters	16-Oct-15
Allison Manning	16-Oct-15
James Rankin	16-Oct-15
Alissa Ray	16-Oct-15
Martin Byhower	16-Oct-15
Kathi Ridgway	16-Oct-15
Richard Spotts	16-Oct-15
Jessica Macomber	16-Oct-15
Kitrina Lisiewski	16-Oct-15
Karen Colbourn	16-Oct-15
Fred Schloessinger	16-Oct-15
Vicky Forest	16-Oct-15
Elisabeth Noty	16-Oct-15
Lynne Olivier	16-Oct-15
Francis S.	16-Oct-15
Estella Edwards	16-Oct-15
Rebecca Savage	16-Oct-15
Ruth Galindo	16-Oct-15
Susana Soares	16-Oct-15
Eric Dallin	16-Oct-15
Janet Green	16-Oct-15
Alisa Christopher	16-Oct-15
Susan Hobbs	16-Oct-15

Hunter Klapperich	16-Oct-15
Cecile Lemay	16-Oct-15
Audrey Arbogast	16-Oct-15
Sabrina Penna	16-Oct-15
Lori White	16-Oct-15
Barbara Gladfelter	16-Oct-15
Diane St. George	16-Oct-15
Priscilla Whitehead	16-Oct-15
Stacey Govito	16-Oct-15



Shasta County



DEPARTMENT OF RESOURCE MANAGEMENT
1855 Placer Street, Redding, CA 96001

Richard W. Simon, AICP
Director

Dale J. Fletcher, CBO
Assistant Director

October 6, 2015

Amy Million, Principal Planner
City of Benicia
Community Development Department
250 East L Street
Benicia, CA 94510

Dear Ms. Million:

The Shasta County Air Quality Management District would like to commend the City of Benicia's Planning Department for the detailed expansion of the Valero Benicia Crude By Rail Project Draft Environmental Impact Report (DEIR) to include impacts to Shasta County. The DEIR in particular lists the air quality impacts that will result from the increased rail transport of crude oil through Shasta County. The increase in NOx emissions above all district thresholds, as documented in the DEIR, is of great concern to the District.

The DEIR describes the case law on the preemption of CEQA by federal law that is very compelling to the fact that these air quality impacts appear to be inevitable and in fact mandated by the conflicting federal policies on air quality. Nevertheless, the alternative of pipeline transport of crude oil over rail transport should be considered in the DEIR, and mitigation measures including the mandatory use of tier 4 powered locomotives should be included. The DEIR documents substantial increases in NOx emissions resulting in significant air quality impacts in Shasta County and must include appropriate mitigation measures with or without potential preemption.

This major increase in ozone precursors will occur at the same time that the US EPA has lowered the numeric National Ambient Air Quality Standard for ozone. This lowering of the numeric standard will likely cause the Shasta County Air Quality Management District to fall out of attainment for the National Ambient Air Quality Standard for ozone for the first time in the forty year history of the NAAQS. Non-attainment with the federal ambient ozone standard will require the Shasta County Air Quality Management District to submit a plan for re-attainment of that standard. The plan will concentrate on the sources of ozone precursors within Shasta County of which 60% are mobile sources regulated by the federal government.

Thank you again for this revised Draft Environmental Impact Report and the opportunity to comment.

Sincerely,

Richard W. Simon
Air Pollution Control Officer
Shasta County Air Quality Management District

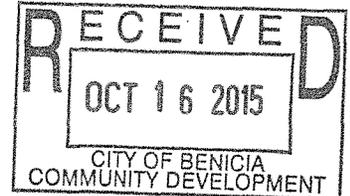
<input checked="" type="checkbox"/> Suite 101	<input type="checkbox"/> Suite 102	<input type="checkbox"/> Suite 103	<input type="checkbox"/> Suite 201	<input type="checkbox"/> Suite 200
AIR QUALITY MANAGEMENT DISTRICT	BUILDING DIVISION	PLANNING DIVISION	ENVIRONMENTAL HEALTH DIVISION	ADMINISTRATION & COMMUNITY EDUCATION
530 225-5674	530 225-5761	530 225-5532	530 225-5787	530 225-5789
Fax 530 225-5237	Fax 530 245-6468	Fax 530 245-6468	Fax 530 225-5413	Fax 530 225-5807

ALBANY CALIFORNIA



CITY OF ALBANY
1000 SAN PABLO AVENUE
ALBANY, CA 94706
www.AlbanyCA.org

Amy Million, Principal Planner
Community Development Department
250 East L Street
Benicia, CA 94510
amillion@ci.benicia.ca.us



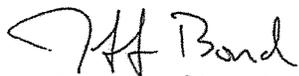
October 15, 2015

Re: Valero Crude by Rail Project RDEIR comments:

The City of Albany is in receipt of the Valero Crude by Rail Project, Notice of Availability of Revised Draft Environmental Impact Report and Notice of Public Hearing, the City of Albany is submitting the following comments in response to the proposed project.

The Albany City Council recently adopted Resolution No. 2015-10, opposing crude by rail. Crude by rail transportation has resulted in several recent derailments, spills, and fires which have resulted in the loss of human life and billions of dollars of damages, which, illustrates the potential catastrophic impacts which could occur in our community and environment from the transport of petroleum by rail. Additionally, any increase in the transportation of crude by rail, such as that proposed by this project, should be cautioned as the increase in crude by rail transport poses an "imminent hazard" warranting emergency measures to abate the serious risks to communities and the environment, increase in train traffic in California, and diesel emissions that could adversely affect health. The City of Albany strongly encourages reconsideration of the proposed project.

Yours sincerely,


Community Development Director for
Peter Maass
Mayor

Attachment: City of Albany City Council Resolution No. 2015-10

1 **WHEREAS**, hauling crude oil, coal and petcoke into California involves
2 traversing some of the most challenging mountain passes in the nation, greatly increasing
3 the probability of serious accidents; and

4 **WHEREAS**, previous rail car derailment explosions in North America show
5 Albany emergency responders do not have sufficient equipment and supplies to
6 adequately respond to a catastrophic explosion of a rail car derailment; and

7
8 **WHEREAS**, the rail lines that will carry this petroleum run through and by
9 Albany's parks, business and industrial areas, and along our waterfront, creeks, and other
10 natural areas; and

11 **WHEREAS**, coal and petcoke are commonly transported via open-top rail cars
12 and a large volume of those materials escape during transit, contaminating urban areas,
13 farmland, and waterways across California with coal dust, petcoke and chunks of coal;
14 and

15 **WHEREAS**, trains delivering crude oil, coal and petcoke traveling through the
16 Bay Area will follow routes adjacent to the San Francisco Bay Estuary and local creeks,
17 and routes adjacent to the Sacramento River and Sacramento-San Joaquin Delta, posing a
18 serious threat to these ecosystems, and to California's agricultural irrigation and drinking
19 water supplies; and

20 **WHEREAS**, coal and petroleum coke contain toxic heavy metals - including
21 mercury, arsenic, and lead - and exposure to these toxic heavy metals in high
22 concentrations is linked to cancer and birth defects in humans and can be harmful to fish
23 and wildlife; and

24
25 **WHEREAS**, new coal and petcoke export terminals and crude by rail operations
26 are expected to result in a massive increase in train traffic in California, causing concerns
27 about blocked roads inhibiting the travel of emergency vehicles, pedestrians , and other
28 vehicle traffic; and
29

1 **WHEREAS**, increased rail traffic in California from coal, petcoke and crude oil
2 will lead to an increase in diesel emissions in communities along rail lines; and

3 **WHEREAS**, the extraction of and the refining of extreme extracted crude oils
4 such as Bakken and Tar Sands knowingly result in increased greenhouse gas emissions
5 and toxic air contaminant co-pollutants; and

6 **WHEREAS**, the transport of large volumes of fossil fuels such as petroleum is
7 not compatible with the City of Albany's role as a leader in addressing climate change or
8 with the City's established goal of reducing greenhouse gas emissions by 25% by the year
9 2020; and

10 **WHEREAS**, many other communities have passed resolutions against coal and
11 crude by rail transport including the cities of Berkeley, Oakland, Richmond, and Davis;
12 and
13

14 **WHEREAS**, the City of Albany is deeply concerned about the threat to life,
15 safety and the environment of potential spills and fires from the transport of petroleum by
16 rail; and

17 **NOW, THEREFORE, BE IT RESOLVED**, that the Albany City Council
18 hereby opposes using existing rail lines to transport hazardous crude, coal and petcoke
19 along California waterways, through densely populated areas, through the City of Albany,
20 and resolves to:

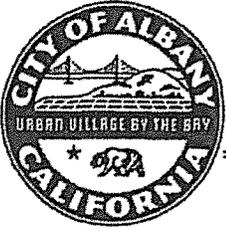
- 21
- 22
- 23 • Address impacts to public health, safety, property, air quality and surface and
24 groundwater caused by the transport of coal, petroleum coke, and crude oil
25 through the City of Albany by actively enforcing applicable local public health,
26 safety, building, electrical, nuisance, and fire codes and by actively enforcing
27 applicable federal environmental statutes delegated to the City of Albany;
 - 28 • Work through the California League of Cities, California League of Counties, and
29 other relevant organizations to articulate opposition;

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- Strongly urge the State of California to adopt legislation requiring disclosure of the volumes, types of petroleum, petroleum products, and petroleum derivatives; transportation routes; and the frequency and duration of transfers of petroleum, so that the state and local communities can be fully informed of and plan for the risks posed by the transport of petroleum by rail;
- Strongly urge the U.S. Department of Transportation (DOT) to increase federal tank car design and operation regulations for petroleum product shipments and aggressively phase out older-model tank cars used to move flammable liquids that are not retrofitted to meet new federal requirements;
- Request that any railroad company that operates rail lines through Albany consider restrictions on the shipment of petroleum products along those routes until adequate study by relevant state, local, and federal government agencies have determined that the transport of petroleum by rail meets established public safety and environmental protection standards;
- Request that the Albany Fire Department review and, if needed, update the City's incident response plans for the increasing risk imposed by the transport of petroleum by rail.



PETER MAASS, MAYOR



City of Albany

1000 San Pablo Avenue • Albany, California 94706
(510) 528-5710 • www.albanyca.org

RESOLUTION NO. 2015-10

PASSED AND APPROVED BY THE COUNCIL OF THE CITY OF ALBANY,

the 2nd day of March, 2015, by the following votes:

AYES: Council Members McQuaid, Nason, Pilch, and Mayor Maass

NOES: Council Member Barnes

ABSENT: none

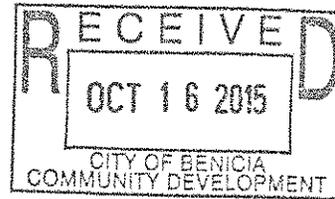
ABSTAINED: none

RECUSED: none

WITNESS MY HAND AND THE SEAL OF THE CITY OF ALBANY, this 3rd
day of March, 2015.

Eileen Harrington
DEPUTY CITY CLERK

The City of Albany is dedicated to maintaining its small town ambiance, responding to the needs of a diverse community, and providing a safe, healthy and sustainable community.



City of Biggs
Planning Department
465 C Street / P.O. Box 1134
Biggs, CA 95917

October 14, 2015

City of Benecia
Community Development Department
Attn.: Ms. Amy Million, Principal Planner
250 East L Street
Benecia, CA 94510

SUBJECT: Transport of Valero Crude by Rail – DEIR/RDEIR

To Whom It May Concern:

Thank you for the opportunity to review and provide comments on the Valero Benecia Crude by Rail Project Revised Draft EIR. The City of Biggs has reviewed the Revised Draft EIR and has the following comments.

The project proposed by the Valero Refinery in Benecia makes that assertion that it would have up to two "Unit Trains" per day, seven days a week traveling from points outside California to the Valero Refinery in Benecia, California. The trains would take one of the three routes, two of which traverse Butte County; the Canyon Route which brings trains through Plumas County and into Butte County through the Feather River Canyon and continues east of Gridley and through Oroville before leaving the county north of Marysville, and the Northern Route, which takes the trains through the population centers of Chico, Durham, Biggs and Gridley. Each Unit Train would consist of fifty cars each carrying crude oil. The Unit Trains can be identified by the fact that each of them carry only one product, these trains would not have a mixture of cars carrying other products, only crude oil.

As stated on page 2-64 of the Revised Draft EIR, the transportation of hazardous substances, such as crude oil, poses a potential for fires, explosions, and hazardous material releases, and as shown on page 2-66, 93.1 miles of the Canyon Route through Butte County has been identified as a local safety hazard site (LSHS) by the Public Utilities Commission. LSHS are defined as routes with steep grades and tight curves experiencing high frequencies of derailments historically. The "Light Sweet Crude" that is being transported is highly flammable and easily ignited. As stated on page 2-91 of the Revised Draft EIR, if a train carrying crude oil were to derail and one or more tank cars were to rupture, crude oil could be released into the environment where it could ignite and/or explode. Any fire involving the product will be difficult to control and could pose a significant risk to the City of Biggs and its citizens.

RDEIR Comment Letter for: Valero Crude by Rail DEIR/RDEIR
Submitted by the: City of Biggs, CA
10/14/15

In light of these Revised Draft EIR's conclusions, Impact 4.7.2 of the Revised Draft EIR needs to be updated to account for the existing baseline of fire protection services in the City of Biggs. For instance, Biggs is served by one fire station that is staffed 24 hours a day year-round with two firefighters at a time, assisted by seasonal firefighters. The station houses two fire engines—one primary engine and one reserve engine, as well as one water tender. The scope of an incident involving a Unit Train of crude oil near the City of Biggs will be significant. The odds of an incident involving one of these trains within the community are small, but that does not mean that the issue can be ignored, as it has in the Revised Draft EIR. It is vital for the Revised Draft EIR to address and identify ways to protect population centers like Biggs in the case of a crude oil release and secondary affects. For instance, the requirement for the preparation of a hazard mitigation plan to identify evacuation zones and routes to move the community if a rail incident were to occur should be implemented as mitigation measure. Such a plan should identify the most efficient and safe route for evacuating large numbers of people on the few roads that may not be impacted by the incident.

In addition, the Consequence Modeling Results on page 2-94 of the Revised Draft EIR need to be updated to reflect an actual worst case spill scenario. As noted on this page of the Revised Draft EIR, the worst case spill was assumed to be 240,000 gallons or about 8 tanker cars. However, the project is proposing Unit Trains with 50 to 100 tanker cars. It is not clear as to why the Revised Draft EIR assumed a worst case scenario as involving only 8 tanker cars. Therefore, the analysis should be updated to include a justification for a worst case scenario involving only 8 tanker cars, or the worst case scenario should be expanded to include more tanker cars.

Finally, the City of Biggs Fire Department Battalion Chief, Mr. Sean Norman has prepared a letter that has been attached with this letter and is incorporated by reference as part of the comments being submitted on behalf of the City of Biggs for the project. Chief Norman's letter further details the deficiencies in the analysis contained with the project DEIR/RDEIR as well presents the significant and unavoidable safety issues surroundings the project in the City of Biggs. Mr. Norman's letter is attached to and made a part of this letter.

Thank you for your consideration of these comments. Please feel free to contact the City of Biggs Planning Department at 465 C Street, Biggs, CA 95917 or to contact me at planning@biggs-ca.gov or Mr. Sean Norman, Battalion Chief, Biggs Fire Department if you have any questions about this letter or the attached fire safety letter.

