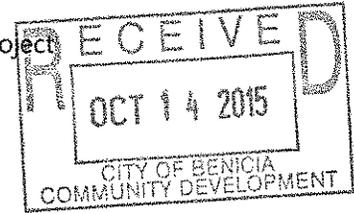


## Amy Million

---

**From:** Kevin Patterson <Kdpatt21@yahoo.com>  
**Sent:** Monday, October 12, 2015 12:46 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.

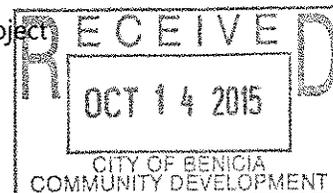
Sincerely,

Kevin Patterson  
1550 Sunny Ct  
Walnut Creek, CA 94595  
US

## Amy Million

---

**From:** Carman Broderick <carmanbroderick@gmail.com>  
**Sent:** Monday, October 12, 2015 12:46 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.

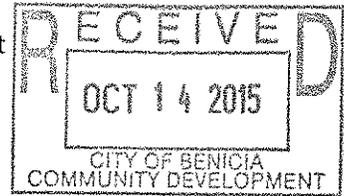
Sincerely,

Carman Broderick  
1131 East 19th Street  
CA, CA 95901  
US

## Amy Million

---

**From:** Joanne DeVine <jldevine@yahoo.com>  
**Sent:** Monday, October 12, 2015 12:45 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.

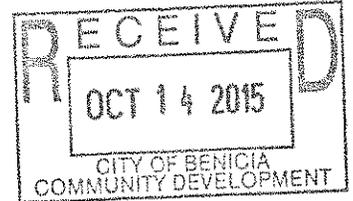
Sincerely,

Joanne DeVine  
Lost lake ct  
Folsom, CA 95630  
US

## Amy Million

---

**From:** Erin Foret <erinforet@yahoo.com>  
**Sent:** Monday, October 12, 2015 12:45 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.

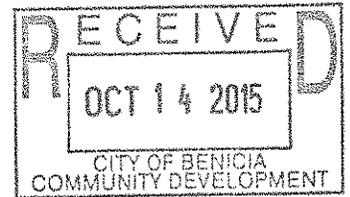
Sincerely,

Erin Foret  
6403 Valley Oak Plaza  
Martinez, CA 94553  
US

## Amy Million

---

**From:** Nina Sandhu <nsandhu91@yahoo.com>  
**Sent:** Monday, October 12, 2015 12:45 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.

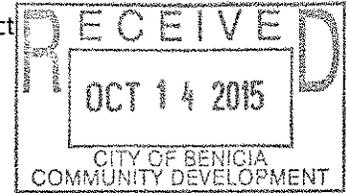
Sincerely,

Nina Sandhu  
481 W Audubon Dr. Apt. 231  
Fresno, CA 93711  
US

## Amy Million

---

**From:** p gail chesler <gailchesler@gmail.com>  
**Sent:** Monday, October 12, 2015 12:43 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.

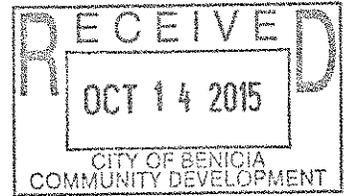
Sincerely,

p gail chesler  
2914 Fyne Dr  
California, CA 94598  
US

## Amy Million

---

**From:** dylan orbach <dylanorbach@msn.com>  
**Sent:** Monday, October 12, 2015 12:59 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.

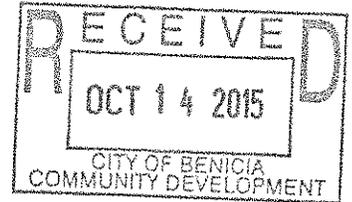
Sincerely,

dylan orbach  
2688 burgard lane  
auburn, CA 95603  
US

## Amy Million

---

**From:** Courtney Judd <cjuddleo@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:00 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.

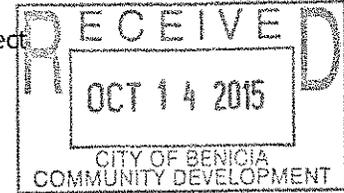
Sincerely,

Courtney Judd  
4411 Crestwood way  
CA, CA 95822  
US

## Amy Million

---

**From:** SHEENA HERNANDES <oldiesbutgoodies2007@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:00 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.

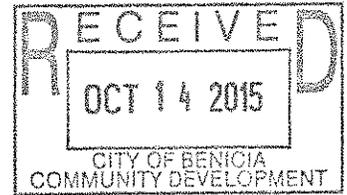
Sincerely,

SHEENA HERNANDES  
2422 GALAXY  
CA, CA 96002  
US

## Amy Million

---

**From:** Aundrea DeBourguignon <30ajones@gmail.com>  
**Sent:** Monday, October 12, 2015 1:01 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.

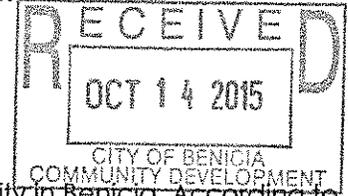
Sincerely,

Aundrea DeBourguignon  
4635 Antelope Rd apt 131  
Antelope, CA 95943  
US

## Amy Million

---

**From:** Michelle Murray <kindred\_spirit11@hotmail.com>  
**Sent:** Monday, October 12, 2015 1:03 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.

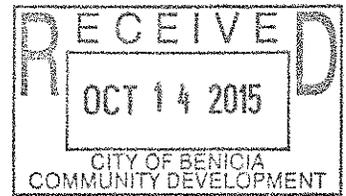
Sincerely,

Michelle Murray  
829 Sheridan Ave  
Chico, CA 95926  
US

## Amy Million

---

**From:** Susan Snyder <Sellensnyder@gmail.com>  
**Sent:** Monday, October 12, 2015 1:04 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.

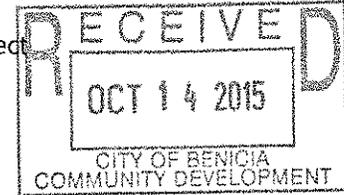
Sincerely,

Susan Snyder  
335 Summit Place  
Richmond, CA 94801  
US

## Amy Million

---

**From:** Jeffrey Hemenez <jh2897@att.com>  
**Sent:** Monday, October 12, 2015 1:04 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.

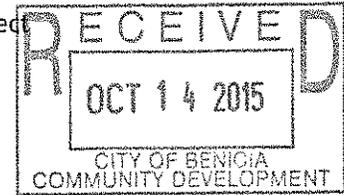
Sincerely,

Jeffrey Hemenez  
2600 Camino Ramon  
San Ramon, CA 94583  
US

## Amy Million

---

**From:** Michelle Davis <rjdandmvd@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 1:05 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.

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.

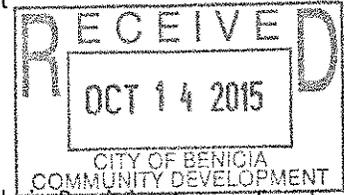
Sincerely,

Michelle Davis  
155 Lighthouse Way  
Vacaville, CA 95688  
US

## Amy Million

---

**From:** sonia wilson <equacosmos@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:05 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.

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.

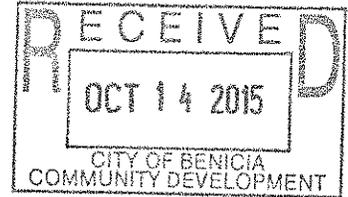
Sincerely,

sonia wilson  
7321 Willowwicick Way  
Sacramento, CA 95822  
US

## Amy Million

---

**From:** DARIN HIEB <dahieb1@hotmail.com>  
**Sent:** Monday, October 12, 2015 1:05 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.

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.

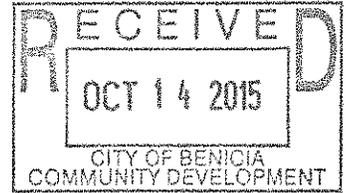
Sincerely,

DARIN HIEB  
1550 IRON POINT RD #524  
FOLSOM, CA 95630  
US

## Amy Million

---

**From:** Lee Miller <leemiller38@hotmail.com>  
**Sent:** Monday, October 12, 2015 1:06 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.

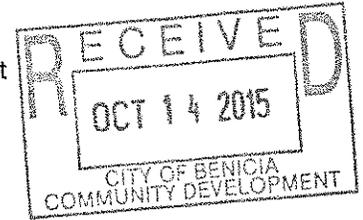
Sincerely,

Lee Miller  
2066 N Jack Tone Rd  
California, CA 95215  
US

## Amy Million

---

**From:** Rika Ishii-Price <rishiiprice@gmail.com>  
**Sent:** Monday, October 12, 2015 1:06 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.

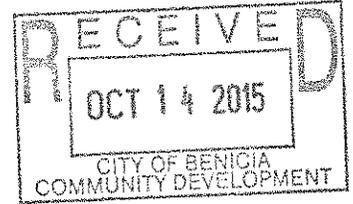
Sincerely,

Rika Ishii-Price  
109 Smith Road  
CA, CA 94507  
US

## Amy Million

---

**From:** Stephen Mudd <muddstm@gmail.com>  
**Sent:** Monday, October 12, 2015 1:06 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.

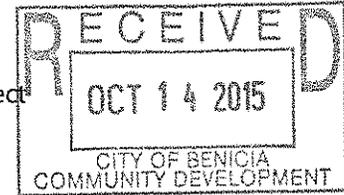
Sincerely,

Stephen Mudd  
Private Address  
CA, CA 95670  
US

## Amy Million

---

**From:** angela schwartz <vamp2964@hotmail.com>  
**Sent:** Monday, October 12, 2015 1:07 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.

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.

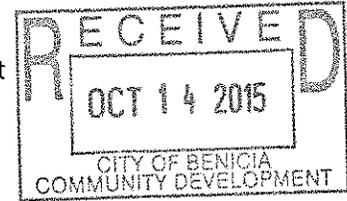
Sincerely,

angela schwartz  
2314 N Street, B  
Sacramento, CA 95816  
US

## Amy Million

---

**From:** Billy Jones <elcrjones@aol.com>  
**Sent:** Monday, October 12, 2015 1:07 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.

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.

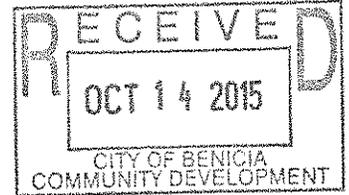
Sincerely,

Billy Jones  
703 Everett Street  
El Cerritos, CA 94530  
US

## Amy Million

---

**From:** Cheri Mezzapelle <cherimezzapelle@gmail.com>  
**Sent:** Monday, October 12, 2015 1:09 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.

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.

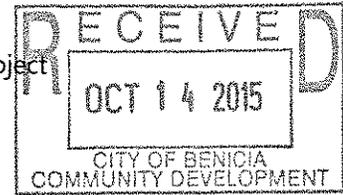
Sincerely,

Cheri Mezzapelle  
1508 arbutus dr  
Walnut creek, CA 94595  
US

## Amy Million

---

**From:** patricia vlnar <patriciavlnar@att.net>  
**Sent:** Monday, October 12, 2015 1:46 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.

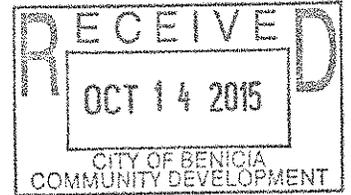
Sincerely,

patricia vlnar  
1503 Verbena Way  
Roseville, CA 95747  
US

## Amy Million

---

**From:** Jim Hughes <jimhugs@gmail.com>  
**Sent:** Monday, October 12, 2015 1:45 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.

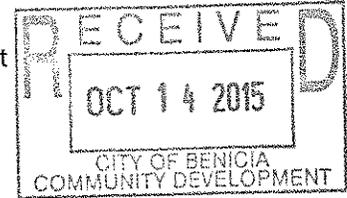
Sincerely,

Jim Hughes  
246 Brewery Lane  
Auburn, CA 95603  
US

## Amy Million

---

**From:** Sandra Gather <2sons18@gmail.com>  
**Sent:** Monday, October 12, 2015 1:43 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.

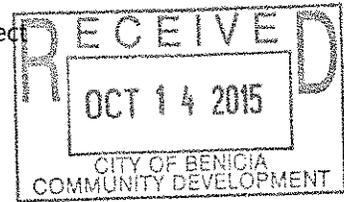
Sincerely,

Sandra Gather  
164 Diamond Grove Ct.  
CA, CA 95747  
US

## Amy Million

---

**From:** Casi Kushel <ckushel@pacbell.net>  
**Sent:** Monday, October 12, 2015 1:42 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.

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.

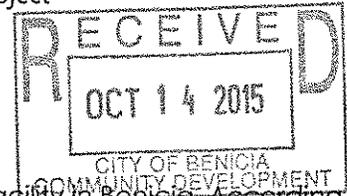
Sincerely,

Casi Kushel  
163 Lancaster Road, Walnut Creek, 94595, CA California, CA 94595 US

## Amy Million

---

**From:** Ronald Bogin <bogin@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 1:40 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.

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.

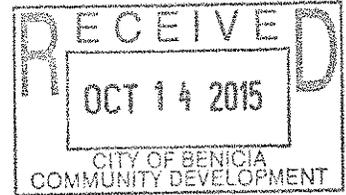
Sincerely,

Ronald Bogin  
2605 Edwards Ave  
El Cerrito, CA 94530  
US

## Amy Million

---

**From:** Mimi Samson <Mariansamson84@gmail.com>  
**Sent:** Monday, October 12, 2015 1:39 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.

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.

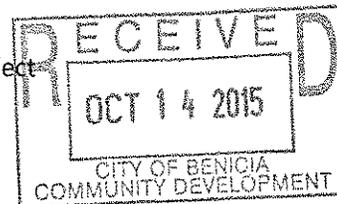
Sincerely,

Mimi Samson  
782 El Pintado Rd  
Danville, CA 94526  
US

## Amy Million

---

**From:** Martha Grimson <mgrimson@comcast.net>  
**Sent:** Monday, October 12, 2015 1:38 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.

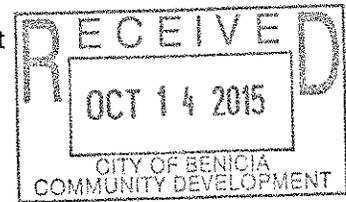
Sincerely,

Martha Grimson  
GV Rd  
Green Valley, CA 94534  
US

## Amy Million

---

**From:** Michael Sarabia <shakydog808@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 1:38 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.

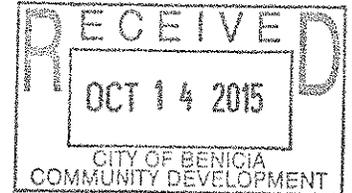
Sincerely,

Michael Sarabia  
407 west longview  
Stockton, CA 95207  
US

## Amy Million

---

**From:** Ron Good <ronportergood@gmail.com>  
**Sent:** Monday, October 12, 2015 1:37 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.

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.

I live in Martinez, just across the water from Benicia and am VERY concerned about the negative aspects of this terrible idea.

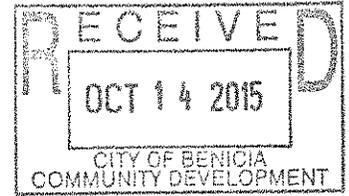
Sincerely,

Ron Good  
1713 Alhambra Ave  
Martinez, CA 94553  
US

## Amy Million

---

**From:** Kenneth Lum <mtaikum@gmail.com>  
**Sent:** Monday, October 12, 2015 1:36 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.

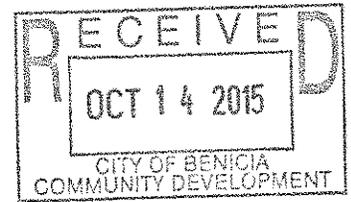
Sincerely,

Kenneth Lum  
2100 16th Avenue  
Sacramento, CA 95822  
US

## Amy Million

---

**From:** Megan Eding <eding.megan@gmail.com>  
**Sent:** Monday, October 12, 2015 1:35 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.

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.

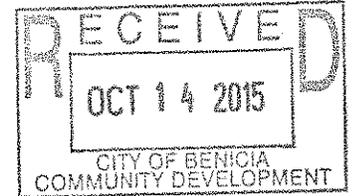
Sincerely,

Megan Eding  
1301 Gilman St #111  
CA, CA 94706  
US

## Amy Million

---

**From:** Deborah Montero <luvsearth@gmail.com>  
**Sent:** Monday, October 12, 2015 1:35 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.

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.

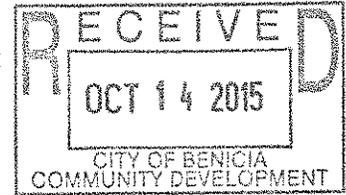
Sincerely,

Deborah Montero  
PO BOX 1198  
CA, CA 95812  
US

## Amy Million

---

**From:** Charlene Fershin <wolfsoul@citlink.net>  
**Sent:** Monday, October 12, 2015 1:32 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.

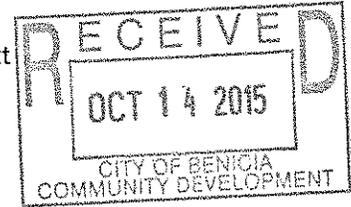
Sincerely,

Charlene Fershin  
37385 Oak View St  
Burney, CA 96013  
US

## Amy Million

---

**From:** Mary O'Brien <otterbridge@att.net>  
**Sent:** Monday, October 12, 2015 1:32 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.

I and other family members have asthma, and we want cleaner air, not dirtier air! Also, in recent years we've heard of disastrous oil train fires, such as in Quebec, where fracked oil makes a more incendiary disaster than regular oil, killing many people and wrecking the environment, and polluting the air.

I remember accidents in the Roseville rail yards, with long-buried munitions exploding, and munitions trains putting the community in danger, and evacuations taking place. It was awhile back, but the principle is the same. I remember one of these incidents was in the spring of '73 or '74, and one of the cellists in the Youth Symphony I was in had to borrow a cello for our concert, because her family had evacuated suddenly and she left her cello behind at home. That incident was big news at the time.

Let it be a cautionary tale that you take to heart. An ounce of prevention is worth a pound of cure!

My husband lived in Benicia for awhile during the early '70's. I remember the most notable features of the area were the big tanks and pipes at oil refineries, rather smelly, at least that was the view from the highway. I believe it's time for areas that concentrate on the oil and gas industry to stop putting their eggs in one basket, phase out fossil fuels, and turn to clean, safe, sustainable energy sources instead, that won't hurt the planet. This is inevitable, anyway, so why wait til things are desperate? Better to start now and embrace the wave of the future. Better to be visionary than short-sighted. California usually leads the way in innovation. You can be part of that. Thank you.

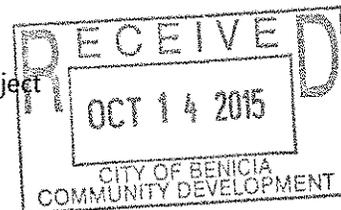
Sincerely,

Mary O'Brien  
5004 Barnaby Ct  
Sacramento, CA 95842  
US

## Amy Million

---

**From:** Mary O'Brien <otterbridge@att.net>  
**Sent:** Monday, October 12, 2015 1:32 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.

I and other family members have asthma, and we want cleaner air, not dirtier air! Also, in recent years we've heard of disastrous oil train fires, such as in Quebec, where fracked oil makes a more incendiary disaster than regular oil, killing many people and wrecking the environment, and polluting the air.

I remember accidents in the Roseville rail yards, with long-buried munitions exploding, and munitions trains putting the community in danger, and evacuations taking place. It was awhile back, but the principle is the same. I remember one of these incidents was in the spring of '73 or '74, and one of the cellists in the Youth Symphony I was in had to borrow a cello for our concert, because her family had evacuated suddenly and she left her cello behind at home. That incident was big news at the time.

Let it be a cautionary tale that you take to heart. An ounce of prevention is worth a pound of cure!

My husband lived in Benicia for awhile during the early '70's. I remember the most notable features of the area were the big tanks and pipes at oil refineries, rather smelly, at least that was the view from the highway. I believe it's time for areas that concentrate on the oil and gas industry to stop putting their eggs in one basket, phase out fossil fuels, and turn to clean, safe, sustainable energy sources instead, that won't hurt the planet. This is inevitable, anyway, so why wait til things are desperate? Better to start now and embrace the wave of the future. Better to be visionary than short-sighted. California usually leads the way in innovation. You can be part of that. Thank you.

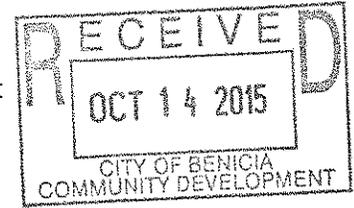
Sincerely,

Mary O'Brien  
5004 Barnaby Ct  
Sacramento, CA 95842  
US

## Amy Million

---

**From:** Michael Tomlinson <mt\_trout@hotmail.com>  
**Sent:** Monday, October 12, 2015 1:32 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.

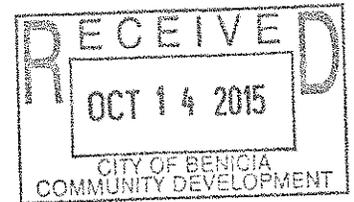
Sincerely,

Michael Tomlinson  
2776 18th Street  
Sacramento, CA 95818  
US

## Amy Million

---

**From:** Dwight Barry <2015barry@att.net>  
**Sent:** Monday, October 12, 2015 1:31 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.

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.

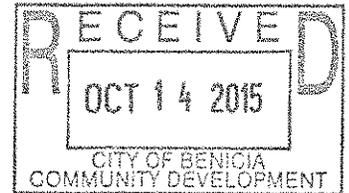
Sincerely,

Dwight Barry  
3185 Contra Loma Blvd #201-A  
CA, CA 94509  
US

## Amy Million

---

**From:** Florence Robin <florence.robin133@orange.fr>  
**Sent:** Monday, October 12, 2015 1:31 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.

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.

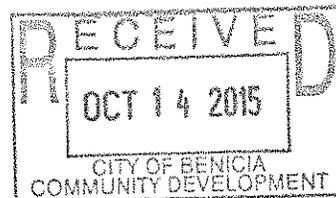
Sincerely,

Florence Robin  
12 les noels  
CA, CA 95616  
US

## Amy Million

---

**From:** J Duerr <jduerr40@msn.com>  
**Sent:** Monday, October 12, 2015 1:29 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.