Sincerely,

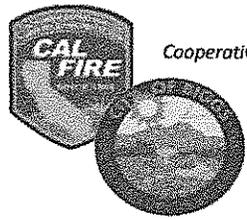


Scott Friend, AICP – City Planner (contract)

Attachment:

Comment Letter from Mr. Sean Norman, Battalion Chief, Biggs Fire Department

cc: Roger Frith, Mayor
Mark Sorensen, City Administrator



Cooperative Fire Protection since 1989

CITY OF BIGGS FIRE DEPARTMENT

FIRE CHIEF – GREG MCFADDEN

176 Nelson Avenue, Oroville, CA 95965 • (530) 538-7111

CAL FIRE/ Biggs Fire Department comments on impacts of increased crude oil trains routed through Biggs.

The project proposed by the Valero Refinery in Benicia would have up to two "Unit Trains" per day, seven days a week traveling from points outside California to the Valero Refinery in Benicia, Ca. These trains would transit the Union Pacific Railroad that run through Biggs. UPPR maintains three routes to the Roseville switching yard from points out of the state of California. Two of these routes run through Butte County, the Canyon Route brings trains through Plumas County and into Butte County through the Feather River Canyon. This route continues east of Gridley and through Oroville and leaves the county north of Marysville. The Northern Route takes the trains through Chico, Durham, Biggs and Gridley. The third route comes through Nevada and down the I-80 corridor to Roseville.

The project proposes to bring two Unit Trains per day , seven days a week of crude oil to the Valero refinery in Benicia, Ca. via the Roseville UP yard. The trains would take one of the three routes described above to reach the Roseville yard. Each Unit Train would consist of fifty cars each carrying crude oil. The Unit Trains can be identified by the fact that each of them carry only one product, these trains would not have a mixture of cars carrying other products, only crude oil.

Crude oil does not represent the most hazardous material that travels through the community, however it certainly represents a significant fire and rescue problem if there is an accident involving a train carrying crude oil.

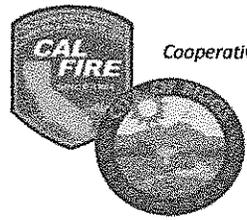
The Biggs/Butte County Fire department maintains an alarm plan meant to deal with any hazardous materials spill. The response is broken down into level's 1,2 and 3 based on the intelligence gathered during the 911 call. A level 3 response is the largest, and implies a serious threat to life or the environment. The Biggs Fire Department through its contractual agreement for fire services is a signatory member of the Butte County Hazardous Materials Team. The Haz- Mat team members are trained and equipped to mitigate hazards associated with all hazardous materials spills and fires .

With the increase in the number of trains travelling through Butte County carrying crude oil, the members of the Haz-Mat team have attended specialized training to deal with crude oil incidents and increased the inventory of booms and absorbent materials.

In the event of a spill or fire involving any hazardous material, the standard response would be initiated by the CAL FIRE Emergency Command Center . This would include four fire engines, two water tenders, one ladder truck, two chief officers, and the Haz-Mat team and qualified Haz-Mat team leader.

MEMBERS OF THE COUNCIL

Roger Frith • James "Bo" Sheppard • Angela Thompson • Douglas Arnold • John Busch



Cooperative Fire Protection since 1989

CITY OF BIGGS FIRE DEPARTMENT

FIRE CHIEF – GREG MCFADDEN

176 Nelson Avenue, Oroville, CA 95965 • (530) 538-7111

When considering an "worse case" scenario, we must look at a derailment and associated fire in a Unit Train. That incident poses the risk of a catastrophic scenario within the community, that would likely include the evacuation of most, if not all of the community. During any fire involving a flammable material that is transported within a closed container, there is a significant threat of a Boiling Liquid Expanding Vapor Explosion(BLEVE). During a BLEVE the fire impinges on a closed container and boils the flammable liquid within the tank until the vessel containing product fails. The ruptured tank rapidly exhausts its contents that are now under pressure and have now become aerosolized. The flammable product is then exposed the fire and massive explosion takes place. The minimum recommended isolation distance from a BLEVE is 2500 feet in all directions.

The "Light Sweet Crude" that is being transported is highly flammable and easily ignited. Any fire involving the product will be difficult to control and could pose a significant risk to the community and its citizens.

The scope of an incident involving a Unit Train of crude oil will be significant. The odds of an incident involving one of these trains within the community are small, but that does not mean that the issue can be ignored. It is vital for the community to prepare before the incident occurs.

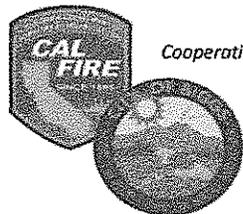
Any incident involving a Unit Train carrying crude oil or any other hazardous material will require significant mutual aid from neighboring fire departments and agencies, and may include a response from ; local , state and federal cooperators. Those plans exist within the California Master Mutual Aid Agreement that every California Fire Department is a signatory to. Any large scale incident would require the notification of California Office of Emergency Services Warning Center, and would initiate a response from them. Through local area operating agreements and standard response plans notifications would be made to any and all city, county , state and federal agencies who would be impacted by a spill or fire. Those plans exist within the CAL FIRE/Butte County/Biggs Fire Department Standard Operating Plan. This is also a part of mandatory training for every firefighter during their Hazardous Materials First Responder training.

A plan should be created to consider evacuation zones and routes to move the community if a rail incident were to occur. The plan should look at the issues of evacuating large numbers of people on the few roads that may not be impacted by the incident. The plan should look at the impact on surrounding communities as well. The plan should include discussions of evacuating the hospital and any board and care facilities.

A "table top" exercise should be held to practice the process of managing a large scale disaster involving an evacuation of the community.

MEMBERS OF THE COUNCIL

Roger Frith • James "Bo" Sheppard • Angela Thompson • Douglas Arnold • John Busch



Cooperative Fire Protection since 1989

CITY OF BIGGS FIRE DEPARTMENT

FIRE CHIEF – GREG MCFADDEN

176 Nelson Avenue, Oroville, CA 95965 • (530) 538-7111

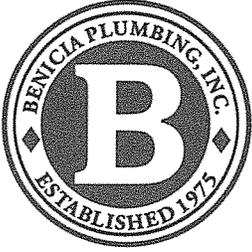
The community should be informed of the presence of not just the Unit Trains, but the threat that the rail road poses. The community should also be encouraged to plan for a disaster by maintaining a disaster kit, and maintaining a personal plan in the case of natural or human caused disaster.

Sean Norman

Battalion Chief CAL FIRE/Biggs Fire Department

MEMBERS OF THE COUNCIL

Roger Frith • James "Bo" Sheppard • Angela Thompson • Douglas Arnold • John Busch



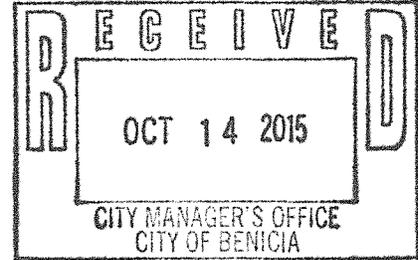
CSL# 329632

BENICIA PLUMBING, INC.

P.O. BOX 1095 • 265 W. CHANNEL CT. • BENICIA, CA 94510

PHONE: 707-745-2930 • FAX: 707-745-0967

www.beniciaplumbing.com



October 12, 2015

Mr. Brad Kilger, City Manager
Ms. Amy Million, Principal Planner
City of Benicia
250 East L Street
Benicia, CA 94510

Dear Brad and Amy,

As an employer in the Benicia Industrial Park and with the release of the Revised Draft Environmental Impact Report (DEIR), Valero's crude by rail project has proven once again to be an economic viable and environmentally sound and sustainable project.

There are numerous preventative measures and procedures in place by not only the local, state and federal governments, but Valero, too, has a robust safety policy/procedure and lockdown safety program in place. Valero continues to have one of the most prestigious safety records and has been the only refinery in northern California to be recognized with the VPP Star Site Award for safety and preventative procedures since 2006. Its commitment to mutual aid provides added security that its efforts extend well beyond the refinery's border.

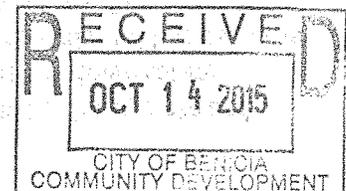
Valero has proven to be interwoven into the Benicia community. It provides over 450 local jobs here in Benicia and over 3,900 in the region. Through taxes paid to the City of Benicia, Valero contributes 25% of the entire General Fund. Approving this project will only ensure more jobs and more tax revenue to support our beautiful City of Benicia. Additionally, the infrastructure improvements to the Industrial Park could be made with some of this additional tax revenue. Lastly, the Industrial Park can perhaps attract the necessary tenants that it has been striving to accomplish for years.

The Revised DEIR is comprehensive in its analysis and the benefits of this project extend to all Benicians. On behalf of Benicia Plumbing, I urge your support.

Thank you for your consideration.

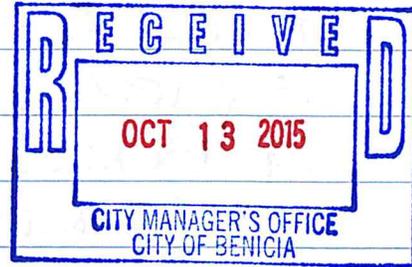
My best,

Heidi A. Benjamin, CIT
Vice President/Chief Financial Officer



OCTOBER 8TH, 2015

MR. BRAD KILGER
CITY MANAGER
250 EAST L STREET
BENICIA, CA 94510



MR. KILGER:

I AM WRITING IN REGARDS TO THE VALERO CRUDE BY RAIL PROJECT.

I MOVED TO BENICIA JUST TWO YEARS AGO AND HAVE ATTENDED TWO MEETINGS OFFERED TO THE PUBLIC ADDRESSING SAFETY ISSUES SURROUNDING THE PROJECT.

I HAVE ALSO SEEN NEWS REPORTS ON RAIL ACCIDENTS AROUND THE COUNTRY AND IN CANADA WHERE THE SPILLAGE AND COMBUSTION OF THESE HIGHLY VOLATILE MATERIALS HAS RESULTED IN THE LOSS OF HUMAN LIFE, LAND, COMMUNITY ETC ETC.

(OVER, PLEASE)

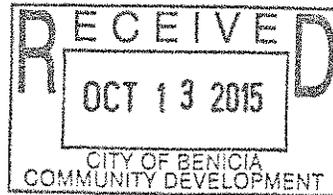
I AM CERTAIN THAT VALERO
FEELS IT CAN BENEFIT FINANCIALLY
FROM A SUCCESSFUL TRANSPORT
SYSTEM, BUT RISKING THE SAFETY
OF BENICIANS AND OTHER CALIFORNIA
RESIDENTS IS TOO GREAT A GAMBLE!

THANK YOU FOR YOUR CONSID-
ERATION OF THIS VITAL CIVIC ISSUE.

Sincerely,
June Mejias
(JUNE MEJIAS)

921 EAST 4TH STREET #9
BENICIA, CA 94510

EMAIL: JUNEMEJIAS@YAHOO.COM



October 10, 2015

City Officials,

After reviewing the initial environmental impact report as well as the recirculated drafts, the facts remain the same: this project will reduce emissions, improve air quality, lessen our dependence on foreign oil, create jobs and increase economic activity in Benicia.

Switching to a more rail-oriented delivery system has large impacts on the pollution associated in the refining process. Constructing this project would cut marine deliveries up to 82% therefore comparatively transporting by rail would severely cut emissions and improve air quality as stated in the RDEIR. I am impressed that companies like Valero are moving forward to implement environmentally responsible solutions while attempting to use domestic fuel sources and become more energy independent.

I agree with the majority of Benicians and believe Valero's crude by rail project should be approved. Thank you for considering my endorsement when reviewing this project.

Sincerely,

George Maichel

374 McAllister Dr
Benicia, CA

707 315 0289

P.S. I live less than 1/2 mi
from refinery.

I oppose the Valero crude by rail proposal in Benicia, CA. Here's why crude by rail is not safe:

1) 14 out of 18 broken RR ties is "SAFE," according to the industry. 2) 1 barrel of crude oil = 42 gallons. 70,000 barrels of crude oil/day (2 trains x 35,000 barrels) = 2.94 million gallons of crude/day or 1.47 million gallons x 2 trains/day. 3) Each train car of oil has the energy of 2 million sticks of dynamite (according to the Wall Street Journal). So 50 cars/train = 100 million sticks of dynamite in energy - (this is one train that happens twice a day, every day). 4) Valero derailed 2 coke cars on their property in the last 4 years. 5) There are over 5000 RR bridges in Calif. alone. These RR bridges are inspected by federal RR bridge inspectors, inspection rates determined by the industry. There is ONE federal bridge inspector for 11 states (1 is Calif.) This ONE inspector does 225-250 bridge inspections/year. It would take 20 years just to inspect Calif. alone, but this inspector also has 10 other western states to inspect. By contrast, Caltrans has 200 car bridge inspectors for Calif. alone. 6) This oil will weigh at least 8 lbs./gallon (water weighs 8.5 lbs. per gallon). So 1.47 million gallons x 8 lbs./gallon = **11.76 million lbs. of crude oil weight** (not including the weight of the steel train + tracks) **will cross many old bridges twice a day** (rarely inspected), **with the energy of 100 million sticks of dynamite**. This added crude oil weight also creates greater metal fatigue on the old RR bridges twice a day. Loaded Crude by Rail trains North Dakota to Benicia twice a day. **Is there anything here that bothers you?**

In 1960 the automatic braking system was asked to be used in the RR industry. The industry has now been stalling this for 65 years, saying that it will "probably" go into effect in 2021 or 2023. Over half of the 300 lives have been lost, due to stalling this much needed feature.

Positive Train Control (became law in 2008) is now mandated to be in effect on Jan. 1, 2016. This shows a manager where each train is at during any given moment. The RR industry is now trying to stall this until 2018 (standard industry tactic). This is found on BART in the SF Bay Area. What I've read is that very few RR companies are ready for this.

The DOT 111 cars was originally used to haul something like milk. Now DOT 111 is the standard (accepted by the industry, not by many cities) to haul crude by rail oil. Valero has promised to use the "CPC-1232" cars, which is a structurally modified DOT 111 car. They both crack open in a spill, there is ample evidence in the news.

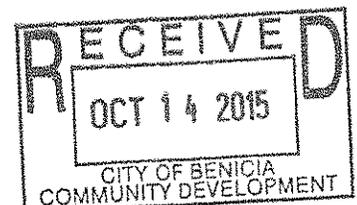
What really happened in the Lac - Megantic, Quebec crude by rail accident in July 2013: A) An unmanned train carrying 70+ crude by rail cars eventually was going 60+MPH into a 10MPH turn at a downtown section of Lac - Megantic, B) The 3 explosions were like an earthquake (the energy of 140 million sticks of dynamite), creating a 40' tall fireball which **COULD NOT** be put out for almost 2 days, C) It leveled a 3000' diameter of downtown buildings worth over \$1.2 billion, D) this happened about 1AM on a Friday night, E) 47 people died, 5 of which were vaporized, F) when you are vaporized there is not one living cell left, so **NO LEGAL PROOF** they were there, so no legal compensation, G) the RR industry delayed any liability, so the locals had to pass the hat for \$6000 to start the clean-up afterward, H) the city eventually passed a law that there is no parking within 2 miles of the RR tracks, I) years later the settlements are far less than the total. (Source: Wiki -Lac - Megantic rail disaster). Re: **Actual** environ., litigation, rail - 300+ references -**PLEASE READ THIS**.