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.

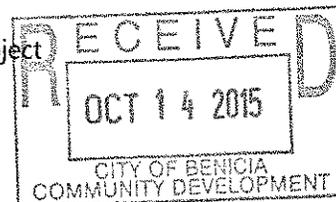
Sincerely,

J Duerr  
6280 S. Land Park Dr  
Sacramento, CA 95831  
US

## Amy Million

---

**From:** Lynde Schlegel-Perry <Lyndelisp@sbcbglobal.net>  
**Sent:** Monday, October 12, 2015 1:29 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.

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.

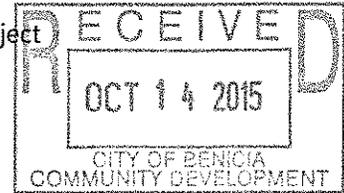
Sincerely,

Lynde Schlegel-Perry  
14300 n alpine re  
Lodi, CA 95250  
US

## Amy Million

---

**From:** Camile Getter <camilegetter@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:28 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.

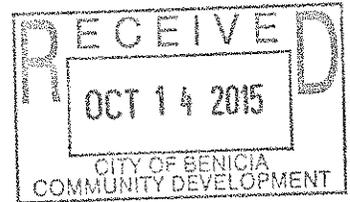
Sincerely,

Camile Getter  
4441 G Street  
Sacramento, CA 95819  
US

## Amy Million

---

**From:** Paul Lifton <paullifton89@gmail.com>  
**Sent:** Monday, October 12, 2015 1:26 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.

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.

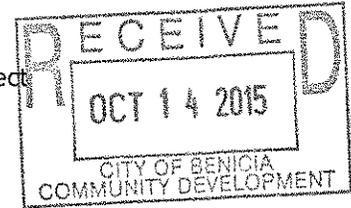
Sincerely,

Paul Lifton  
817 Craft Ave  
El Cerrito, CA 94530  
US

## Amy Million

---

**From:** Paul Lifton <paullifton89@gmail.com>  
**Sent:** Monday, October 12, 2015 1:26 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.

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.

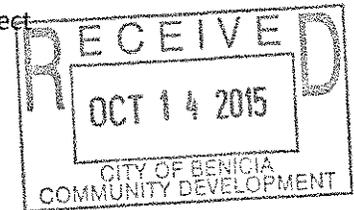
Sincerely,

Paul Lifton  
817 Craft Ave  
El Cerrito, CA 94530  
US

## Amy Million

---

**From:** jan rein <janny007@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 1:25 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.

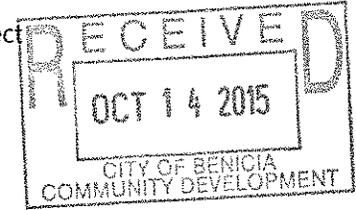
Sincerely,

jan rein  
2704 E street  
sacramento, CA 95816  
US

## Amy Million

---

**From:** Greg DeMasi <gdemasi@gmail.com>  
**Sent:** Monday, October 12, 2015 1:25 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.

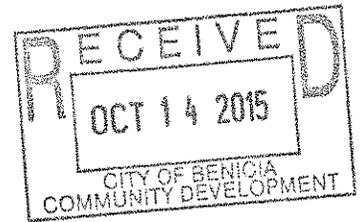
Sincerely,

Greg DeMasi  
PO Box 6374  
CA, CA 94524  
US

## Amy Million

---

**From:** Jack Milton <nospray@omsoft.com>  
**Sent:** Monday, October 12, 2015 1:25 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.

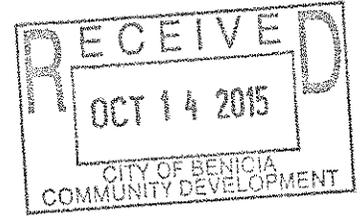
Sincerely,

Jack Milton  
2406 Rivendell Lane  
Davis, CA 95616  
US

## Amy Million

---

**From:** Carol Pinson <liberalsiren@earthlink.net>  
**Sent:** Monday, October 12, 2015 1:24 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.

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.

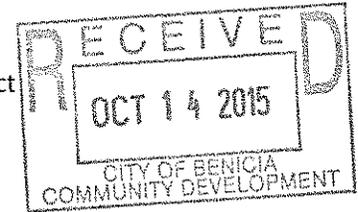
Sincerely,

Carol Pinson  
275 Brady Court  
Martinez, CA 94553  
US

## Amy Million

---

**From:** Lee Riggs <leeriggs44@gmail.com>  
**Sent:** Monday, October 12, 2015 1:23 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.

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.

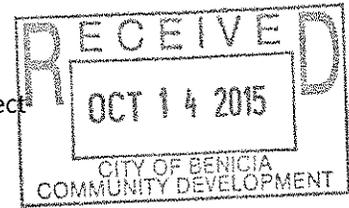
Sincerely,

Lee Riggs  
4326 Cowell Blvd  
Davis, CA 95618  
US

## Amy Million

---

**From:** Patricia Scarpa <patriciascarpa22@gmail.com>  
**Sent:** Monday, October 12, 2015 1:22 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.

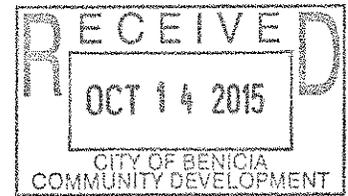
Sincerely,

Patricia Scarpa  
Ohio Street, Fairfield  
CA, CA 94533  
US

## Amy Million

---

**From:** Beverly Kelley <bevkelley@comcast.net>  
**Sent:** Monday, October 12, 2015 1:21 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.

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.

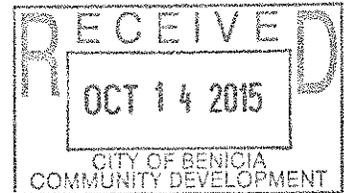
Sincerely,

Beverly Kelley  
5311 Calabria Way  
Sacramento, CA 95835  
US

## Amy Million

---

**From:** Beverly Rodigo <rodigo2@att.net>  
**Sent:** Monday, October 12, 2015 1:20 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.

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.

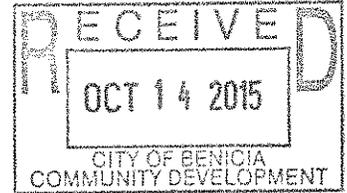
Sincerely,

Beverly Rodigo  
6404 rampart Drive  
Carmichael, CA 95608  
US

## Amy Million

---

**From:** Martin Iseri <iseri@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 1:20 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.

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.

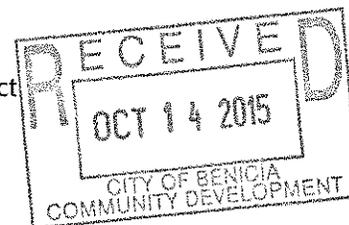
Sincerely,

Martin Iseri  
4267 Bannister Road  
Fair Oaks, CA 95628  
US

## Amy Million

---

**From:** Eric Okey <Okieboysf@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:19 PM  
**To:** Amy Million  
**Subject:** Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

Your greed and unsustainable practices are killing the planet and every living soul on it

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.

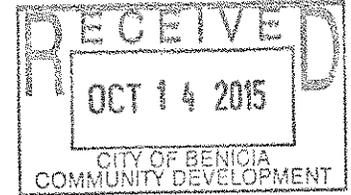
Sincerely,

Eric Okey  
Bonanza way  
Loomis, CA 95650  
US

## Amy Million

---

**From:** Susan Firestone <scfire49@gmail.com>  
**Sent:** Monday, October 12, 2015 1:19 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.

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.

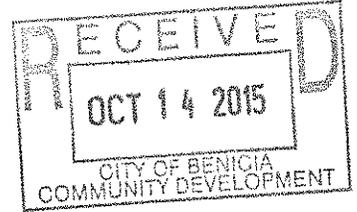
Sincerely,

Susan Firestone  
349 39th Street  
Sacramento, CA 95816  
US

**Amy Million**

---

**From:** Sherry Handy <sherryh2@tt.net>  
**Sent:** Monday, October 12, 2015 1:18 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.

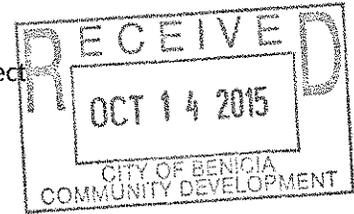
Sincerely,

Sherry Handy  
965 Gold Nugget Circle  
Lincoln, CA 95648  
US

## Amy Million

---

**From:** Sheri Kuticka <kyti1653@aol.com>  
**Sent:** Monday, October 12, 2015 1:17 PM  
**To:** Amy Million  
**Subject:** Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I am writing with 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.

Bringing oil trains into Benicia is expected to create increases in toxic air pollution to towns along the rail route and near the refinery. 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 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.

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.

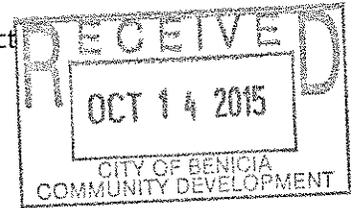
Sincerely,

Sheri Kuticka  
820 Weaver Ln.  
Concord, CA 94518  
US

## Amy Million

---

**From:** Chris Evans <aaxiomfinit@gmail.com>  
**Sent:** Monday, October 12, 2015 1:17 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.

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.

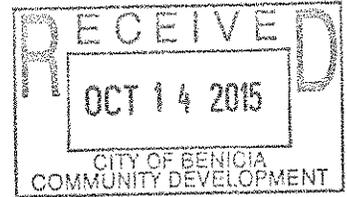
Sincerely,

Chris Evans  
6 Grand Rio Cir.  
Sacramento, CA 95826  
US

## Amy Million

---

**From:** michael daveiga <iceboundcharlie@hotmail.com>  
**Sent:** Monday, October 12, 2015 1:16 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.

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.

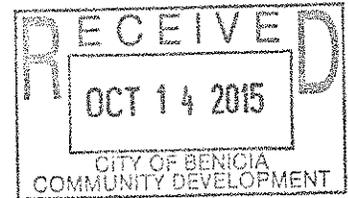
Sincerely,

michael daveiga  
1215 almar street  
Concord, CA 94518  
US

## Amy Million

---

**From:** Cheryl Delvecchio <ccdelvecchio@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 1:15 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.

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.

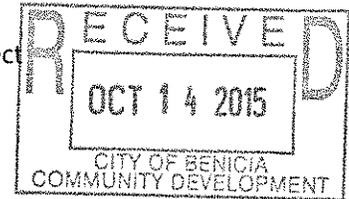
Sincerely,

Cheryl Delvecchio  
3456 Corwin Ct  
Loomis, CA 95650  
US

## Amy Million

---

**From:** Clover Catskill <clovercat2@gmail.com>  
**Sent:** Monday, October 12, 2015 1:14 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.

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.

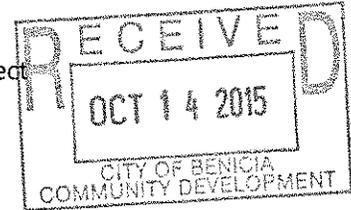
Sincerely,

Clover Catskill  
1730 Glen Ct.  
Pinole, CA 94564  
US

## Amy Million

---

**From:** Stephen Kratt <kratt52@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:14 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.

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.