Is your fair city ready for all of this? Will you be compensated fairly if it passes and an accident happens? More info? - 1) beniciaindependent.com 2) Photos = type in "lac - megantic rail disaster photos" and review them.

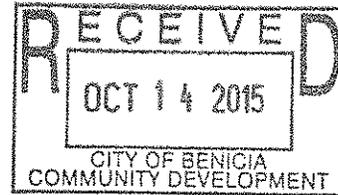
How do you feel? Mine is **NO CRUDE BY RAIL**. Accidents on average now happen about every 8 weeks.

Thank You

Rick Stierwalt of Benicia CA, home of one of the Valero refineries.



Amy Million
Brad Kilger
City of Benicia
250 East L Street
Benicia, CA 94510



October 12, 2015

To the Benicia City Planning Commission and City Council:

I'm writing to request that you oppose Valero's Crude Oil by Rail project.

The Revised Draft EIR states that:

- Potential train derailment would result in significant and unavoidable adverse effects to people and secondary effects to biological, cultural, and hydrological resources, and geology.
- Impacts to air quality would be significant and unavoidable because the Project would contribute to an existing or projected air quality violation and result in a cumulatively considerable increase in ozone precursor emissions.
- Impacts to greenhouse gas emissions would be significant and unavoidable because the Project would generate significant levels of GHG and conflict with plans adopted for reducing GHG emissions.

What more do you need to know?

There have been more crude-by-rail explosions and spills in the last two years than in the previous 40 years. The new crudes are demonstrably more hazardous than the crudes that have been processed in our community in the past, and have led to many horrendous accidents in other parts of North America. Accidents can and will happen.

The Revised Draft EIR states that Valero proposes to use non-jacketed Casualty Prevention Circular (CPC)-1232-compliant tank cars.

The National Transportation Safety Board has said that the CPC-1232 standard is only a minimal improvement over the older tank DOT-111s. NTSB officials say they are "not convinced that these modifications offer significant safety improvements."

There is overwhelming and passionate opposition to the project here in Benicia. There is also strong opposition from hundreds of individuals who live up-rail and from all over our state, and also from government entities including the Sacramento Area Council of Governments and our state's Attorney General.

If there is a spill or an explosion and fire, I for one, do not want my community to be culpable. We need to show the state and the world that we stand for safety and environmental responsibility, even if it cuts into corporate profits and tax revenues.

The bottom line is that fossil fuels are going away, sooner or later, and Benicia will need to adapt, sooner or later. We need to take a longer-term and wider-scope view of the issue. We may reap short-term local gains by approving this project, but the cost is unacceptably high. In doing so, we would be putting our Industrial Park at risk, and inconveniencing them with the long trains. This area should be the economic engine for the next 100 years. We would be ignoring the legitimate concerns of communities up-rail from us. We would be responsible for putting environmentally sensitive areas at risk. We would be contributing to global warming and thus sea level rise, which poses a clear threat to our community and the rest of the world as well. We would be contributing to decimation of the old-growth forests in Northern Canada.

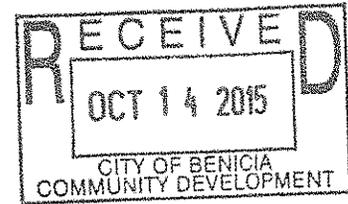
It's up to us to guard our own welfare, and also, as a City, to be responsible citizens of California, the USA and our fragile planet.

Sincerely,

A handwritten signature in black ink, appearing to read "Lawrence Reid Fox". The signature is stylized and cursive, with a large initial "L" and "R".

Lawrence (Larnie) Reid Fox,
420 East I Street,
Benicia, CA, 94510

Herbert J. Forthuber
1477 W 2nd St.
Benicia, CA 94510



October 13, 2015

Dear Benicia City Officials,

Being a resident and local business manager, I have been following the Valero crude by rail project since it was first introduced. After looking at the recently released RDEIR from the City, the choice is still a very clear one for Benicia. Approve Valero's crude by rail project. Please consider the facts and not the hyperbole offered by the anti CBR advocates.

One of the benefits noted by the RDEIR is the reduction of greenhouse gasses and improvement to air quality. Constructing the crude by rail project will allow Valero to access a formerly unavailable domestic source of crude oil. In doing so, it prompts less use of waterborne transportation, which have comparatively large emission rates. The rail addition effectively cuts emissions of the refining process.

Valero has proven to be an essential part of the Benicia community. The refinery supports over 450 local jobs and 3,900+ jobs in the region as a result of their operations. This positive economic impact on Benicia has allowed for multiple excellent restaurants and retail shops in downtown Benicia. Many of the local businesses in the Industrial Park rely heavily on the support work provided to the Valero refinery. Speaking as a business manager, Valero is our largest customer. Conhagen supports 25 good jobs in Benicia. Without Valero, we do not know if we could continue to be a viable business in Benicia.

Valero and Valero employees are also involved in their community. Valero and their employees have donated millions of dollars and spent thousands of hours for local charities in Benicia. They actively participate in local events and even provide a tutoring program for Benicia High School. The success of the Benicia economy and safety of the individuals who reside here are as important to Valero as they are to any member of the Benicia community.

They have gone out of their way to show they take the concerns of the community seriously. I urge you to approve the crude by rail project. Continuing to stand in the way of this project is a disservice to Benicia.

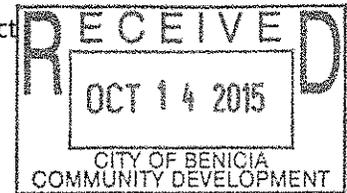
Thank you,

A handwritten signature in cursive script that reads "Herbert J. Forthuber".

Herbert J. Forthuber

Amy Million

From: Adrienne Jacoby <ajac37@charter.net>
Sent: Monday, October 12, 2015 12:11 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

The EIR also wrongly assumes the "worst case" scenario is a spill of just eight tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Quebec in July 2013 spilled more than 1.6 million gallons of crude (about 60 tanker cars), and accidents in West Virginia, Alabama and North Dakota have also resulted in 20 or more tanker cars catching fire. Without an accurate worst-case-scenario analysis that reflects existing data on recent spills, this project cannot be approved.

The revised EIR also identifies "significant and unavoidable" climate impacts that conflict with California's existing law to reduce greenhouse gas pollution by 80 percent below 1990 levels and move to an 80 percent reduction of greenhouse gas emissions by 2050. At a time of extreme drought and intense heat waves, we must invest in safe, clean energy rather than dangerous oil infrastructure.

And finally, an analysis of census data has shown that a vast majority of people who will be harmed by this project live in EPA-designated environmental-justice communities -- primarily low-income and of color. Approving this project will only add to a legacy of environmental injustice.

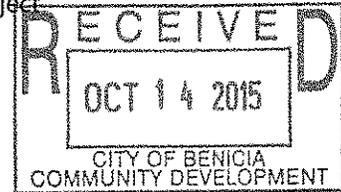
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Adrienne Jacoby
4669 memory ln
redding, CA 96001
US

Amy Million

From: Frances Blythe <francesb5601@att.net>
Sent: Monday, October 12, 2015 12:11 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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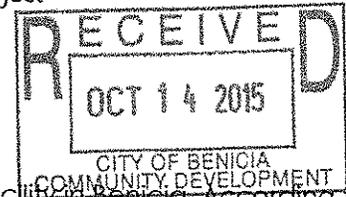
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Frances Blythe
555 Morgan Lane
Dixon, CA 95620
US

Amy Million

From: Donna Watson <Donna_Watson2000@yahoo.com>
Sent: Monday, October 12, 2015 12:11 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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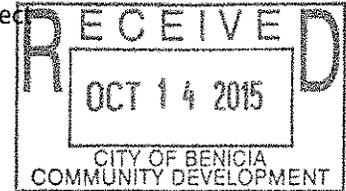
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Donna Watson
2676 Stonecreek Dr.
Sacramento, CA 95833
US

Amy Million

From: Tina Johnson <tinalee59@yahoo.com>
Sent: Monday, October 12, 2015 12:10 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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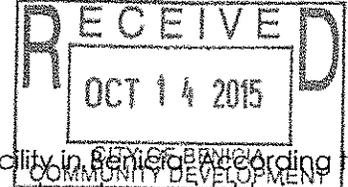
Tina Johnson
2045 Shasta St. #10
Redding, CA 96001
US

Amy Million

From: Mary Lopez <lamagg11@sbcglobal.net>
Sent: Monday, October 12, 2015 12:10 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project

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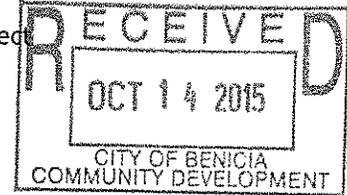
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Sincerely,

Mary Lopez
5900 Yeoman Way
Citrus Heights, CA 95610
US

Amy Million

From: Colleen Evans <ccevens@ucdavis.edu>
Sent: Monday, October 12, 2015 12:10 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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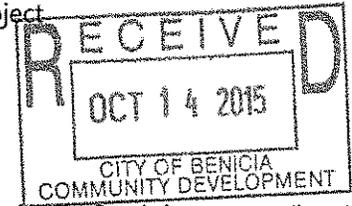
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Sincerely,

Colleen Evans
1063 Swanston Dr
Sacramento, CA 95818
US

Amy Million

From: julie lawyer <julielaw2@aol.cm>
Sent: Monday, October 12, 2015 12:10 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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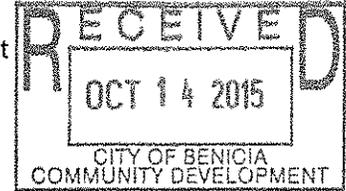
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Sincerely,

julie lawyer
405 Mills dr
benicia, CA 94510
US

Amy Million

From: Nancy Cole <jamn.cole@sbcglobal.net>
Sent: Monday, October 12, 2015 12:09 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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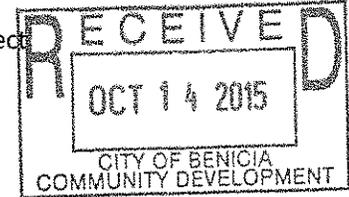
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Sincerely,

Nancy Cole
40 Gold Creek Ct.
Danville, CA 94506
US

Amy Million

From: Vincent Fugina <v.fugina@gmail.com>
Sent: Monday, October 12, 2015 12:09 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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The EIR also wrongly assumes the "worst case" scenario is a spill of just eight tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Quebec in July 2013 spilled more than 1.6 million gallons of crude (about 60 tanker cars), and accidents in West Virginia, Alabama and North Dakota have also resulted in 20 or more tanker cars catching fire. Without an accurate worst-case-scenario analysis that reflects existing data on recent spills, this project cannot be approved.

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And finally, an analysis of census data has shown that a vast majority of people who will be harmed by this project live in EPA-designated environmental-justice communities -- primarily low-income and of color. Approving this project will only add to a legacy of environmental injustice.

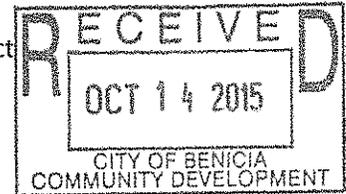
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Vincent Fugina
7773 Oak bay circle
Sacramento, CA 95831
US

Amy Million

From: melanie jensen <m3m6@pge.com>
Sent: Monday, October 12, 2015 12:09 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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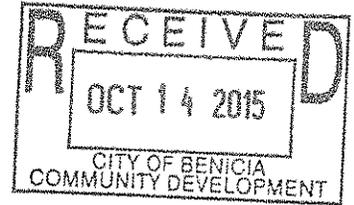
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

melanie jensen
9163 Omega Ln
redding, CA 96002
US

Amy Million

From: Rick Edmondson <rickedmon@yahoo.com>
Sent: Monday, October 12, 2015 12:09 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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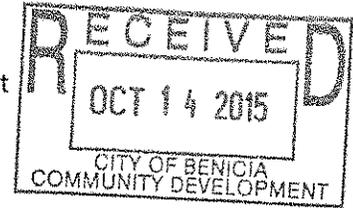
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Rick Edmondson
638 Sheri Lane
danville, CA 94526
US

Amy Million

From: Debra Polansky <720polansky@sbcglobal.net>
Sent: Monday, October 12, 2015 12:09 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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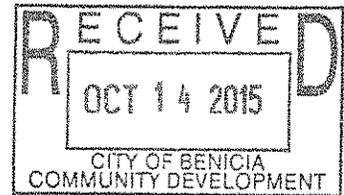
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Debra Polansky
1415 Bald Hill Rd
Auburn, CA 95603
US

Amy Million

From: William Powers <billpow29@gmail.com>
Sent: Monday, October 12, 2015 12:09 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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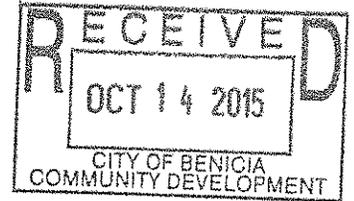
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

William Powers
951 6th Ave.
Sacramento, CA 95818
US

Amy Million

From: Amanda Wells <amandaswells@gmail.com>
Sent: Monday, October 12, 2015 12:08 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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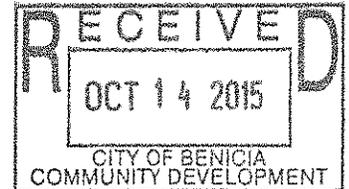
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Amanda Wells
115 Sharene Ln #6
California, CA 94596
US

Amy Million

From: emily lee <emileejay@hotmail.com>
Sent: Monday, October 12, 2015 12:08 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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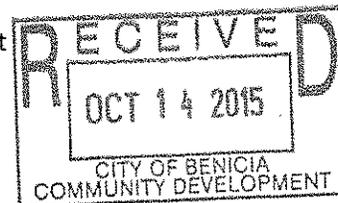
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

emily lee
2739 camero dr.
lincoln, CA 95648
US

Amy Million

From: martin joye <m.joye@att.net>
Sent: Monday, October 12, 2015 12:08 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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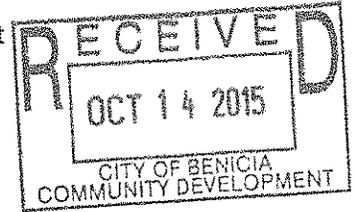
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Sincerely,

martin joye
866 Linden Lane
Davis, CA 95616
US

Amy Million

From: Catherine Lewis <clewis@engeo.com>
Sent: Monday, October 12, 2015 12:08 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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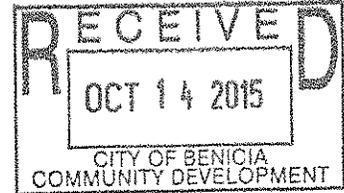
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Catherine Lewis
7395 Sedgefield Ave
San Ramon, CA 94583
US

Amy Million

From: lywen Chew <lywen_c@yahoo.com>
Sent: Monday, October 12, 2015 12:08 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am a resident of Benicia. Please DO NOT allow the "oil trains" in Benicia.