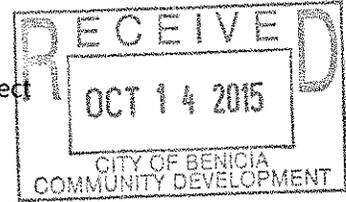
Sincerely,

Stephen Kratt  
300 Hilary Way, Apt 126  
Vallejo, CA 94591  
US

## Amy Million

---

**From:** Anita Stein <Anitasalex@gmail.com>  
**Sent:** Monday, October 12, 2015 1:13 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.

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.

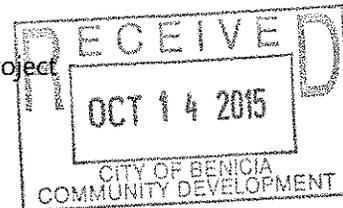
Sincerely,

Anita Stein  
542 OAKMEADOW CT  
CA, CA 95687  
US

## Amy Million

---

**From:** Ian Turner <ian.turner019@gmail.com>  
**Sent:** Monday, October 12, 2015 1:12 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.

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.

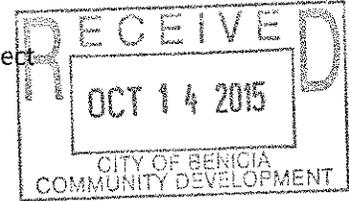
Sincerely,

Ian Turner  
955 43rd Ave., #112  
Sacramento, CA 95831  
US

## Amy Million

---

**From:** Wendy Hijazi <wendydarlin1@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:12 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.

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,

Wendy Hijazi  
21100 Scheer Drive  
Redding, CA 96002  
US

## Amy Million

---

**From:** Charles Binckley <chuckbinckley@mac.com>  
**Sent:** Monday, October 12, 2015 1:12 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.

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.

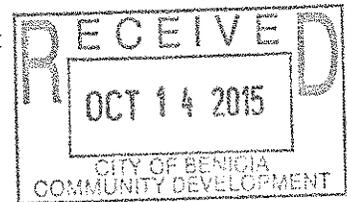
Sincerely,

Charles Binckley  
140A Santa Fe Ave.  
Richmond, CA 94801  
US

## Amy Million

---

**From:** Carol Bostick <lunagata8@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:10 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.

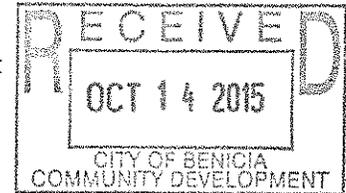
Sincerely,

Carol Bostick  
400 South Palm Drive, Apt. 309  
Novato, CA 94520  
US

## Amy Million

---

**From:** David Geller <antiochcat@hotmail.com>  
**Sent:** Monday, October 12, 2015 1:10 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.

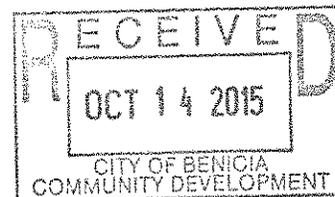
Sincerely,

David Geller  
1012 Carpinteria Drive  
Antioch, CA 94509  
US

## Amy Million

---

**From:** Casey Simcoe <Caseydez@aol.com>  
**Sent:** Monday, October 12, 2015 1:09 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.

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.

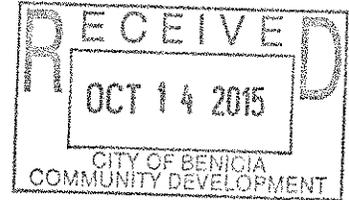
Sincerely,

Casey Simcoe  
8787 Blinman way  
Fair oaks, CA 95628  
US

## Amy Million

---

**From:** CRYSTAL A MOURAD <C.Mourad65@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:48 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.

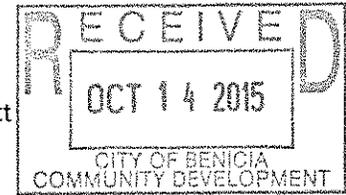
Sincerely,

CRYSTAL A MOURAD  
650 Manzanita Ave #106  
CA, CA 95926  
US

## Amy Million

---

**From:** Wayne & Karin King <kingwg@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:49 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.

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.

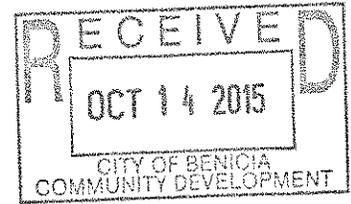
Sincerely,

Wayne & Karin King  
PO Box 105  
Igo, CA 96047  
US

## Amy Million

---

**From:** Alvin Johnson <awj53@hotmail.com>  
**Sent:** Monday, October 12, 2015 1:49 PM  
**To:** Amy Million  
**Subject:** Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

OIL trains pass through to the bay area right behind my residence in West Sacramento, CA. 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.

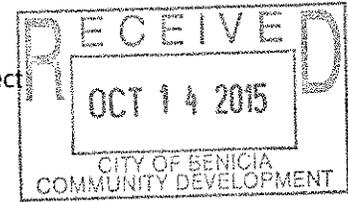
Sincerely,

Alvin Johnson  
511 C St.  
Broderick, CA 95605  
US

## Amy Million

---

**From:** Sondra Gail Adam <gail.adam950@gmail.com>  
**Sent:** Monday, October 12, 2015 2:40 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.

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.

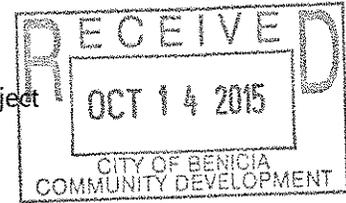
Sincerely,

Sondra Gail Adam  
84 Cottage Ln  
Walnut Creek, CA 94595  
US

## Amy Million

---

**From:** Linda Comstock <mother0225@att.net>  
**Sent:** Monday, October 12, 2015 2:40 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.

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.

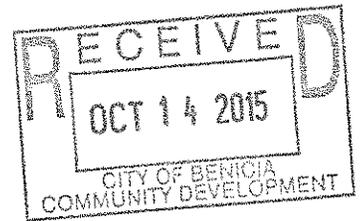
Sincerely,

Linda Comstock  
308 WEST LENNOX  
Yreka, CA 96097  
US

## Amy Million

---

**From:** Joseph Cech <jjcech@ucdavis.edu>  
**Sent:** Monday, October 12, 2015 2:37 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.

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.

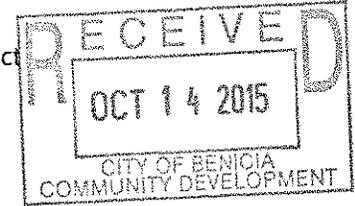
Sincerely,

Joseph Cech  
2418 Rivendell  
Davis, CA 95616  
US

## Amy Million

---

**From:** James R. Frazer <bfrazer274@yahoo.com>  
**Sent:** Monday, October 12, 2015 2:37 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.

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.

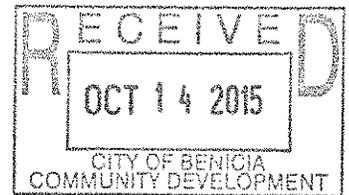
Sincerely,

James R. Frazer  
102 Ravenhill Road  
Orinda, CA 94563  
US

## Amy Million

---

**From:** Colleen Stanturf <colleenstanturf@me.com>  
**Sent:** Monday, October 12, 2015 2:36 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.

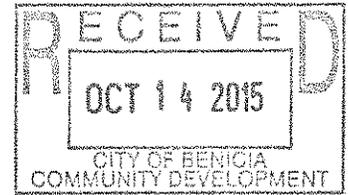
Sincerely,

Colleen Stanturf  
1526 Reewood Lane  
Davis, CA 95616  
US

## Amy Million

---

**From:** Heather Grigsby <blur.all.the.lines@hotmail.com>  
**Sent:** Monday, October 12, 2015 2:35 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.

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.

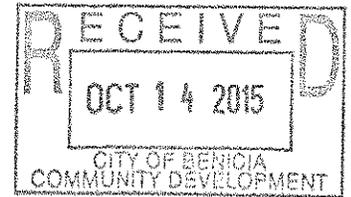
Sincerely,

Heather Grigsby  
8064 Alma Mesa Way  
Citrus Heights, CA 95610  
US

## Amy Million

---

**From:** karen montana <karenkmontana@gmail.com>  
**Sent:** Monday, October 12, 2015 2:31 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.

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.

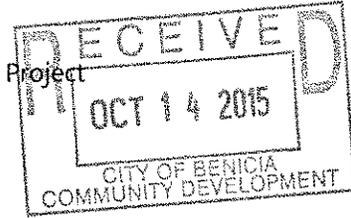
Sincerely,

karen montana  
9 noyo court  
chico, CA 95973  
US

## Amy Million

---

**From:** Frank Toriello <mondofrankstar@gmail.com>  
**Sent:** Monday, October 12, 2015 2:29 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.

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.

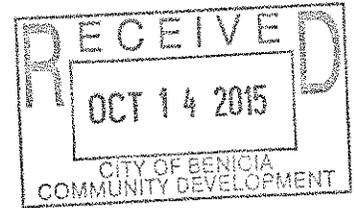
Sincerely,

Frank Toriello  
6635 Willow Creek Road  
Montague, CA 96064  
US

## Amy Million

---

**From:** Robert Ancker <corpjet77@yahoo.com>  
**Sent:** Monday, October 12, 2015 2:26 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.

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.

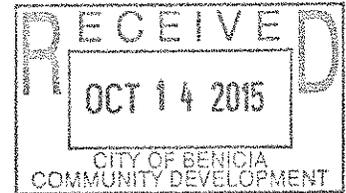
Sincerely,

Robert Ancker  
4th ave  
rio linda, CA 95673  
US

## Amy Million

---

**From:** lisa phenix <lisap@winfirst.com>  
**Sent:** Monday, October 12, 2015 2:25 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.

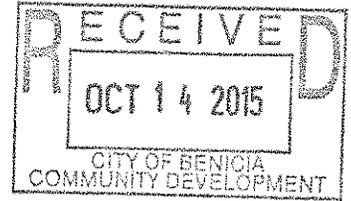
Sincerely,

lisa phenix  
5181 Finlandia Way  
Carmichael, CA 95608  
US

## Amy Million

---

**From:** beate dirschl <alohagambheera@yahoo.com>  
**Sent:** Monday, October 12, 2015 2:21 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.

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.

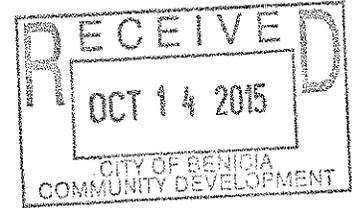
Sincerely,

beate dirschl  
404 n shasta boulevard  
mt shasta, CA 96067  
US

## Amy Million

---

**From:** Grant Bakewell <chaplaingrant@gmail.com>  
**Sent:** Monday, October 12, 2015 2:21 PM  
**To:** Amy Million  
**Subject:** Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

Having enjoyed a wonderful honeymoon in Benicia with my wife in 2010, today I am writing with serious concern about Valero's proposed oil train offloading facility there. 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.

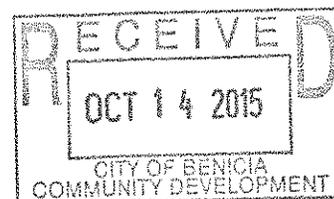
Sincerely,

Grant Bakewell  
84 Riverknoll Place  
Carmichael, CA 95825  
US

## Amy Million

---

**From:** Brent Ratkovich <glassfinger69@gmail.com>  
**Sent:** Monday, October 12, 2015 2:19 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.