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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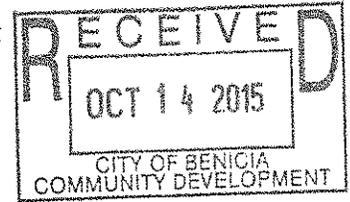
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Sincerely,

lywen Chew
1454 Plaza de Oro
Benicia, CA 94510
US

Amy Million

From: Tom Wendel <tdwendel58@comcast.net>
Sent: Monday, October 12, 2015 12:08 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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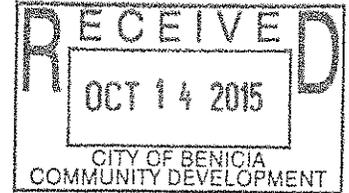
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Sincerely,

Tom Wendel
724 21st Street
Sacramento, CA 95811
US

Amy Million

From: Debra Atlas <debraatlas@gmail.com>
Sent: Monday, October 12, 2015 12:07 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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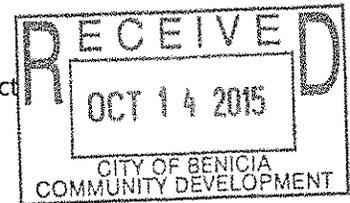
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Debra Atlas
731 SOUTH ST
REDDING, CA 96001
US

Amy Million

From: Hazel Ayson <hazel.ayson4516@att.net>
Sent: Monday, October 12, 2015 12:07 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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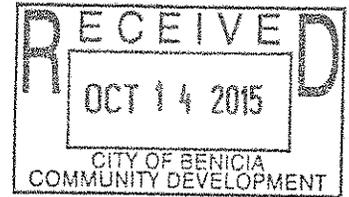
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Hazel Ayson
3870 Serrano Street
Martinez, CA 94553
US

Amy Million

From: Ariadna Severin <arasev@yahoo.com>
Sent: Monday, October 12, 2015 12:07 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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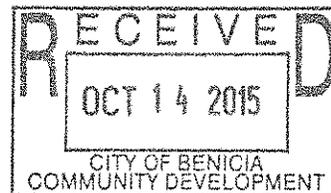
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Ariadna Severin
4740 Rainbow Drive
Weed, CA 96094
US

Amy Million

From: Jeremy Taylor <dreamrev@comcast.net>
Sent: Monday, October 12, 2015 12:07 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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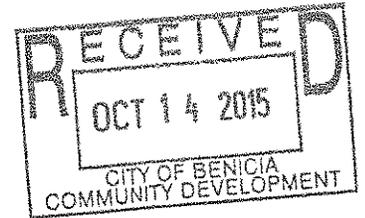
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jeremy Taylor
736 San Pedro Street
Fairfield, CA 94533
US

Amy Million

From: Jessica Nadolski <nadolsj@yahoo.com>
Sent: Monday, October 12, 2015 12:07 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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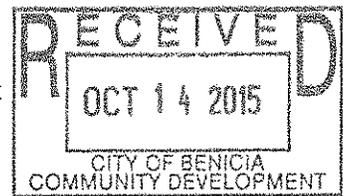
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Sincerely,

Jessica Nadolski
8741 Palmerson Drive
Antelope, CA 95843
US

Amy Million

From: YAN LINHART <yan.biobuff@gmail.com>
Sent: Monday, October 12, 2015 12:06 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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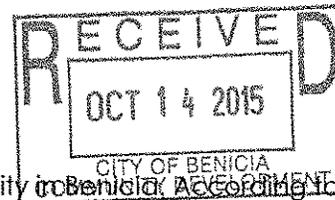
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Sincerely,

YAN LINHART
2624 BROOKS AVENUE
EL CERRITO, CA 94530
US

Amy Million

From: Joan Moricca <glennwoodec@yahoo.com>
Sent: Monday, October 12, 2015 12:06 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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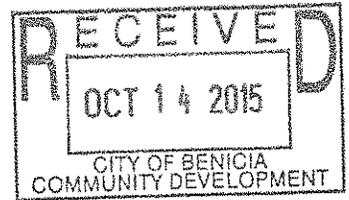
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Sincerely,

Joan Moricca
2618 Sonoma Way
CA, CA 94564
US

Amy Million

From: Jeanne Keja <jandrea10@gmail.com>
Sent: Monday, October 12, 2015 12:06 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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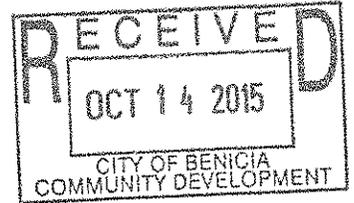
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Sincerely,

Jeanne Keja
40th St.
Emeryville, CA 94608
US

Amy Million

From: Leslie Anderson <beaglemom94596@aol.com>
Sent: Monday, October 12, 2015 12:06 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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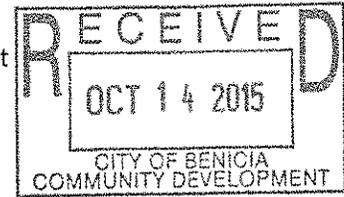
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Sincerely,

Leslie Anderson
1191 Covington Ct
Walnut Creek, CA 94596
US

Amy Million

From: MARSHAL MCKITRICK <marsmck@gmail.com>
Sent: Monday, October 12, 2015 12:06 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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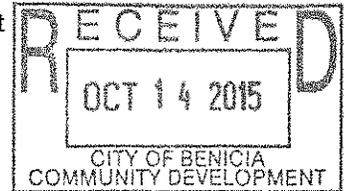
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Sincerely,

MARSHAL MCKITRICK
5120 ELMER WAY
SACRAMENTO, CA 95822
US

Amy Million

From: Judith Commons <jcommons@csus.edu>
Sent: Monday, October 12, 2015 12:06 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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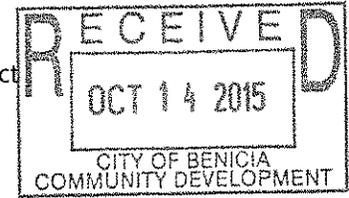
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Sincerely,

Judith Commons
2703 Corabel Lane #215
Sacramento, CA 95821
US

Amy Million

From: Tehama Simonis <Henriettasimonis@yahoo.com>
Sent: Monday, October 12, 2015 12:05 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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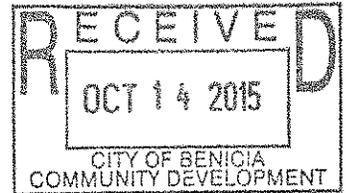
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Tehama Simonis
Po box 194
Oak run, AR 96069
US

Amy Million

From: Lynette Ridder <captain_nerful@yahoo.com>
Sent: Monday, October 12, 2015 12:05 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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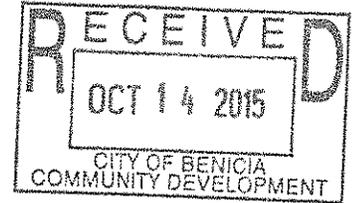
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Lynette Ridder
4822 Eagle Way
Concord, CA 94521
US

Amy Million

From: Hamerling Santos <Hvsantos114@yahoo.com>
Sent: Monday, October 12, 2015 12:05 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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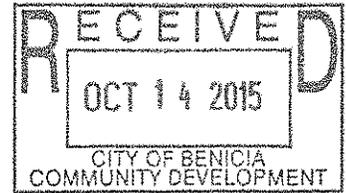
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Sincerely,

Hamerling Santos
9951 Penion Ct
Elk Grove, CA 95757
US

Amy Million

From: Sharon Truex <Sharontruex@stt.net>
Sent: Monday, October 12, 2015 12:05 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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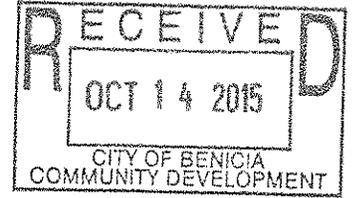
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Sharon Truex
558 Willow Court
Benicia, CA 94510
US

Amy Million

From: Nancy Price <nancyprice39@gmail.com>
Sent: Monday, October 12, 2015 12:05 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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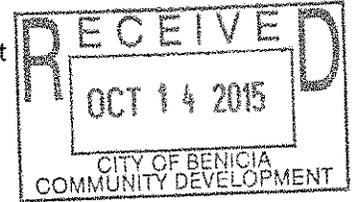
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Nancy Price
1223 Sequoia Place
California, CA 95616
US

Amy Million

From: Jane Koski <Jakoski@yahoo.com>
Sent: Monday, October 12, 2015 12:05 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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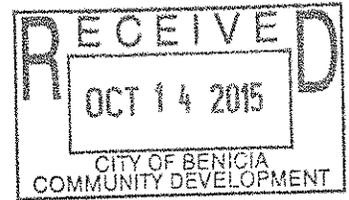
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Sincerely,

Jane Koski
198 Lain Dr.
Vallejo, CA 94591
US

Amy Million

From: Susan Champion <vicarsusan@hotmail.com>
Sent: Monday, October 12, 2015 12:05 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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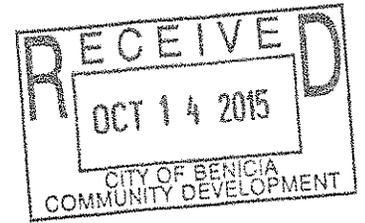
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Sincerely,

Susan Champion
703 Mariposa Ave
CALIFORNIA, CA 94572
US

Amy Million

From: Susan Barnett <zeropoint18@comcast.net>
Sent: Monday, October 12, 2015 12:04 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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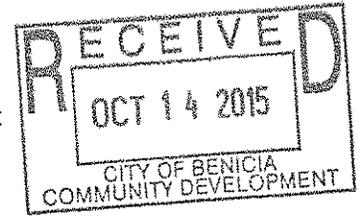
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Sincerely,

Susan Barnett
14316 Pepperwood Drive
Penn Valley, CA 94956
US

Amy Million

From: Jacob Peters <jpeters577@gmail.com>
Sent: Monday, October 12, 2015 12:04 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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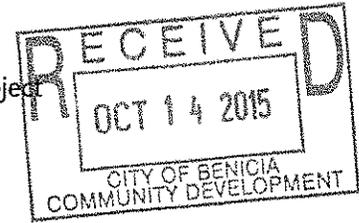
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Sincerely,

Jacob Peters
1834 Sunrise Lane
California, CA 95969
US

Amy Million

From: Sharon Damiata <sharon.damiata@gmail.com>
Sent: Monday, October 12, 2015 12:04 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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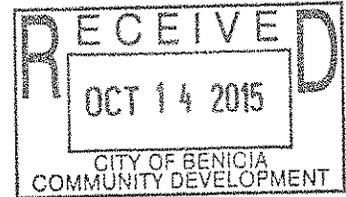
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Sincerely,

Sharon Damiata
515 P St Apt 908
Sacramento, CA 95814
US

Amy Million

From: Thomas R Simpson <calpharmdoc@gmail.com>
Sent: Monday, October 12, 2015 12:04 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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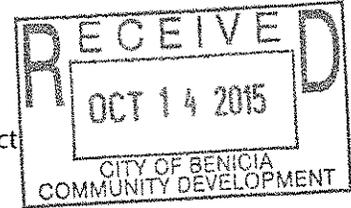
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Sincerely,

Thomas R Simpson
10908 FLAMING STAR LN
California, CA 95209
US

Amy Million

From: Peggy Luna <peggyaluna@yahoo.com>
Sent: Monday, October 12, 2015 12:04 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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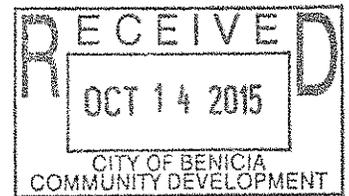
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Sincerely,

Peggy Luna
747 Ruth drive
Pleasant Hill, CA 94523
US

Amy Million

From: Amanda Holland <mandiholl@aol.com>
Sent: Monday, October 12, 2015 12:04 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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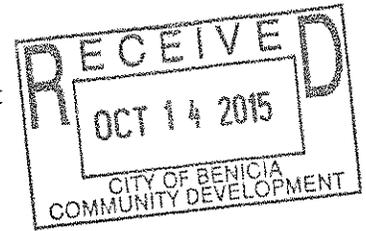
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Amanda Holland
2459 Muller Pl.
CA, CA 95776
US

Amy Million

From: Joyce Massad <edkiss2@gmail.com>
Sent: Monday, October 12, 2015 12:03 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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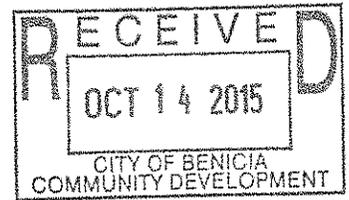
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Sincerely,

Joyce Massad
7316 amherst st
Sacramento, CA 95822
US

Amy Million

From: Daniel & Valerie Lopez <carefuldesign@comcast.net>
Sent: Monday, October 12, 2015 12:03 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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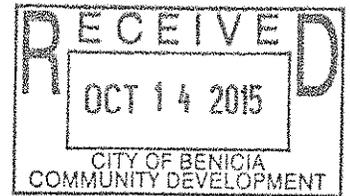
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Sincerely,

Daniel & Valerie Lopez
531 Scudero Circle
Pittsburg, CA 94565
US

Amy Million

From: Jennifer Woo <Jenniferjwoo@gmail.com>
Sent: Monday, October 12, 2015 12:03 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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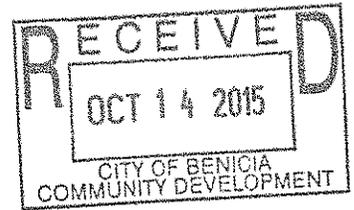
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Sincerely,

Jennifer Woo
116 San Carlos avenue
El Cerrito, CA 94530
US

Amy Million

From: christopher russell <cmirussell@yahoo.com>
Sent: Monday, October 12, 2015 12:03 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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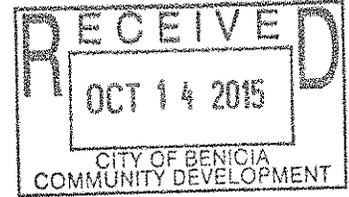
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

christopher russell
3363 los prados st
san mateo, CA 94403
US

Amy Million

From: christopher russell <cmirussell@yahoo.com>
Sent: Monday, October 12, 2015 12:03 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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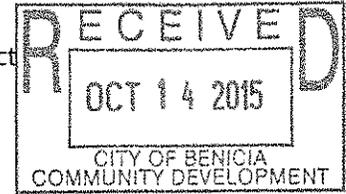
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Sincerely,

christopher russell
3363 los prados st
san mateo, CA 94403
US

Amy Million

From: Cari Chenkin <cariedaway@earthlink.net>
Sent: Monday, October 12, 2015 12:03 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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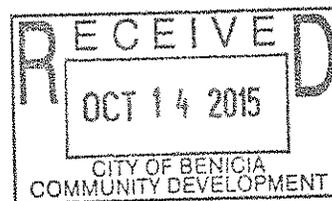
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Sincerely,

Cari Chenkin
7244 Linda Vista Dr.
CA, CA 95610
US

Amy Million

From: James Ashcraft <jammic1949@gmail.com>
Sent: Monday, October 12, 2015 12:03 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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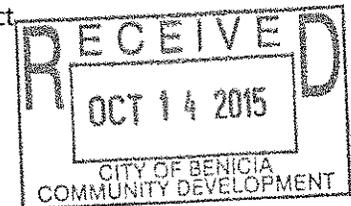
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Sincerely,

James Ashcraft
2104 Juanita Lane
Sacramento, CA 95825
US

Amy Million

From: Michael Storm <michaeljamesstorm@gmail.com>
Sent: Monday, October 12, 2015 12:03 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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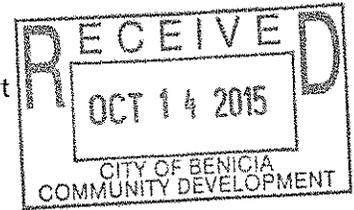
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Sincerely,

Michael Storm
308 W 89th St Apt 5B
New York, NY 10024
US

Amy Million

From: pat laron <patxbar@gmail.com>
Sent: Monday, October 12, 2015 12:03 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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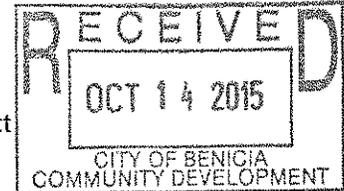
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Sincerely,

pat laron
1110 Robertson Way
CA, CA 95818
US

Amy Million

From: Carol Pachl <carolpachl@comcast.net>
Sent: Monday, October 12, 2015 12:03 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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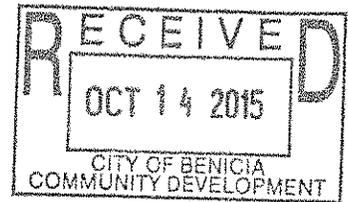
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Sincerely,

Carol Pachl
58 Estates Drive
Orinda, CA 94563
US

Amy Million

From: Walt Brown <waltgoldenbrown@gmail.com>
Sent: Monday, October 12, 2015 12:02 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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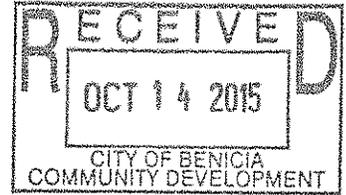
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Walt Brown
Finch Drive
Roseville, CA 95661
US

Amy Million

From: Staci Evans <sabovill@gmail.com>
Sent: Monday, October 12, 2015 12:02 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

The EIR also wrongly assumes the "worst case" scenario is a spill of just eight tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Quebec in July 2013 spilled more than 1.6 million gallons of crude (about 60 tanker cars), and accidents in West Virginia, Alabama and North Dakota have also resulted in 20 or more tanker cars catching fire. Without an accurate worst-case-scenario analysis that reflects existing data on recent spills, this project cannot be approved.

The revised EIR also identifies "significant and unavoidable" climate impacts that conflict with California's existing law to reduce greenhouse gas pollution by 80 percent below 1990 levels and move to an 80 percent reduction of greenhouse gas emissions by 2050. At a time of extreme drought and intense heat waves, we must invest in safe, clean energy rather than dangerous oil infrastructure.

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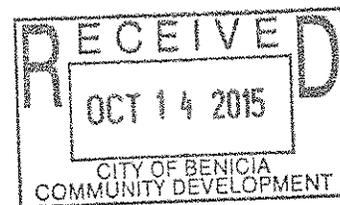
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Staci Evans
3720 Rock Island Dr.
Sacramento, CA 95827
US

Amy Million

From: Frances Darcy <ofdarcy@gmail.com>
Sent: Monday, October 12, 2015 11:26 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

The EIR also wrongly assumes the "worst case" scenario is a spill of just eight tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Quebec in July 2013 spilled more than 1.6 million gallons of crude (about 60 tanker cars), and accidents in West Virginia, Alabama and North Dakota have also resulted in 20 or more tanker cars catching fire. Without an accurate worst-case-scenario analysis that reflects existing data on recent spills, this project cannot be approved.

The revised EIR also identifies "significant and unavoidable" climate impacts that conflict with California's existing law to reduce greenhouse gas pollution by 80 percent below 1990 levels and move to an 80 percent reduction of greenhouse gas emissions by 2050. At a time of extreme drought and intense heat waves, we must invest in safe, clean energy rather than dangerous oil infrastructure.

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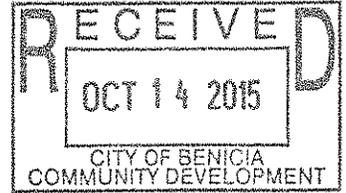
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Frances Darcy
19 Oakfield Park
None, ot 12345
IE

Amy Million

From: eric biemuller <ebiemuller@mail.com>
Sent: Monday, October 12, 2015 10:59 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

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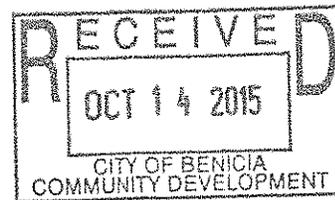
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

eric biemuller
posted 475
crosswicks, NJ 08515
US

Amy Million

From: Patrick M. Donovan <patrickmdonovan@gmail.com>
Sent: Monday, October 12, 2015 10:43 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

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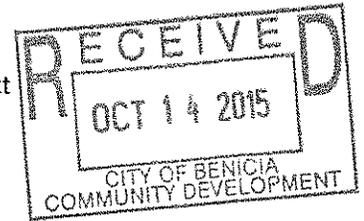
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Patrick M. Donovan
60 Plaza St. East
Brooklyn, NY 11238
US

Amy Million

From: Mary A Leon <leon3@twc.com>
Sent: Monday, October 12, 2015 10:25 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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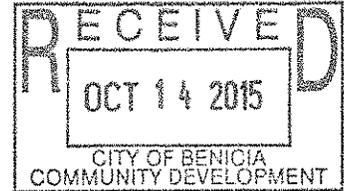
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Mary A Leon
5 Loop Street
San Antonio, TX 78212
US

Amy Million

From: Debbie Williamson <williamsondebbie2@gmail.com>
Sent: Monday, October 12, 2015 10:04 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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The revised EIR also identifies "significant and unavoidable" climate impacts that conflict with California's existing law to reduce greenhouse gas pollution by 80 percent below 1990 levels and move to an 80 percent reduction of greenhouse gas emissions by 2050. At a time of extreme drought and intense heat waves, we must invest in safe, clean energy rather than dangerous oil infrastructure.

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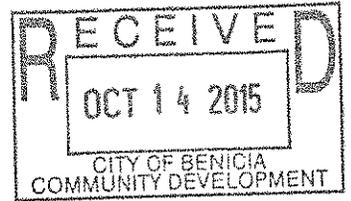
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Debbie Williamson
PO Box 21
Mountain Home, AR 72654
US

Amy Million

From: D.M. Hunter <dmarie1623@outlook.com>
Sent: Monday, October 12, 2015 9:23 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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And finally, an analysis of census data has shown that a vast majority of people who will be harmed by this project live in EPA-designated environmental-justice communities -- primarily low-income and of color. Approving this project will only add to a legacy of environmental injustice.

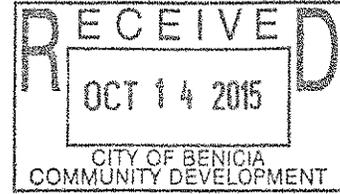
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

D.M. Hunter
8511 Pamunkey Road
Spotsylvania, VA 22551
US

Amy Million

From: Charles M Graham <charlesgraham08@comcast.net>
Sent: Friday, October 09, 2015 5:30 PM
To: Amy Million; Brad Kilger
Subject: Valero Project Support



Dear City Leaders:

As a resident of Benicia I wish to express my continued support for the Valero Crude By Rail Infrastructure Project.

The findings in the RDEIR reaffirm the reasons I am supportive of Valero:

- * Valero makes a significant financial contribution and shows great support for the City of Benicia.
- * The success of Valero is very important to our community and we need to support this project as it is vital to the refinery's ability to remain competitive.
- * This project not only creates good jobs; it makes good business sense for Valero which in turn makes sense for Benicia.
- * The success of the Valero refinery in Benicia has a direct impact on the success of Benicia as a financially stable City.

Valero contributes tremendously to what makes Benicia such a wonderful place to live with its significant charitable contributions – both financially and through volunteer hours – and tax revenue, which funds vital city services.

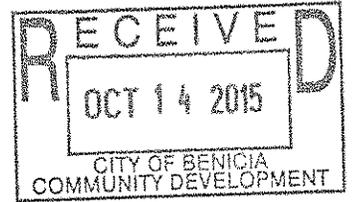
Valero is our partner and we need to support this project!

Regards,

Charles M Graham
678 Addison Ct
Benicia, CA 94510

Amy Million

From: Maureen Oshea <moshea483@yahoo.com>
Sent: Friday, October 09, 2015 3:56 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

I am writing to express deep concern over Valero's proposed oil train offloading facility in Benicia. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate my community.

Bringing oil trains into Benicia will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery. The EIR identifies several significant and unavoidable air impacts from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

According to the EIR, the cumulative risk of spills, explosions, and fires along the UPRR mainline "would be significant for all of the tank car designs," including the not-yet-built DOT-117 cars. Such a disaster could result in significant loss of life, long-term economic loss, and contamination of our precious wetlands and waterways. This level of risk is also unacceptable.

The EIR also assumes the "worst case" scenario is a spill of 8 tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Québec in July 2013 spilled over 1.6 million gallons of crude, or about 60 tanker cars. The EIR must assume a worst case scenario that reflects existing data on recent spills. Without an accurate worst case scenario analysis, this project can not be approved.

The revised EIR identifies "significant and unavoidable" climate impacts that conflict with California's existing climate law mandating the state move to an 80% reduction of greenhouse gas by 2050. At a time when wildfires are raging and the drought is more dire than ever, it is imperative we invest in safe, clean energy rather than extreme oil infrastructure.

In addition, analysis of census data demonstrates that a vast majority of people who will be impacted by this project live in EPA-designated environmental justice communities - primarily low-income and communities of color. Approving this project will only add to a legacy of environmental racism in communities living along the rail routes.

For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

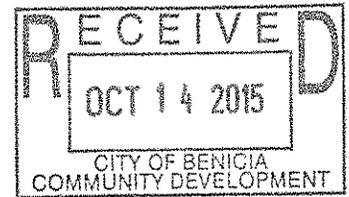
Sincerely,

Maureen Oshea
483 joost ave
san francisco, California 94127

<http://click.actionnetwork.org/mpss/o/2QA/kLwXAA/t.1r4/_ZM42wR9SnmwxssV15qUuA/o.gif>

Amy Million

From: Inez Hileman <imaginez@mac.com>
Sent: Monday, October 12, 2015 12:12 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

The EIR also wrongly assumes the "worst case" scenario is a spill of just eight tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Quebec in July 2013 spilled more than 1.6 million gallons of crude (about 60 tanker cars), and accidents in West Virginia, Alabama and North Dakota have also resulted in 20 or more tanker cars catching fire. Without an accurate worst-case-scenario analysis that reflects existing data on recent spills, this project cannot be approved.

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And finally, an analysis of census data has shown that a vast majority of people who will be harmed by this project live in EPA-designated environmental-justice communities -- primarily low-income and of color. Approving this project will only add to a legacy of environmental injustice.

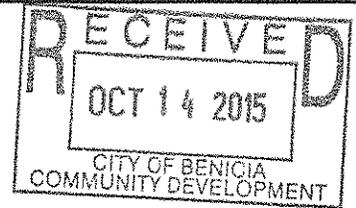
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Inez Hileman
5 Oak Flat Rd
Orinda, CA 94563
US

Amy Million

From: Kevin Toney <bodhran-man@lockstockbarrel.com>
Sent: Monday, October 12, 2015 12:12 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

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And finally, an analysis of census data has shown that a vast majority of people who will be harmed by this project live in EPA-designated environmental-justice communities -- primarily low-income and of color. Approving this project will only add to a legacy of environmental injustice.

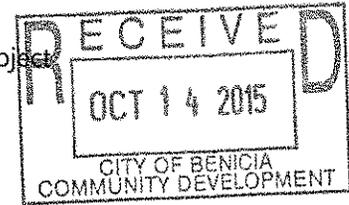
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Kevin Toney
4313 Nelson DR
Richmond, CA 94803
US

Amy Million

From: Laura Lee <AARONSIMON@SBCGLOBAL.NET>
Sent: Monday, October 12, 2015 12:12 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

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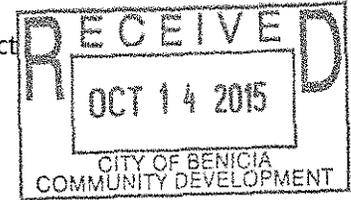
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Laura Lee
465 Gentry Ct
CA, CA 94598
US

Amy Million

From: Karen Borgardt <kborgardt@yahoo.com>
Sent: Monday, October 12, 2015 12:12 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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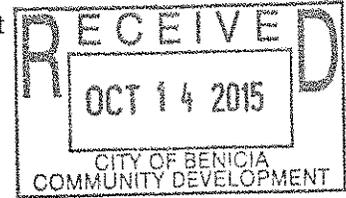
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Karen Borgardt
3771 Coldwater Drive
ROCKLIN, CA 95765
US

Amy Million

From: Marilyn Harrison <marilync.harrison@yahoo.com>
Sent: Monday, October 12, 2015 12:12 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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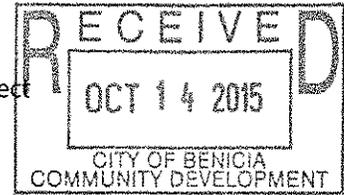
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Marilyn Harrison
151 Chelsea Hills Dr
CA, CA 94510
US

Amy Million

From: Thomas Kendrick <tpkendrick@yahoo.com>
Sent: Monday, October 12, 2015 12:12 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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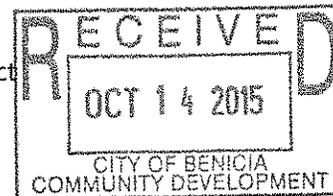
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Thomas Kendrick
PO Box 21238
Richmond, CA 94820
US

Amy Million

From: Darien Huey <darienhuey369@gmail.com>
Sent: Monday, October 12, 2015 12:12 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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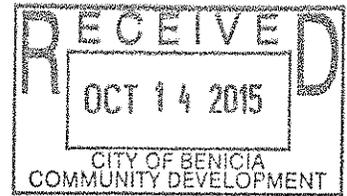
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Darien Huey
14197 Elmira Circle
Magalia, CA 95954
US

Amy Million

From: Philip Shontz <pashontz@gmail.com>
Sent: Monday, October 12, 2015 12:13 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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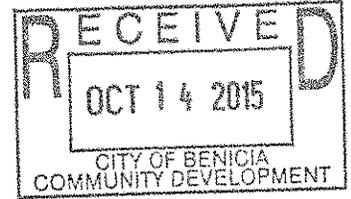
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Philip Shontz
300 Lake Brook Court
CA California, CA 94553
US

Amy Million

From: Kagthy Silvey <kjsilvey@gmail.com>
Sent: Monday, October 12, 2015 12:14 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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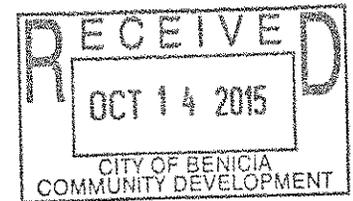
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Kagthy Silvey
1567 Ashwood Dr
CA, CA 94553
US

Amy Million

From: Anne Smith <bsmithfmly@aol.com>
Sent: Monday, October 12, 2015 12:15 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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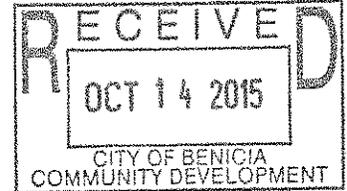
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Anne Smith
1755 Kolob Dr
CA, CA 94534
US

Amy Million

From: Max Hunter <max@drawer.com>
Sent: Monday, October 12, 2015 12:15 PM
To: Amy Million
Subject: I you care about the future of Benicia, Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

As a local business owner, I have to let you know that last year I decided NOT to move my business to Benicia, because I was afraid that this would happen. I had considered moving my business from Vallejo to Benicia, but after hearing that this train was coming, I decided to keep my multi million dollar manufacturing business on Mare Island, even though it is not ideal for us.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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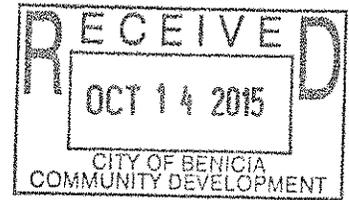
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Max Hunter
po box 1592
Vallejo, CA 94590

Amy Million

From: julie stinchcomb <juliestinchcomb@yahoo.com>
Sent: Monday, October 12, 2015 12:15 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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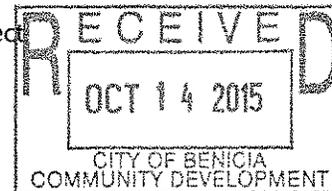
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Sincerely,

julie stinchcomb
2025 starboard way
roseville, CA 95678
US

Amy Million

From: J Lasahn <jacqueline@sacred-ceremony.com>
Sent: Monday, October 12, 2015 12:15 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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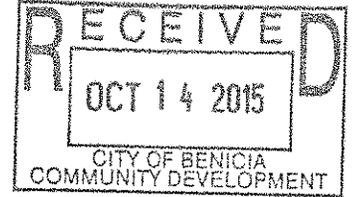
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

J Lasahn
808 Balra Drive
El Cerrito, CA 94530
US

Amy Million

From: Monique Mierlot <iloveangus@hotmail.com>
Sent: Monday, October 12, 2015 12:16 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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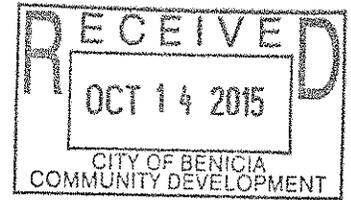
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Sincerely,

Monique Mierlot
2078 Lee Rd
Quincy, CA 95971
US

Amy Million

From: Ron Maertz <ronmaertz@surewest.net>
Sent: Monday, October 12, 2015 12:17 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

The EIR also wrongly assumes the "worst case" scenario is a spill of just eight tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Quebec in July 2013 spilled more than 1.6 million gallons of crude (about 60 tanker cars), and accidents in West Virginia, Alabama and North Dakota have also resulted in 20 or more tanker cars catching fire. Without an accurate worst-case-scenario analysis that reflects existing data on recent spills, this project cannot be approved.