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.

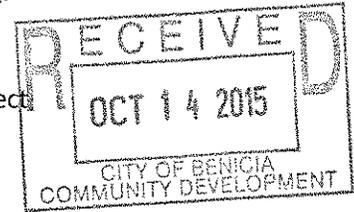
Sincerely,

Brent Ratkovich  
4025 Sangamon st.  
CA, CA 95608  
US

## Amy Million

---

**From:** Shirley Oenberger <shirleyozenberger@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 2:18 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.

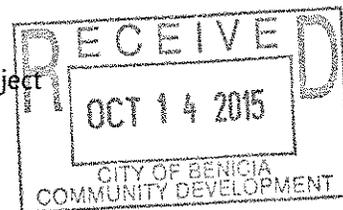
Sincerely,

Shirley Oenberger  
231 Alva Ave.  
California, CA 94530  
US

## Amy Million

---

**From:** Tricia Talle <triciatalle@gmail.com>  
**Sent:** Monday, October 12, 2015 2:18 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.

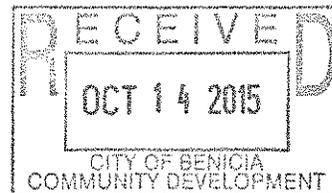
Sincerely,

Tricia Talle  
717 17th Street D  
CA, CA 95811  
US

## Amy Million

---

**From:** Linda Malcom <lindamalcom@att.net>  
**Sent:** Monday, October 12, 2015 2:16 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.

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.

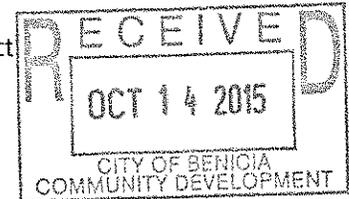
Sincerely,

Linda Malcom  
Bush Ave  
Vallejo, CA 94591  
US

## Amy Million

---

**From:** Vicki Nygren <vnygren@comcast.net>  
**Sent:** Monday, October 12, 2015 2:14 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.

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.

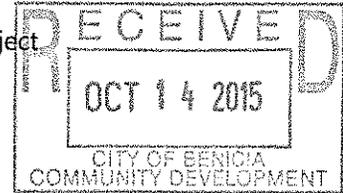
Sincerely,

Vicki Nygren  
8921 Castle Park Dr  
Elk Grove, CA 95624  
US

## Amy Million

---

**From:** Nancy Bukowski <nancybukow45@ive.com>  
**Sent:** Monday, October 12, 2015 2:12 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.

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.

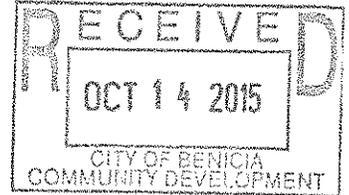
Sincerely,

Nancy Bukowski  
5056 Olive Oak Way  
Carmichael, CA 95608  
US

## Amy Million

---

**From:** rich gililand <jrgililand@charter.net>  
**Sent:** Monday, October 12, 2015 2:11 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.

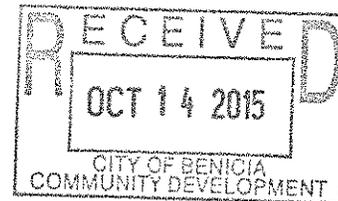
Sincerely,

rich gililand  
85 harvest walk  
redding, CA 96003  
US

## Amy Million

---

**From:** Alma Williams <alma\_busby@yahoo.com>  
**Sent:** Monday, October 12, 2015 2:11 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.

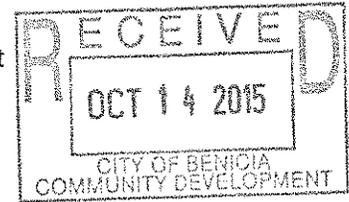
Sincerely,

Alma Williams  
6014 Northhill Loop, SW  
WA, WA 98512  
US

## Amy Million

---

**From:** Deborah Davidson <davidsondeb@ymail.com>  
**Sent:** Monday, October 12, 2015 2:10 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.

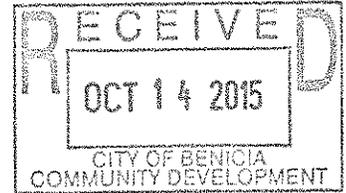
Sincerely,

Deborah Davidson  
368 Tulip St  
Fairfield, CA 94533  
US

## Amy Million

---

**From:** Robert Jump <boobj1961@yahoo.com>  
**Sent:** Monday, October 12, 2015 2:10 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.

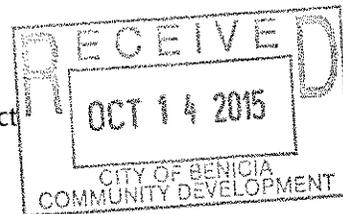
Sincerely,

Robert Jump  
922 Densmore Way  
Folsom, CA 95630  
US

## Amy Million

---

**From:** wayne ryan <wayneryan@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 2:06 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.

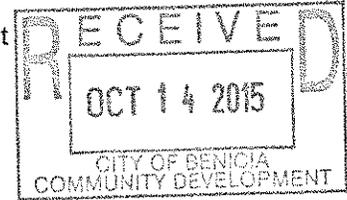
Sincerely,

wayne ryan  
2332 Bueno  
Napa, CA 94558  
US

## Amy Million

---

**From:** Sharon McCord <smccord2@aol.com>  
**Sent:** Monday, October 12, 2015 2:03 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.

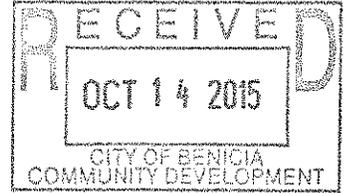
Sincerely,

Sharon McCord  
123 Del Paso Dr.  
California, CA 95687  
US

## Amy Million

---

**From:** sharon porter <ssporter43@gmail.com>  
**Sent:** Monday, October 12, 2015 2:02 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.

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.

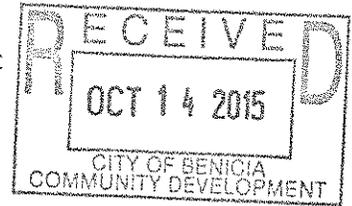
Sincerely,

sharon porter  
4827 Round Valley Ranch Rd.  
paradise, CA 95969  
US

## Amy Million

---

**From:** sharon porter <ssporter43@gmail.com>  
**Sent:** Monday, October 12, 2015 2:02 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.

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.

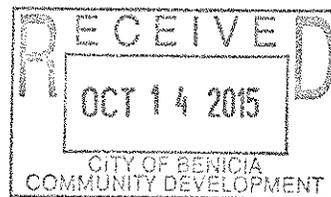
Sincerely,

sharon porter  
4827 Round Valley Ranch Rd.  
paradise, CA 95969  
US

## Amy Million

---

**From:** Mariateresa Canosa <canosa\_mv@hotmail.com>  
**Sent:** Monday, October 12, 2015 2:00 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.

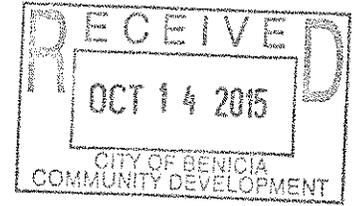
Sincerely,

Mariateresa Canosa  
1740 Broadway #2  
Vallejo, CA 94589  
US

## Amy Million

---

**From:** Vicki Caraway <dreamweaver42@earthlink.net>  
**Sent:** Monday, October 12, 2015 1:59 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.

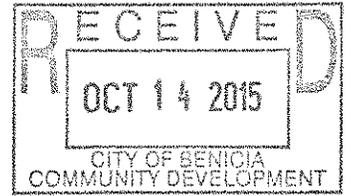
Sincerely,

Vicki Caraway  
4125 central Ave  
Weed, CA 96094  
US

## Amy Million

---

**From:** Mark Bowers <marksac@att.net>  
**Sent:** Monday, October 12, 2015 1:55 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.

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.

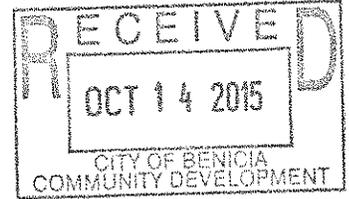
Sincerely,

Mark Bowers  
7282 Gloria Drive  
Sacramento, CA 95831  
US

## Amy Million

---

**From:** Nick Gonzalez <wetango2@gmail.com>  
**Sent:** Monday, October 12, 2015 1:55 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.

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.

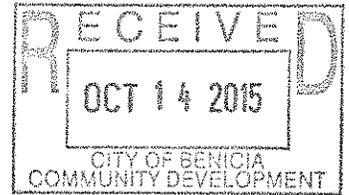
Sincerely,

Nick Gonzalez  
4917 Parkgreen Circle  
Antioch, CA 94531  
US

## Amy Million

---

**From:** bridget galvin <bridgetgalvin09@comcast.net>  
**Sent:** Monday, October 12, 2015 1:54 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.

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.

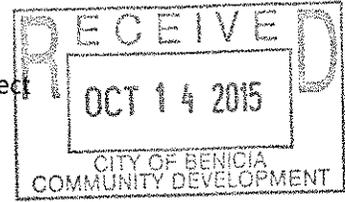
Sincerely,

bridget galvin  
423 everett  
el cerrito, CA 94530  
US

## Amy Million

---

**From:** Janice Reding <Pajret@comcast.net>  
**Sent:** Monday, October 12, 2015 1:51 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.

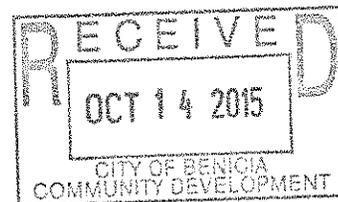
Sincerely,

Janice Reding  
7572 Apple Hollow Loop  
Roseville, CA 95747  
US

## Amy Million

---

**From:** David McCoard <dmccoard@hotmail.com>  
**Sent:** Monday, October 12, 2015 1:51 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.

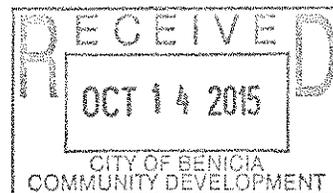
Sincerely,

David McCoard  
725 Kearney St., Apt. 1  
CA, CA 94530  
US

## Amy Million

---

**From:** Suzanne Newman <ciaosue2000@yahoo.com>  
**Sent:** Monday, October 12, 2015 1:51 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.

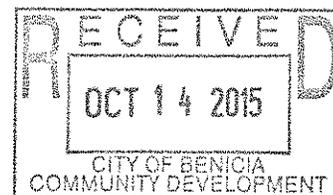
Sincerely,

Suzanne Newman  
40 El Toyonal  
Orinda, CA 94563  
US

## Amy Million

---

**From:** Leslie Guidera <rarebreedbranch@yahoo.com>  
**Sent:** Monday, October 12, 2015 2:41 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.

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.