The revised EIR also identifies "significant and unavoidable" climate impacts that conflict with California's existing law to reduce greenhouse gas pollution by 80 percent below 1990 levels and move to an 80 percent reduction of greenhouse gas emissions by 2050. At a time of extreme drought and intense heat waves, we must invest in safe, clean energy rather than dangerous oil infrastructure.

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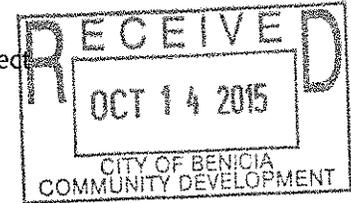
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Ron Maertz
67 Primrose Way
California, CA 95819
US

Amy Million

From: Bev Lips <Buzbev@gmail.com>
Sent: Monday, October 12, 2015 12:17 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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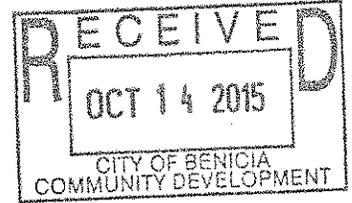
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Sincerely,

Bev Lips
41 sutter st
CA, CA 94111
US

Amy Million

From: Tamara Cain <fourdogs1950@hotmail.com>
Sent: Monday, October 12, 2015 12:17 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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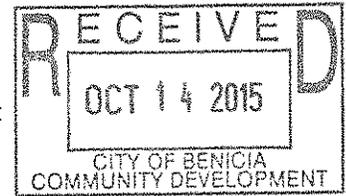
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Sincerely,

Tamara Cain
9416 Bravo Way
Sacramento, CA 95826
US

Amy Million

From: Glenn Mounkes <glenmonk@yahoo.com>
Sent: Monday, October 12, 2015 12:17 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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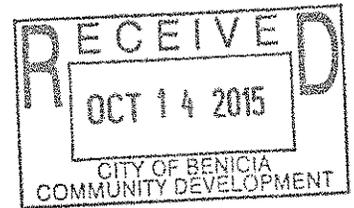
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Sincerely,

Glenn Mounkes
1625 Pacific Drive
Davis, CA 95616
US

Amy Million

From: Elizabeth Devereaux <edevero@devglas.com>
Sent: Monday, October 12, 2015 12:17 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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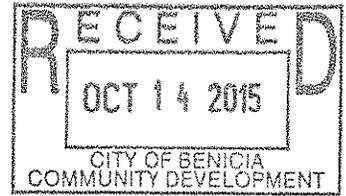
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Sincerely,

Elizabeth Devereaux
2468 Ivy St.
Chico, CA 95928
US

Amy Million

From: Rita Hays <rshays@pacbell.net>
Sent: Monday, October 12, 2015 12:17 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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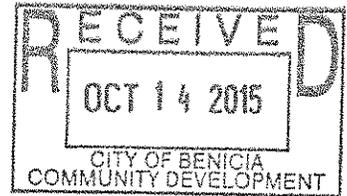
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Rita Hays
175 Caprice Circle
Hercules, CA 94547
US

Amy Million

From: John Hailey <johnhailey@comcast.net>
Sent: Monday, October 12, 2015 12:17 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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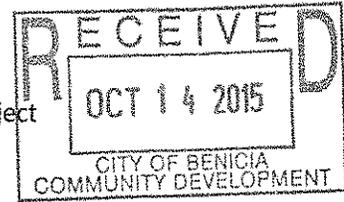
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Sincerely,

John Hailey
52 TORINO CT
DANVILLE, CA 94526
US

Amy Million

From: Sara Wolfgang <laboheme1313@gmail.com>
Sent: Monday, October 12, 2015 12:17 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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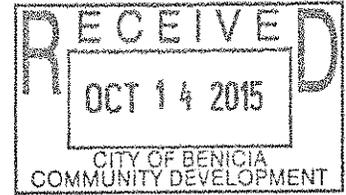
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Sincerely,

Sara Wolfgang
2080 West La Loma Dr
Rancho Cordova, CA 95670
US

Amy Million

From: Jana Perinchief <janasg@gmail.com>
Sent: Monday, October 12, 2015 12:17 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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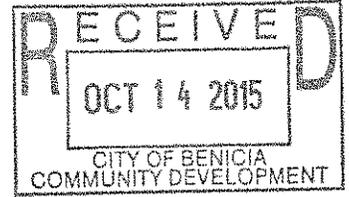
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Sincerely,

Jana Perinchief
3330 Arbor Way
CA, CA 95821
US

Amy Million

From: Brian Gray <bgraystar@sbcglobal.net>
Sent: Monday, October 12, 2015 12:17 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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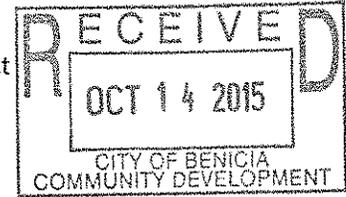
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Sincerely,

Brian Gray
7776 Palmyra Drive
CA, CA 95628
US

Amy Million

From: Sue Becker <sueb1997@yahoo.com>
Sent: Monday, October 12, 2015 12:36 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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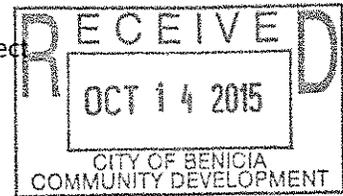
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Sincerely,

Sue Becker
Box 83
Cedarville, CA 96104
US

Amy Million

From: pam wheat <pamelalynn@yahoo.com>
Sent: Monday, October 12, 2015 12:35 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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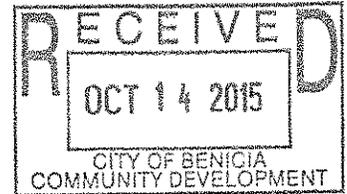
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

pam wheat
west 4th ave
California, CA 95926
US

Amy Million

From: Sheila Dillon <policaudillon@hotmail.com>
Sent: Monday, October 12, 2015 12:35 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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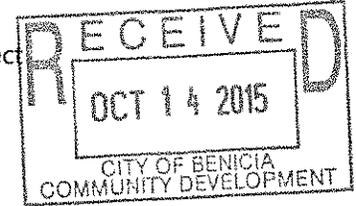
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Sincerely,

Sheila Dillon
1701 5th St SW
Willmar, MI 56201
US

Amy Million

From: James Dawson <james-dawson@sbcglobal.net>
Sent: Monday, October 12, 2015 12:34 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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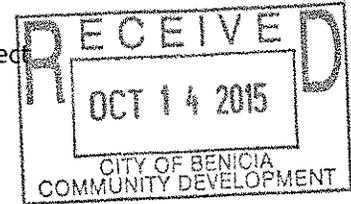
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

James Dawson
1055 trinita terrace
Davis, CA 95618
US

Amy Million

From: Colin Stewart <Stewart_eh@hotmail.com>
Sent: Monday, October 12, 2015 12:33 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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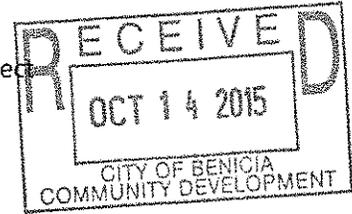
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Colin Stewart
207 Gaudenzio St
Mt Shasta, CA 96067
US

Amy Million

From: Sharon Latta <sharonlatta@wavecable.com>
Sent: Monday, October 12, 2015 12:33 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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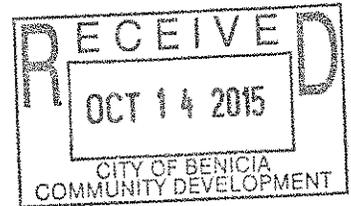
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Sincerely,

Sharon Latta
2188 Lamplight Lane
Lincoln, CA 95648
US

Amy Million

From: Virrina Rackley <mobilenotary26@yahoo.com>
Sent: Monday, October 12, 2015 12:33 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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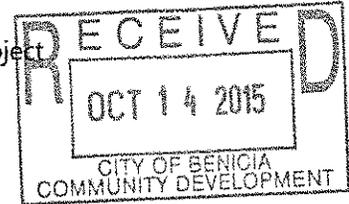
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Virrina Rackley
4248 Buckskin Drive
CA, CA 94531
US

Amy Million

From: Christopher gauci <fishfiend68@gmail.com>
Sent: Monday, October 12, 2015 12:33 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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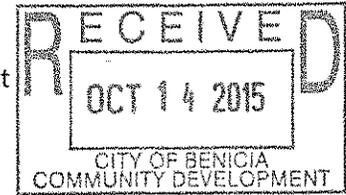
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Sincerely,

Christopher gauci
3850 San Juan dr
CA, CA 94565
US

Amy Million

From: Angela Glasgow <glasgow@waggingdog.com>
Sent: Monday, October 12, 2015 12:32 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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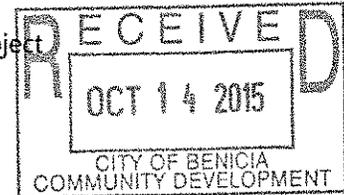
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Sincerely,

Angela Glasgow
1520 E. Covell SteB-5 PMB204
California, CA 95616
US

Amy Million

From: Scott Bartlett <scott_bartlett@comcast.net>
Sent: Monday, October 12, 2015 12:32 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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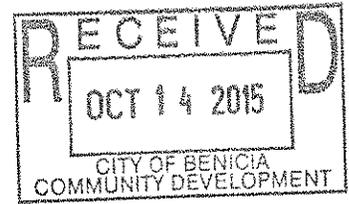
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Sincerely,

Scott Bartlett
155 Kit Carson Way
Vallejo, CA 94589
US

Amy Million

From: Ag Waring <agwaring@yahoo.com>
Sent: Monday, October 12, 2015 12:31 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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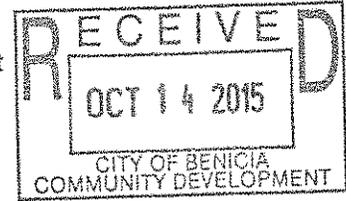
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Sincerely,

Ag Waring
193 E. Division
Weed, CA 96094
US

Amy Million

From: Ronald Dalton <flapsdown31@yahoo.com>
Sent: Monday, October 12, 2015 12:31 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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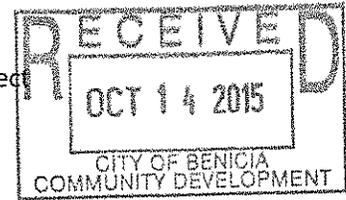
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia. If you approve, you have everything to lose and nothing to gain except making your city an unhealthy and dangerous environment to live in.

Sincerely,

Ronald Dalton
24194 N Elliott Rd
Acampo, CA 95220
US

Amy Million

From: Corinne Van Houten <corinnevha@hotmail.com>
Sent: Monday, October 12, 2015 12:31 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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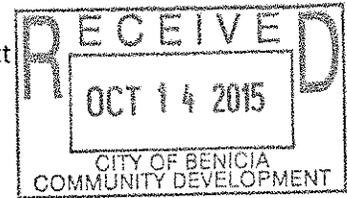
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Sincerely,

Corinne Van Houten
5560 Jonesboro Way
California, CA 95835
US

Amy Million

From: Orasio Gutierrez <Orasiogtz@gmail.com>
Sent: Monday, October 12, 2015 12:31 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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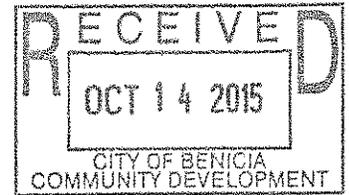
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Orasio Gutierrez
1021 53rd street
Sacramento, CA 95819
US

Amy Million

From: Mary Saint-Marie <marysaintmarie@finestplanet.com>
Sent: Monday, October 12, 2015 12:31 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

It seems like insane behavior to even consider putting that many people and the environment in danger. We need to be saying YES to the new energies that are coming forth. We need to divest in oil and reinvest in the new renewable and non contaminating energies.

There is a new culture emerging.

Please be a part of it.
Please be leaders of this emergence.

Protect the people.
Protect nature and animals and plants and water.

It is time to change our conversations of the direction we are going.
It is time to change our actions of the direction we are going.
It is time to change our VALUES of the direction we are going.

Now is the Time...