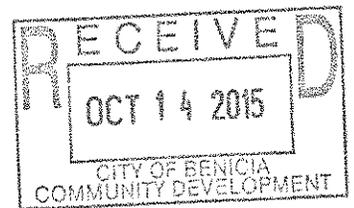
Sincerely,

Leslie Guidera  
20470 County Road 79  
Capay, CA 95607  
US

## Amy Million

---

**From:** Evan Smith <orchitraz@yahoo.com>  
**Sent:** Monday, October 12, 2015 2:41 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.

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.

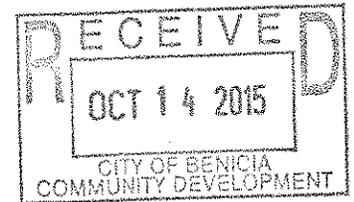
Sincerely,

Evan Smith  
Private  
Olympic Valley, CA 96146  
US

## Amy Million

---

**From:** J Buhangus <jambu1@hotmail.com>  
**Sent:** Monday, October 12, 2015 2:43 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.

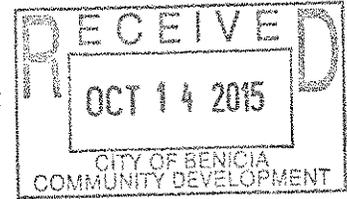
Sincerely,

J Buhangus  
17 Calif Ave  
Reno, NV 89503  
US

## Amy Million

---

**From:** Tracy Riley <tracy.riley67@gmail.com>  
**Sent:** Monday, October 12, 2015 2:43 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.

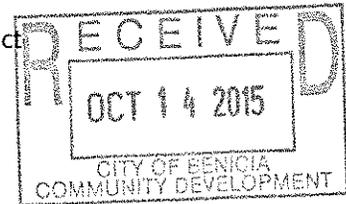
Sincerely,

Tracy Riley  
Bridlington Avenue  
Salford, of M6 8BP  
GB

## Amy Million

---

**From:** AniMae Chi <wolfgangbear1@gmail.com>  
**Sent:** Monday, October 12, 2015 3:21 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.

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.

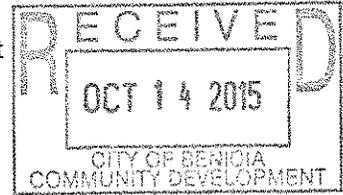
Sincerely,

AniMae Chi  
405 N Arnaz St.  
CA, CA 93023  
US

## Amy Million

---

**From:** Walter Firth <walter6@bigpond.net.au>  
**Sent:** Monday, October 12, 2015 3:18 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.

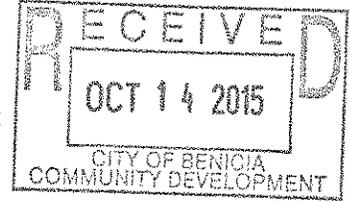
Sincerely,

Walter Firth  
12 Roclands Rd  
NSW, 0t 2065  
AU

## Amy Million

---

**From:** Lenore Sheridan <lenores93@hotmail.com>  
**Sent:** Monday, October 12, 2015 3:15 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.

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.

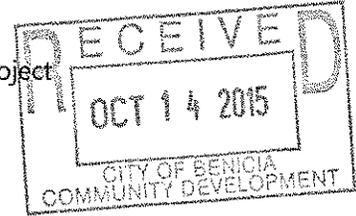
Sincerely,

Lenore Sheridan  
1531 University #418  
Berkeley, CA 94703  
US

## Amy Million

---

**From:** Charles Milkewicz <charlesmilkewicz@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:13 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.

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.

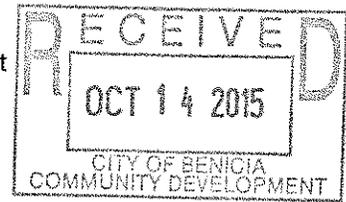
Sincerely,

Charles Milkewicz  
1244 Battery St  
Richmond, CA 94801  
US

## Amy Million

---

**From:** Shannon Guzzo <Shannonguzzo@jps.net>  
**Sent:** Monday, October 12, 2015 3:12 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.

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.

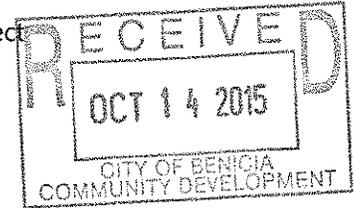
Sincerely,

Shannon Guzzo  
5124 Long Canyon Dr  
Fair Oaks, CA 95628  
US

## Amy Million

---

**From:** Jeffrey Womble <thirdearlwomble@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:08 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.

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.

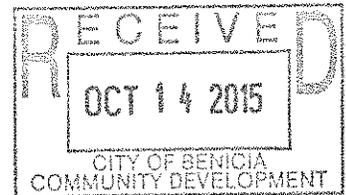
Sincerely,

Jeffrey Womble  
11277 N. Hwy 99  
California, CA 95240  
US

## Amy Million

---

**From:** Lauren Ranz <lrantz@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 3:07 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.

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.

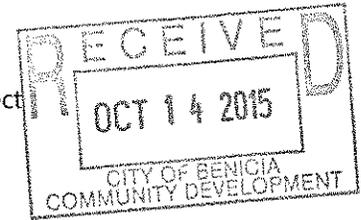
Sincerely,

Lauren Ranz  
224 Happy Hollow Ct.  
Lafayette, CA 94549  
US

## Amy Million

---

**From:** Caroline Steele <sylviasoven@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:07 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.

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.

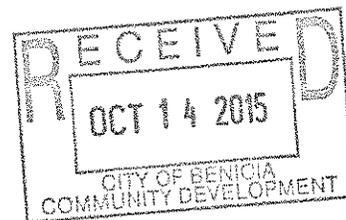
Sincerely,

Caroline Steele  
10213 Adam Ave  
CA, CA 95945  
US

## Amy Million

---

**From:** Tracey Archer <AmethystladyT@hotmail.com>  
**Sent:** Monday, October 12, 2015 3:06 PM  
**To:** Amy Million  
**Subject:** Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

Corporations are not capable of making decisions on behalf of America's Citizenry! 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.

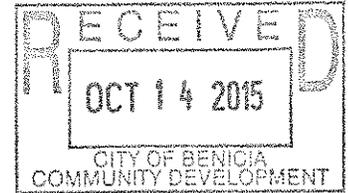
Sincerely,

Tracey Archer  
1515 6th Street  
Lincoln, CA 95648  
US

## Amy Million

---

**From:** Aaron Senegal <senegal@dslextreme.com>  
**Sent:** Monday, October 12, 2015 3:05 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.

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.

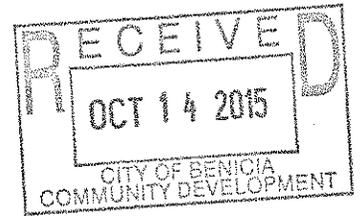
Sincerely,

Aaron Senegal  
1313 Mariposa St.  
Richmond, CA 94804  
US

## Amy Million

---

**From:** Paul Jerome <pauljerome33@gmail.com>  
**Sent:** Monday, October 12, 2015 3:05 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.

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.

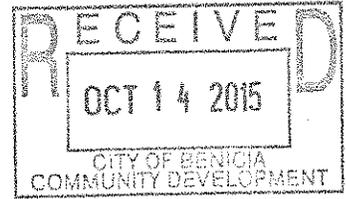
Sincerely,

Paul Jerome  
13168 Jackson RD  
California, CA 95683  
CA

## Amy Million

---

**From:** Mary Edwards <medwards16@gmail.com>  
**Sent:** Monday, October 12, 2015 3:05 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.

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.

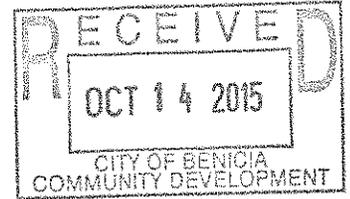
Sincerely,

Mary Edwards  
2690 Mack Way  
CA, CA 95776  
US

## Amy Million

---

**From:** Robert McNutt <maacbob5@att.net>  
**Sent:** Monday, October 12, 2015 3:02 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.

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.

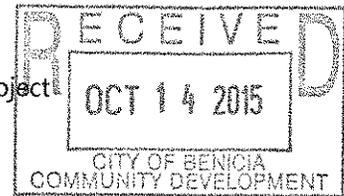
Sincerely,

Robert McNutt  
2812 Merle Ave  
Martinez, CA 94553  
US

## Amy Million

---

**From:** Karen Good <kgoodhh@aol.com>  
**Sent:** Monday, October 12, 2015 3:02 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.

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.

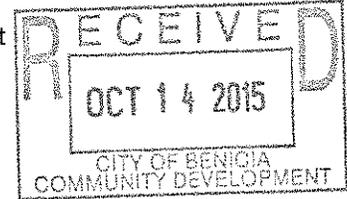
Sincerely,

Karen Good  
1604 Reliez Valley Rd  
California, CA 94549  
US

## Amy Million

---

**From:** Alta Smith <Forevercatlady@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:02 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.

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.

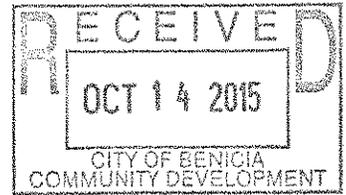
Sincerely,

Alta Smith  
709-920 Pine Street  
Janesville, CA 96114  
US

## Amy Million

---

**From:** kate bean <kat54bean@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:01 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.

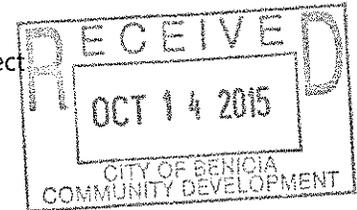
Sincerely,

kate bean  
570 forest street  
Oakland, CA 94618  
US

## Amy Million

---

**From:** Erin Barca <kayucian@gmail.com>  
**Sent:** Monday, October 12, 2015 3:01 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.

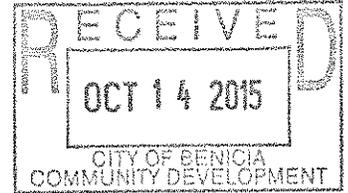
Sincerely,

Erin Barca  
1365 Creekside Dr.  
California, CA 94596  
US

## Amy Million

---

**From:** Raymond Marshall <raynavcad@hotmail.com>  
**Sent:** Monday, October 12, 2015 2:59 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.

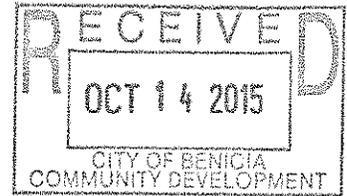
Sincerely,

Raymond Marshall  
20635 Spring Garden Road  
California, CA 95631  
US

## Amy Million

---

**From:** Alex peterson <whitespiritbear@comcast.net>  
**Sent:** Monday, October 12, 2015 2:57 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.

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.

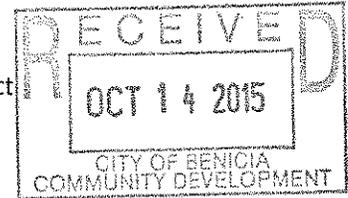
Sincerely,

Alex peterson  
326 sue ct  
CA, CA 95210  
US

## Amy Million

---

**From:** Susan King <srking@value.net>  
**Sent:** Monday, October 12, 2015 2:56 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.

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.

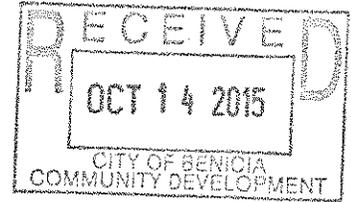
Sincerely,

Susan King  
4396 N Marsh Elder Ct  
Concord, CA 94521  
US

## Amy Million

---

**From:** Molly Brown <mollybrown@gmail.com>  
**Sent:** Monday, October 12, 2015 2:56 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.

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.

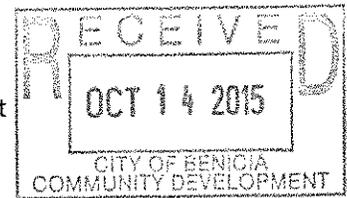
Sincerely,

Molly Brown  
722 Meadow Ave  
Mt Shasta, CA 96067  
US

## Amy Million

---

**From:** Elizabeth Berteaux <birdtrax@dcn.org>  
**Sent:** Monday, October 12, 2015 2:56 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.

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.

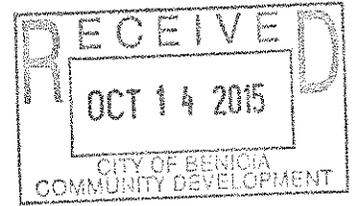
Sincerely,

Elizabeth Berteaux  
2208 Alameda Ave.  
Davis, CA 95616  
US

## Amy Million

---

**From:** Elizabeth Berteaux <birdtrax@dcn.org>  
**Sent:** Monday, October 12, 2015 2:56 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.

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.

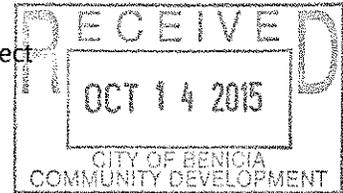
Sincerely,

Elizabeth Berteaux  
2208 Alameda Ave.  
Davis, CA 95616  
US

## Amy Million

---

**From:** Beth Sommerfeld <catspawbss@yahoo.com>  
**Sent:** Monday, October 12, 2015 2:55 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.

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.

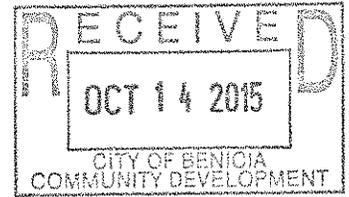
Sincerely,

Beth Sommerfeld  
1743 Azoulay Ct. apt 4  
Redding, CA 96003  
US

## Amy Million

---

**From:** Janet Walton <jwalton@astound.net>  
**Sent:** Monday, October 12, 2015 2:54 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.

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.

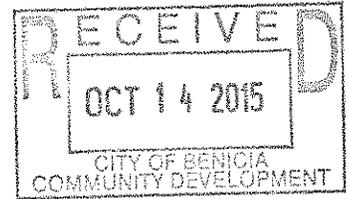
Sincerely,

Janet Walton  
2396 Lake Meadow Cir.  
Martinez, CA 94553  
US

## Amy Million

---

**From:** Kathy Fields <fieldskathy@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 2:52 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.

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.

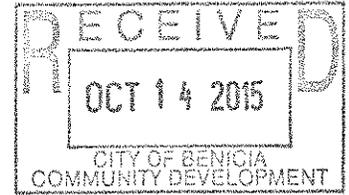
Sincerely,

Kathy Fields  
10325 Indian Hill Rd.  
Newcastle, CA 95658  
US

## Amy Million

---

**From:** Barb Adolay <badolay42@gmail.com>  
**Sent:** Monday, October 12, 2015 2:49 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.

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.

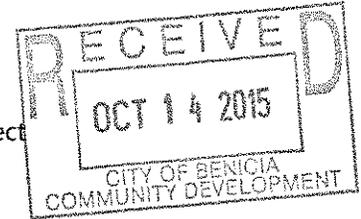
Sincerely,

Barb Adolay  
4126 Cowell blvd  
Davis, CA 95618  
US

## Amy Million

---

**From:** Alice Hendrix <hendrixaj@yahoo.com>  
**Sent:** Monday, October 12, 2015 2:49 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.

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.

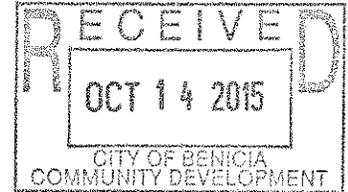
Sincerely,

Alice Hendrix  
P. O. Box 142  
Orangevale, CA 95662  
US

## Amy Million

---

**From:** Jared Laiti <jared.laiti@gmail.com>  
**Sent:** Monday, October 12, 2015 2:49 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 the 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.

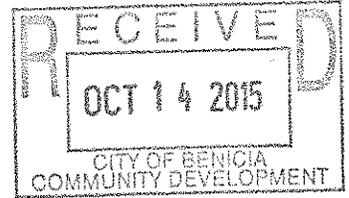
Sincerely,

Jared Laiti  
2131 Valley Oak Lane #1020  
West Sacramento, CA 95691  
US

## Amy Million

---

**From:** Tara crane <taracrane68@gmail.com>  
**Sent:** Monday, October 12, 2015 2:49 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.

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.

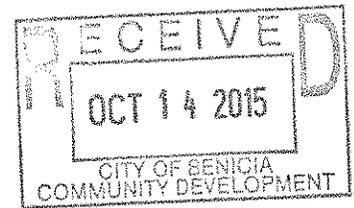
Sincerely,

Tara crane  
592 N Main Street  
Sebastopol, CA 95472  
US

## Amy Million

---

**From:** Connie Wigen <Conniewigen@yahoo.com>  
**Sent:** Monday, October 12, 2015 2:44 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.

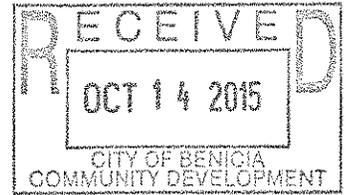
Sincerely,

Connie Wigen  
123 Arbusto circle  
Sacramento, CA 95831  
US

## Amy Million

---

**From:** dee simmons <deesimmons@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 2:43 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.

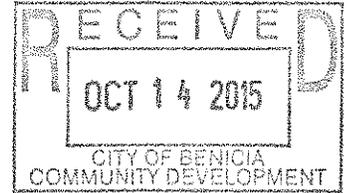
Sincerely,

dee simmons  
1015 stimel drive  
concord, CA 94518  
US

## Amy Million

---

**From:** Claire Chambers <csc2938@verizon.net>  
**Sent:** Monday, October 12, 2015 3:24 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.

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.

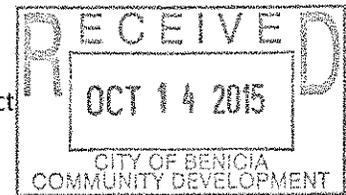
Sincerely,

Claire Chambers  
38118 Calle Quedo  
Murrieta, CA 92563  
US

## Amy Million

---

**From:** Zach Glanz <redfeathers47@gmail.com>  
**Sent:** Monday, October 12, 2015 3:25 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.

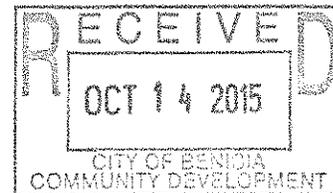
Sincerely,

Zach Glanz  
3362 Savage Avenue  
Pinole, CA 94564  
US

## Amy Million

---

**From:** Linda Baxter <lindabaxterswan@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:27 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.

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.

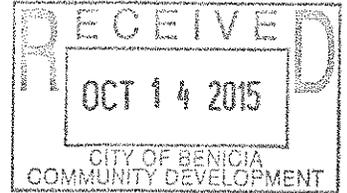
Sincerely,

Linda Baxter  
1332 Comstock Drive  
Yreka, CA 96097  
US

## Amy Million

---

**From:** Silva Harr <silvaharr@gmail.com>  
**Sent:** Monday, October 12, 2015 3:27 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.

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.

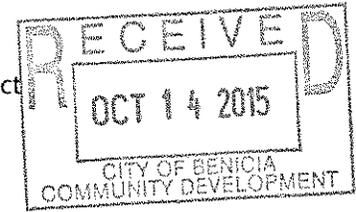
Sincerely,

Silva Harr  
1578 Laverne Way  
Concord, CA 94521  
US

## Amy Million

---

**From:** katrina volgamore <katrinav1@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:28 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.

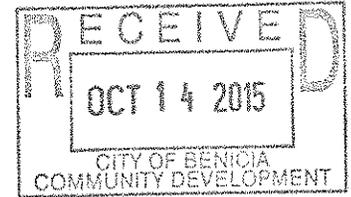
Sincerely,

katrina volgamore  
4181 sandra circle  
pittsburg, CA 94565  
US

## Amy Million

---

**From:** Adele Richman <zuzu08902@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:31 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.

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.

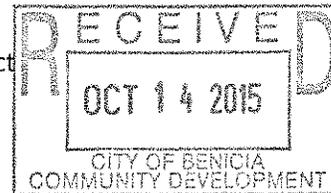
Sincerely,

Adele Richman  
1621 Ptarmigan Dr., #5B  
Walnut Creek, CA 94595  
US

## Amy Million

---

**From:** Catherine Dreher <pearldreher@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:32 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.

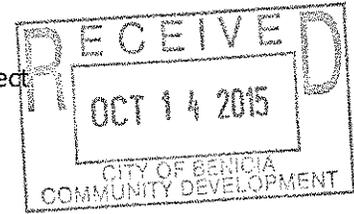
Sincerely,

Catherine Dreher  
341 Linfield Drive  
CA, CA 94589  
US

## Amy Million

---

**From:** Lesley Hunt <ldhunt@astound.net>  
**Sent:** Monday, October 12, 2015 3:52 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.

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.

I have read that the Bakken oil fields have already passed their prime. I think it is foolish to make this huge investment in a short-lived resource, not to mention that California is trying to move to renewable energy. What about the impact on Suisun Marsh and the Delta if there's a wreck? Have we spent more than 30 years protecting them to keep our salmon industry and Delta agriculture going, only to lose the whole thing in one wreck?

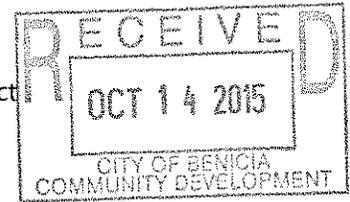
Sincerely,

Lesley Hunt  
236 Warwick Dr.  
Walnut Creek, CA 94598  
US

## Amy Million

---

**From:** Ria Tanz Kubota <ria.tanz.kubota@comcast.net>  
**Sent:** Monday, October 12, 2015 3:51 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.

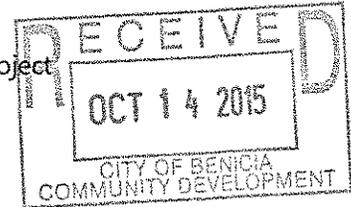
Sincerely,

Ria Tanz Kubota  
671 El Cerro Drive  
El Sobrante, CA 94803  
US

## Amy Million

---

**From:** Elizabeth Claman <elizabethclaman@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:49 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.

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.

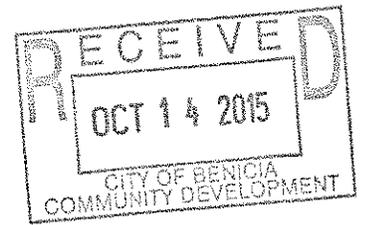
Sincerely,

Elizabeth Claman  
347 W Bissell Ave  
Richmond, CA 94801  
US

## Amy Million

---

**From:** Faith Strailey <kantor@digitalpath.net>  
**Sent:** Monday, October 12, 2015 3:49 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.