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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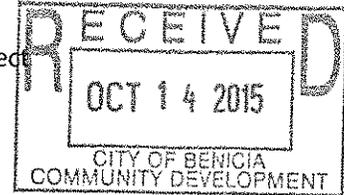
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Mary Saint-Marie
PO Box 704
Mount Shasta, CA 96067
US

Amy Million

From: Alex Gutt <agutt@sluicenetworks.com>
Sent: Monday, October 12, 2015 12:31 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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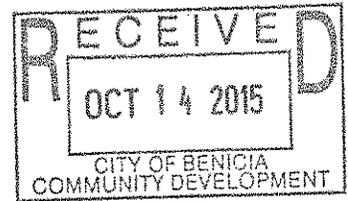
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Alex Gutt
p.o. box 153
Tahoe City, CA 96145
US

Amy Million

From: Carl Lastrella <CoachCLbmw@sbcglobal.net>
Sent: Monday, October 12, 2015 12:30 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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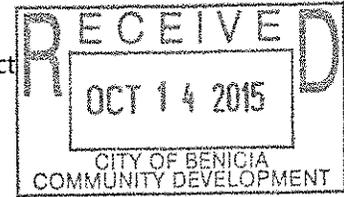
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Carl Lastrella
1835 Landmark Drive
Vallejo, CA 94591
US

Amy Million

From: Carlyne Challice <cchallice123@yahoo.com>
Sent: Monday, October 12, 2015 12:29 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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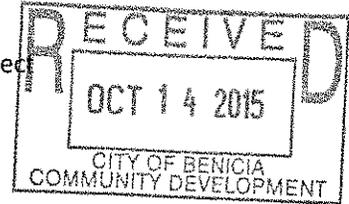
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Carolyne Challice
178 Carriage Ln
Pacheco, CA 94553
US

Amy Million

From: RONALD OTRIN <ronotrin@yahoo.com>
Sent: Monday, October 12, 2015 12:29 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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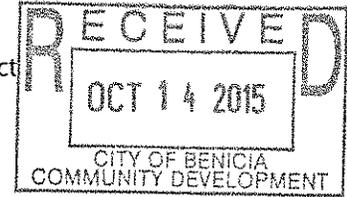
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

RONALD OTRIN
2601 N. OLD STAGE 30
MT SHASTA, CA 96067
United States

Amy Million

From: Anthony Jammal <rcquetbl1@hotmail.com>
Sent: Monday, October 12, 2015 12:27 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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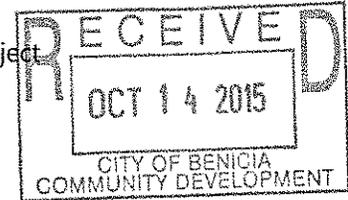
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Anthony Jammal
3965 Little Creek Ct.
Roseville, CA 95661
US

Amy Million

From: Christine Fenlon <fenlonc@sbcglobal.net>
Sent: Monday, October 12, 2015 12:27 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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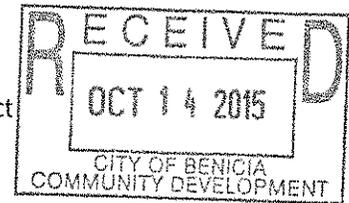
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Sincerely,

Christine Fenlon
728 Hartnell Place
Sacramento, CA 95825
US

Amy Million

From: Cherie L Tchick <nyk20@sbcglobal.net>
Sent: Monday, October 12, 2015 12:27 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train. My daughter owns a home in Benicia

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

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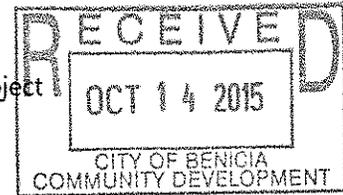
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Cherie L Tchick
1270 Shell Ave
Pacific Grove, CA 93950
US

Amy Million

From: Kim Davis <kimberlypoppe11@gmail.com>
Sent: Monday, October 12, 2015 12:26 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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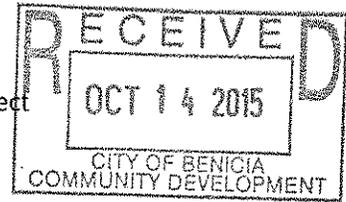
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Kim Davis
PO Box 622
CA, CA 95694
US

Amy Million

From: charlotte allen <callen29@aol.com>
Sent: Monday, October 12, 2015 12:26 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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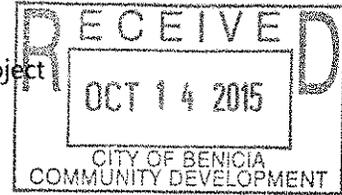
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Sincerely,

charlotte allen
15396 n hwy 88
lodi, CA 95240
US

Amy Million

From: Kimmie Gould <Bkimmieg@gmail.com>
Sent: Monday, October 12, 2015 12:26 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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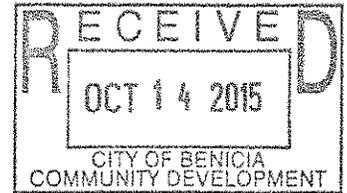
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Kimmie Gould
Vehicle dr.
Rancho cordova, CA 95670
US

Amy Million

From: Linda Bell <uniquebelltique@aol.com>
Sent: Monday, October 12, 2015 12:24 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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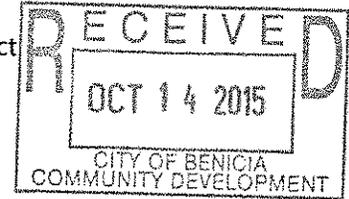
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Linda Bell
445 Redwood St # 313
Vallejo, CA 94590
US

Amy Million

From: Elizabeth Ramsey <katyblue@cal.net>
Sent: Monday, October 12, 2015 12:24 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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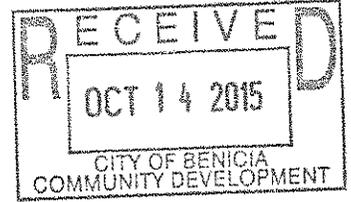
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Elizabeth Ramsey
1626 Colusa Ave.
Davis, CA 95616
US

Amy Million

From: James Connolly <jconnolly@csuchico.edu>
Sent: Monday, October 12, 2015 12:23 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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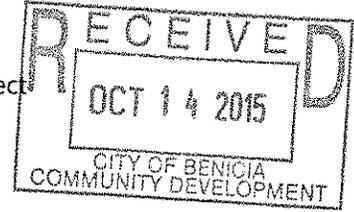
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

James Connolly
1286 Glenn Haven Dr
Chico, CA 95926
US

Amy Million

From: Valerie Romero <valeriesioux@mindspring.com>
Sent: Monday, October 12, 2015 12:23 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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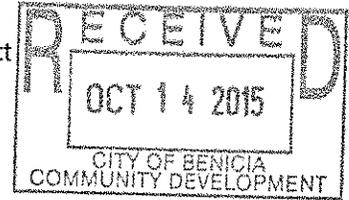
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Valerie Romero
1962 E. Main St.
Quincy,, CA 95971
US

Amy Million

From: Eric Swanson <swannest@hotmail.com>
Sent: Monday, October 12, 2015 12:23 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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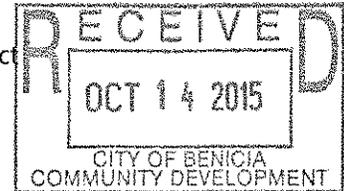
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Eric Swanson
126 John Henry Circle
Folsom, CA 95630
US

Amy Million

From: Madeline Salocks <madelinesalocks@yahoo.com>
Sent: Monday, October 12, 2015 12:23 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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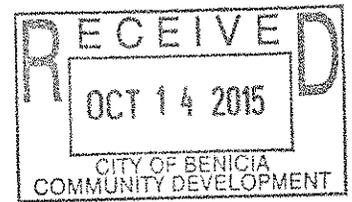
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Madeline Salocks
1204 Vacation Drive
LAFAYETTE, CA 94549
US

Amy Million

From: Carolee Tamori <caroleetamori@yahoo.com>
Sent: Monday, October 12, 2015 12:22 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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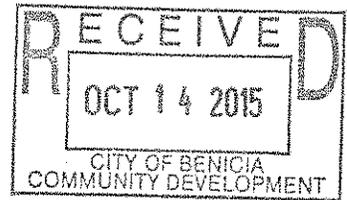
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Sincerely,

Carolee Tamori
111 Putnam Dr.
OROVILLE, CA 95966
US

Amy Million

From: Christine Anderson <chris@lafmore.com>
Sent: Monday, October 12, 2015 12:22 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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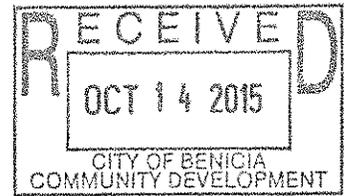
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Sincerely,

Christine Anderson
1507 Purson Lane
CA, CA 94549
US

Amy Million

From: Nancy Cornelius <ncornel@surewest.net>
Sent: Monday, October 12, 2015 12:22 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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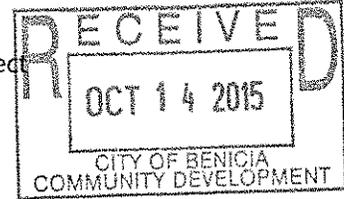
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Sincerely,

Nancy Cornelius
P.O. Box 163825
California, CA 95816
US

Amy Million

From: Jeremy Taylor <dreamrev@comcast.net>
Sent: Monday, October 12, 2015 12:22 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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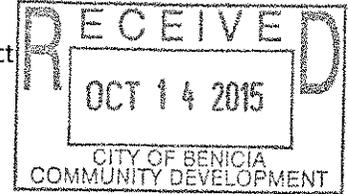
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Sincerely,

Jeremy Taylor
736 San Pedro Street
Fairfield, CA 94533
US

Amy Million

From: Stephen Muser <themusers@sbcglobal.net>
Sent: Monday, October 12, 2015 12:21 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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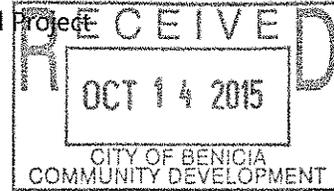
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Stephen Muser
2901 Pennyroyal Dr.
Chico, CA 95928
US

Amy Million

From: Robert Whitehead <robertwhitehead0327@gmail.com>
Sent: Monday, October 12, 2015 12:21 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

The EIR also wrongly assumes the "worst case" scenario is a spill of just eight tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Quebec in July 2013 spilled more than 1.6 million gallons of crude (about 60 tanker cars), and accidents in West Virginia, Alabama and North Dakota have also resulted in 20 or more tanker cars catching fire. Without an accurate worst-case-scenario analysis that reflects existing data on recent spills, this project cannot be approved.

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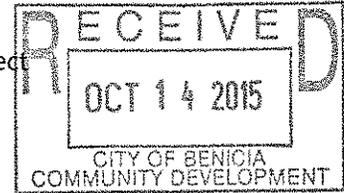
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Robert Whitehead
7400 Henrietta Drive
Sacramento, CA 95822
US

Amy Million

From: Gerald Dubesa <jerry49er@sbcglobal.net>
Sent: Monday, October 12, 2015 12:21 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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The revised EIR also identifies "significant and unavoidable" climate impacts that conflict with California's existing law to reduce greenhouse gas pollution by 80 percent below 1990 levels and move to an 80 percent reduction of greenhouse gas emissions by 2050. At a time of extreme drought and intense heat waves, we must invest in safe, clean energy rather than dangerous oil infrastructure.

And finally, an analysis of census data has shown that a vast majority of people who will be harmed by this project live in EPA-designated environmental-justice communities -- primarily low-income and of color. Approving this project will only add to a legacy of environmental injustice.

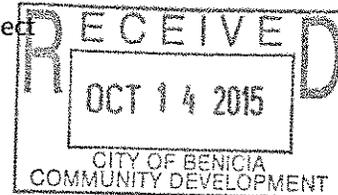
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Gerald Dubesa
6040 Rose Garden Ln
CA, CA 95747
US

Amy Million

From: Ronald Parsons, Sr <rparsons01@comcast.net>
Sent: Monday, October 12, 2015 12:21 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm not only my community but yours too. Valero has already been discovered parking, of multi-car oil trains, at McClellan Park and transferring the oil to trucks to avoid detection and opposition to their operations.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways. We in Sacramento have experienced the effects of railroad hazardous cargos, i.e., military bombs explosions.

The EIR also wrongly assumes the "worst case" scenario is a spill of just eight tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Quebec in July 2013 spilled more than 1.6 million gallons of crude (about 60 tanker cars), and accidents in West Virginia, Alabama and North Dakota have also resulted in 20 or more tanker cars catching fire. Without an accurate, realistic worst-case-scenario analysis that reflects existing data on recent spills, this project should not and cannot be approved.

The revised EIR also identifies "significant and unavoidable" climate impacts that conflict with California's existing law to reduce greenhouse gas pollution by 80 percent below 1990 levels and move to an 80 percent reduction of greenhouse gas emissions by 2050. At a time of extreme drought and intense heat waves, we must invest in safe, clean energy rather than dangerous oil infrastructure.

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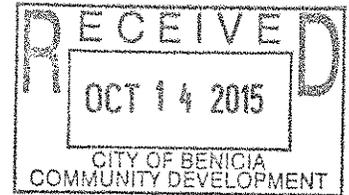
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Ronald Parsons, Sr
5909 Parkoaks Drive
Citrus Heights, CA 95621
US

Amy Million

From: Darren Woolsey <DarrenAIW3@sky.com>
Sent: Monday, October 12, 2015 12:20 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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The revised EIR also identifies "significant and unavoidable" climate impacts that conflict with California's existing law to reduce greenhouse gas pollution by 80 percent below 1990 levels and move to an 80 percent reduction of greenhouse gas emissions by 2050. At a time of extreme drought and intense heat waves, we must invest in safe, clean energy rather than dangerous oil infrastructure.

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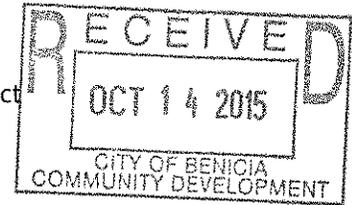
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Darren Woolsey
3, Kings Drive
Bradford, ot BD2 1PX
GB

Amy Million

From: Linda Jameson <shastaearthtec@gmail.com>
Sent: Monday, October 12, 2015 12:20 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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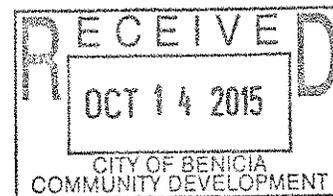
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Linda Jameson
P.O. Box 855
Mount Shasta, CA 96067
US

Amy Million

From: Johanna Simmons <js@zcproperties.com>
Sent: Monday, October 12, 2015 12:20 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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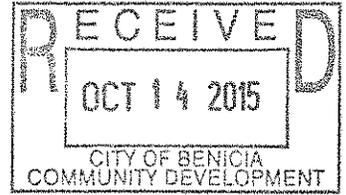
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Johanna Simmons
1122 Santa Margherita Way
California, CA 94513
US

Amy Million

From: Hilary Grenier <hbgrenier@yahoo.com>
Sent: Monday, October 12, 2015 12:20 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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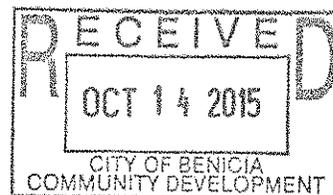
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Hilary Grenier
480 Aeolia Dr
California, CA 95604
US

Amy Million

From: Gordon Hopkins <fghopkins@aol.com>
Sent: Monday, October 12, 2015 12:20 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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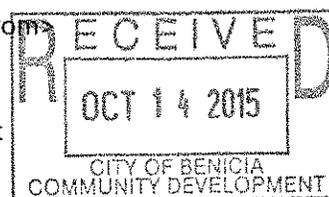
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Gordon Hopkins
P. O. Box 352
Concord, CA 94522
US

Amy Million

From: Rick and Sharon Norlund <norlundfamilyent@hotmail.com>
Sent: Monday, October 12, 2015 12:19 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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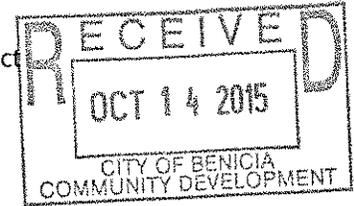
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Rick and Sharon Norlund
PO Box 162
Durham, CA 95938
US

Amy Million

From: Terry Barber <terry@parallax.org>
Sent: Monday, October 12, 2015 12:19 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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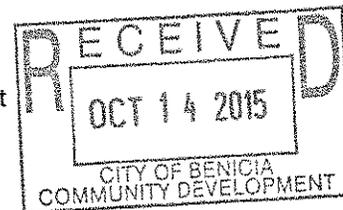
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Terry Barber
651 Moraga Road #32
Moraga, CA 94556
US

Amy Million

From: kerry Mccarthy <vkdvth9@gmail.com>
Sent: Monday, October 12, 2015 12:37 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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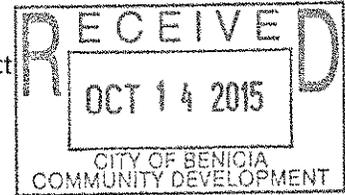
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

kerry Mccarthy
1059 East Avenue
California, CA 95926
US

Amy Million

From: ohmar sowle <ohmsowle@comcast.net>
Sent: Monday, October 12, 2015 12:38 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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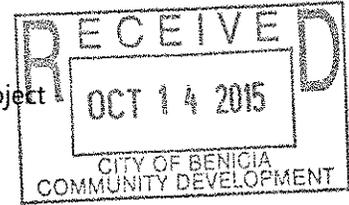
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

ohmar sowle
LBNL
CA, CA 94720
US

Amy Million

From: Andy Miller <a.m.laselva@gmail.com>
Sent: Monday, October 12, 2015 12:39 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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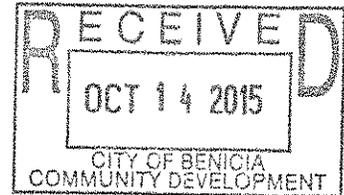
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Andy Miller
1327 Gayle Ct.
El Cerrito, CA 94530
US

Amy Million

From: Natasha Exner <Tashie4you@yahoo.com>
Sent: Monday, October 12, 2015 12:40 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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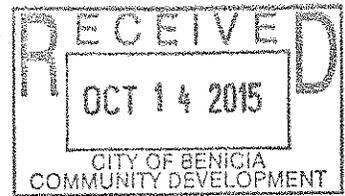
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Natasha Exner
1096'W. Leland Rd
Bay point, CA 94565
US

Amy Million

From: Maris Bennett <stuckinthe60a@sbcglobal.net>
Sent: Monday, October 12, 2015 12:40 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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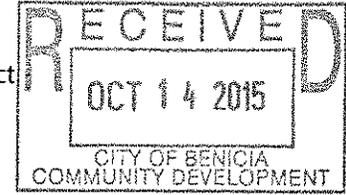
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Maris Bennett
3401 Dimaggio Way
Antioch, CA 94509
US

Amy Million

From: Barbara Frazer <barbarafraser@sbcglobal.net>
Sent: Monday, October 12, 2015 12:41 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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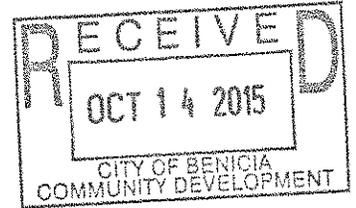
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Barbara Frazer
668 39th Street
Sacramento, CA 95816
US

Amy Million

From: Howard J Whitaker <hjameswhitaker@att.net>
Sent: Monday, October 12, 2015 12:42 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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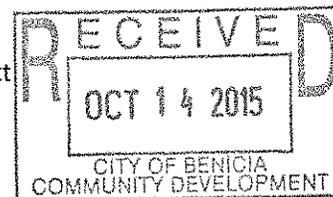
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Howard J Whitaker
2041 Campton Circle
Gold River, CA 95670
US

Amy Million

From: Frank Seewester <seewester@sbcglobal.net>
Sent: Monday, October 12, 2015 12:42 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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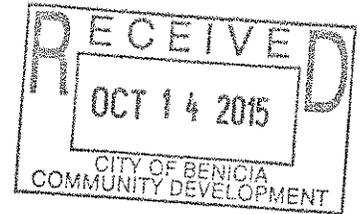
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Sincerely,

Frank Seewester
1929 New Jersey St.
Fairfield, CA 94533
US

Amy Million

From: CT Bross <ctbis@sbcglobal.net>
Sent: Monday, October 12, 2015 12:42 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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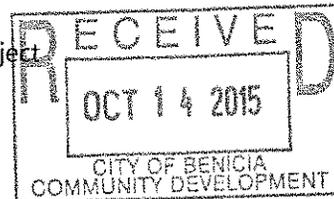
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Sincerely,

CT Bross
Adak Ct
Walnut Creek, CA 94597
US

Amy Million

From: Michael Butler <michael.butler@sbcglobal.net>
Sent: Monday, October 12, 2015 12:59 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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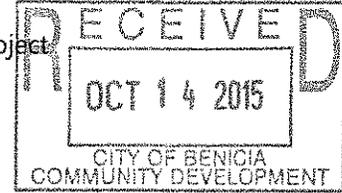
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Sincerely,

Michael Butler
5230 Keller Ridge Dr
Clayton, CA 94517
US

Amy Million

From: Kelly Tuttle <martialartschick@ymail.com>
Sent: Monday, October 12, 2015 12:58 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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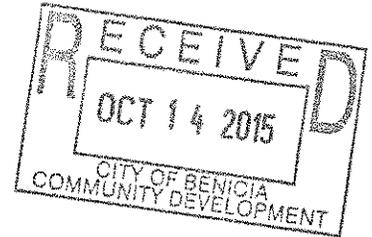
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Kelly Tuttle
14841 Guadalupe Drive
Rancho Murieta, CA 95683
US

Amy Million

From: Andrea Schauer <lalischauer@gmail.com>
Sent: Monday, October 12, 2015 12:58 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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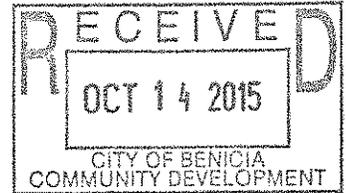
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Sincerely,

Andrea Schauer
749 San Mateo Ct
Concord, CA 94518
US

Amy Million

From: pat gilbert <gilbertp@water.ca.gov>
Sent: Monday, October 12, 2015 12:57 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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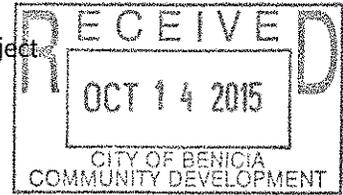
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

pat gilbert
4142 Scranton
carmichael, CA 95608
US

Amy Million

From: Joy Wagner <joymwagner@juno.com>
Sent: Monday, October 12, 2015 12:57 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

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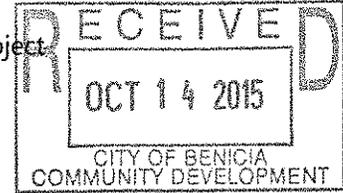
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Joy Wagner
1500 Purson Lane
Lafayette, CA 94549
US

Amy Million

From: Jan Summers <summersj10@yahoo.com>
Sent: Monday, October 12, 2015 12:56 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I have serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create UNACCEPTABLE INCREASES in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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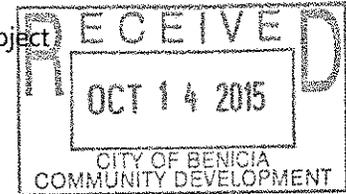
For these reasons, I urge you, the planning commission and city council to DENY CERTIFICATION for this EIR and REJECT Valero's proposed oil train terminal in Benicia.

Sincerely,

Jan Summers
2311 River Plaza Dr #15
CA, CA 95833
US

Amy Million

From: Jo Sanders <joey0440@gmail.com>
Sent: Monday, October 12, 2015 12:56 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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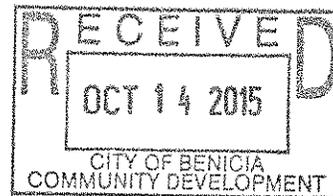
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jo Sanders
3504 Willard Way
Rocklin, CA 95677
US

Amy Million

From: Stephanie Fletter <stepbabs@aol.com>
Sent: Monday, October 12, 2015 12:56 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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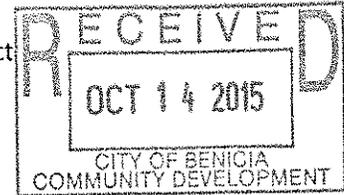
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Stephanie Fletter
536 Cedar Street
Vallejo, CA 94591
US

Amy Million

From: Signe Wetteland <Snwetteland@gmail.com>
Sent: Monday, October 12, 2015 12:55 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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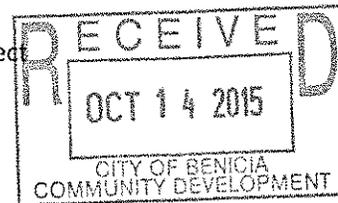
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Signe Wetteland
1925 Donner Ave Apt 3
Davis, CA 95618
US

Amy Million

From: Judith Dalton <thedaltons@sbcglobal.net>
Sent: Monday, October 12, 2015 12:55 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I have VERY serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

For one, bringing oil trains into Benicia is expected to create unacceptable increases in toxic air pollution to towns along the rail route and near the refinery. Specifically the EIR identifies increases in nitric oxide, nitrogen dioxide, sulfur dioxide, benzene and fine particulate matter (PM 2.5). Oil trains of this size typically have three diesel engines emitting the equivalent pollution of 1,500 cars each, or 4,500 per train.

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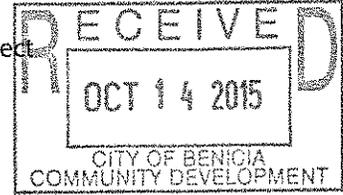
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Judith Dalton
1003 Santa Monica Ct
California, CA 94523
US

Amy Million

From: Rebecca Boyer <jazzerbecky@earthlink.net>
Sent: Monday, October 12, 2015 12:54 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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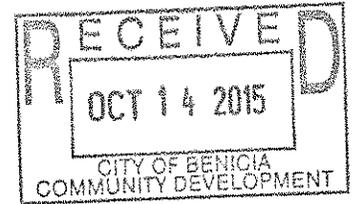
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Rebecca Boyer
5013 Mozart Drive
CA, CA 94803
US

Amy Million

From: Charley Cross <charley@charleycross.com>
Sent: Monday, October 12, 2015 12:54 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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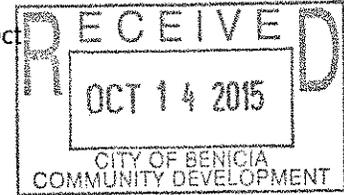
For all these reasons, I urge you, the planning commission and city council, to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Charley Cross
302 Rivertree Way
Sacramento, CA 95831
US

Amy Million

From: BARBARA MENDENHALL <barbara.mendenhall@comcast.net>
Sent: Monday, October 12, 2015 12:53 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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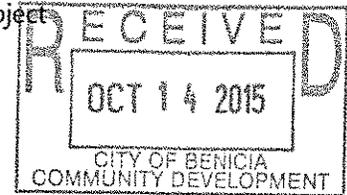
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

BARBARA MENDENHALL
1856 Castro Way
Sacramento, CA 95818
US

Amy Million

From: Anita Pereira <APereiraod@hotmail.com>
Sent: Monday, October 12, 2015 12:52 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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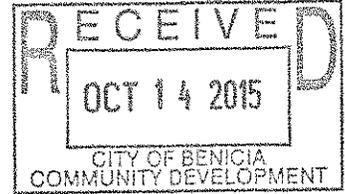
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Sincerely,

Anita Pereira
5800 Burlingame Ave
Richmond, CA 94127
US

Amy Million

From: Carol Dalton <carolann84@comcast.net>
Sent: Monday, October 12, 2015 12:50 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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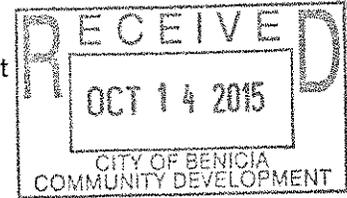
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Sincerely,

Carol Dalton
114 El Dorado Way
Vacaville, CA 95687
US

Amy Million

From: Megan Elsea <Meganelsea@gmail.com>
Sent: Monday, October 12, 2015 12:49 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with serious concern about Valero's proposed oil train offloading facility in Benicia. According to the environmental impact report (EIR), this project would create several "significant and unavoidable impacts" that could harm my community.

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According to the EIR, the cumulative risk of spills, explosions and fires along the Union Pacific mainline "would be significant for all of the tank car designs." This includes the not-yet-built DOT-117 cars, which require a puncture resistance of only 18 mph even while current speed limits are set to 50 mph in most areas. Just one accident could result in significant loss of life, long-term economic damage and contamination of our precious wetlands and waterways.

The EIR also wrongly assumes the "worst case" scenario is a spill of just eight tanker cars, or about 240,000 gallons. The train that incinerated Lac-Mégantic, Quebec in July 2013 spilled more than 1.6 million gallons of crude (about 60 tanker cars), and accidents in West Virginia, Alabama and North Dakota have also resulted in 20 or more tanker cars catching fire. Without an accurate worst-case-scenario analysis that reflects existing data on recent spills, this project cannot be approved.

The revised EIR also identifies "significant and unavoidable" climate impacts that conflict with California's existing law to reduce greenhouse gas pollution by 80 percent below 1990 levels and move to an 80 percent reduction of greenhouse gas emissions by 2050. At a time of extreme drought and intense heat waves, we must invest in safe, clean energy rather than dangerous oil infrastructure.

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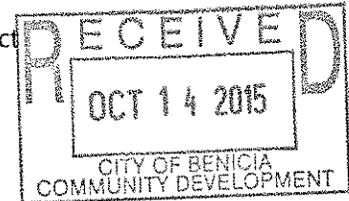
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Megan Elsea
436 T
Sacramento, CA 95811
US

Amy Million

From: Kyra Legaroff <kyra.legaroff@gmail.com>
Sent: Monday, October 12, 2015 12:47 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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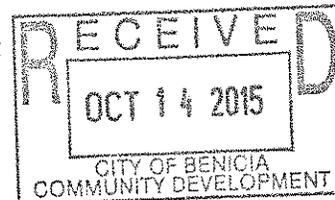
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Sincerely,

Kyra Legaroff
5113 Panama Avenue
Richmond, CA 94804
US

Amy Million

From: Eleanor Wesley <elanaw@post.tau.ac.il>
Sent: Monday, October 12, 2015 12:47 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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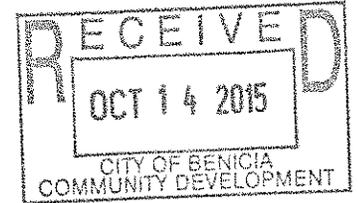
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Sincerely,

Eleanor Wesley
8311 Rivergreen Drive
Elverta, CA 95626
US

Amy Million

From: Louise McGuire <lamcg@att.net>
Sent: Monday, October 12, 2015 12:47 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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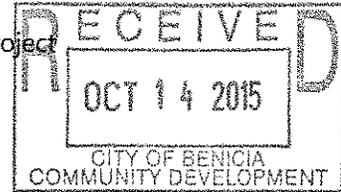
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Sincerely,

Louise McGuire
3706 Los Flores Ave
Concord, CA 94519
US

Amy Million

From: Marinell Daniel <marinellandaniel@gmail.com>
Sent: Monday, October 12, 2015 12:47 PM
To: Amy Million
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Marinell Daniel
4070 La Colina Rd.
El Sobrante, CA 94803
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