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.

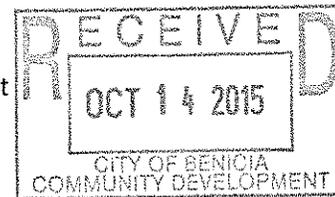
Sincerely,

Faith Strailey  
PO Box 3012  
Quincy, CA 95971  
US

## Amy Million

---

**From:** Teri Barnato <Teribarnato@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:47 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.

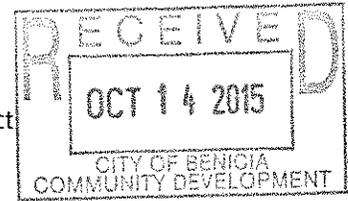
Sincerely,

Teri Barnato  
24980 Ben Taylor Rd  
Colfax, CA 95713  
US

## Amy Million

---

**From:** Victoria Hom-Roan <bickr5150@yahoo.com>  
**Sent:** Monday, October 12, 2015 3:47 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.

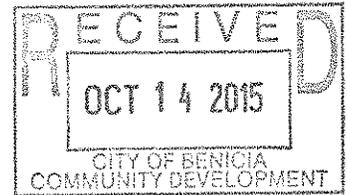
Sincerely,

Victoria Hom-Roan  
2668 Handstand Way  
California, CA 95377  
US

## Amy Million

---

**From:** Denise Edwards <denisee478@gmail.com>  
**Sent:** Monday, October 12, 2015 3:46 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.

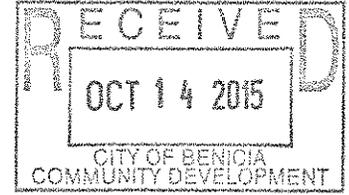
Sincerely,

Denise Edwards  
4590 Chippewa Lane  
Redding, CA 96003  
US

## Amy Million

---

**From:** Grace Shimizu <gshimizu7@gmail.com>  
**Sent:** Monday, October 12, 2015 3:44 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.

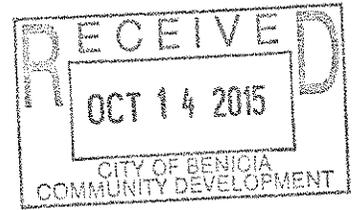
Sincerely,

Grace Shimizu  
908 Elm St. #3  
El Cerrito, CA 94530  
US

## Amy Million

---

**From:** KATHLEEN KELLER <kellerk@pacbell.net>  
**Sent:** Monday, October 12, 2015 3:43 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.

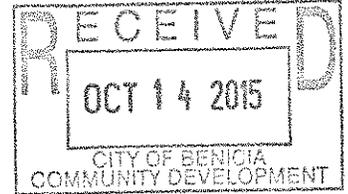
Sincerely,

KATHLEEN KELLER  
1348 ROCKLEDGE LN  
WALNUT CREEK, CA 94595  
US

## Amy Million

---

**From:** Nancy Hiestand <nancya0624@aol.com>  
**Sent:** Monday, October 12, 2015 3:43 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.

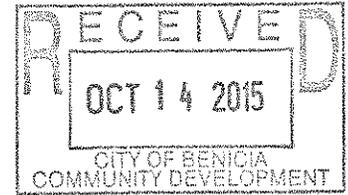
Sincerely,

Nancy Hiestand  
526 SOUTH CAMPUS WAY  
DAVIS, CA 95616  
US

## Amy Million

---

**From:** Elizabeth Fowler <lizzart@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 3:41 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.

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.

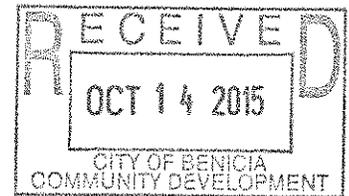
Sincerely,

Elizabeth Fowler  
Ventura Street  
CA, CA 94805  
US

## Amy Million

---

**From:** Gudrun Hall <zwilling@ca.astound.net>  
**Sent:** Monday, October 12, 2015 3:38 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.

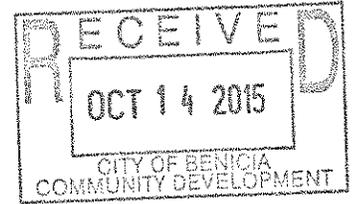
Sincerely,

Gudrun Hall  
3505 northwood  
concord, CA 94520  
US

## Amy Million

---

**From:** Bernadine Deckard <bmrrp@aol.com>  
**Sent:** Monday, October 12, 2015 3:38 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.

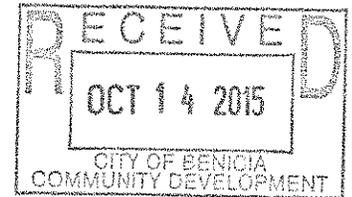
Sincerely,

Bernadine Deckard  
150 Rankin Way Apt13  
Benicia, CA 94510  
US

## Amy Million

---

**From:** Benjamin Lashbaugh <benjihowe@att.net>  
**Sent:** Monday, October 12, 2015 3:37 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.

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.

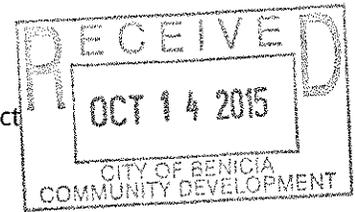
Sincerely,

Benjamin Lashbaugh  
304 Sheldon Avenue  
Mount Shasta, CA 96067  
US

## Amy Million

---

**From:** mishel adolph <misheldeniz53@gmail.com>  
**Sent:** Monday, October 12, 2015 3:35 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.

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.

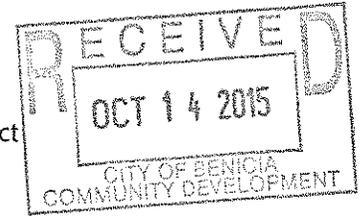
Sincerely,

mishel adolph  
429 montetey st  
vsillejo, CA 94590  
US

## Amy Million

---

**From:** Michele Coakley <mygacky@gmail.com>  
**Sent:** Monday, October 12, 2015 3:33 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.

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.

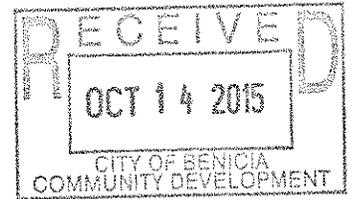
Sincerely,

Michele Coakley  
2154 Benita Drive, Apt. 3  
Rancho Cordova, CA 95670  
US

## Amy Million

---

**From:** Bob Atwood <bobatwood60@gmail.com>  
**Sent:** Monday, October 12, 2015 3:33 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.

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.

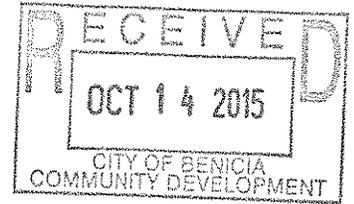
Sincerely,

Bob Atwood  
248 Boulder Cr Dr #8  
CA, CA 96003  
US

## Amy Million

---

**From:** Henry Martinez <martinezjh@msn.com>  
**Sent:** Monday, October 12, 2015 3:33 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.

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.

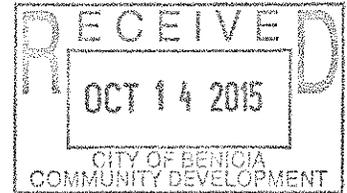
Sincerely,

Henry Martinez  
4180 San Juan Dr.  
Pittsburg, CA 94565  
US

## Amy Million

---

**From:** Sue Ghilotti <sueg@colfaxnet.com>  
**Sent:** Monday, October 12, 2015 3:54 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.

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.

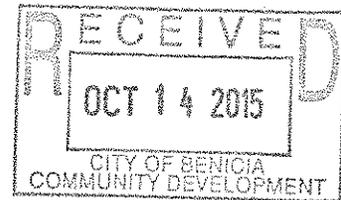
Sincerely,

Sue Ghilotti  
P.O. Box 803  
Colfax, CA 95713  
US

## Amy Million

---

**From:** Jan Maltzan <d-street@cwo.com>  
**Sent:** Monday, October 12, 2015 3:59 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.

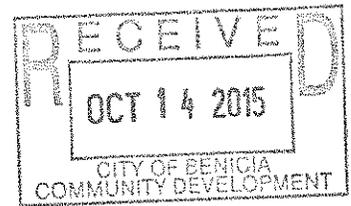
Sincerely,

Jan Maltzan  
2505 D Street  
Sacramento, CA 95816  
US

## Amy Million

---

**From:** Sherrill Futrell <safutrell@ucdavis.edu>  
**Sent:** Monday, October 12, 2015 3:59 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.

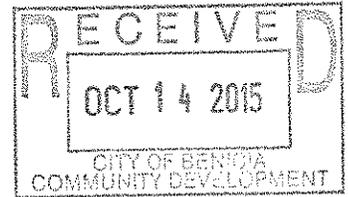
Sincerely,

Sherrill Futrell  
151 Inner Cir  
Davis, CA 95618  
US

## Amy Million

---

**From:** David Brooks <poppaotter1@icloud.com>  
**Sent:** Monday, October 12, 2015 4:00 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.

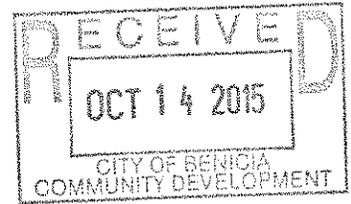
Sincerely,

David Brooks  
113 Canyon Rim Drive  
Folsom, CA 95630  
US

## Amy Million

---

**From:** Susan Allsbrook <fosisue@hotmail.com>  
**Sent:** Monday, October 12, 2015 4:01 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.

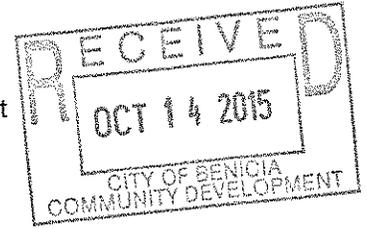
Sincerely,

Susan Allsbrook  
1860 Lone Oak Rd  
Brentwood, CA 94513  
US

## Amy Million

---

**From:** Roxanne Moger <roxanne.l.moger@comcast.net>  
**Sent:** Monday, October 12, 2015 4:04 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.

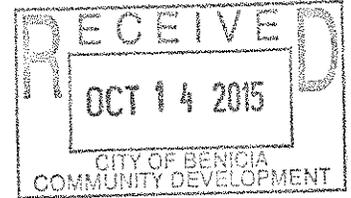
Sincerely,

Roxanne Moger  
2340 42nd St  
Sacramento, CA 95817  
US

## Amy Million

---

**From:** Kevin Mulvey <kevin.mulvey@gmail.com>  
**Sent:** Monday, October 12, 2015 4:06 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.

In addition, the financial liability in cases of catastrophic accidents like these will without question fall back in large part on the taxpayers in the State of California and our local communities. Corporations may be people as far as the Supreme Court is concerned, but these "people" find many and various ways to avoid their responsibilities by declaring bankruptcy and shielding assets when the day to pay comes due.

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.

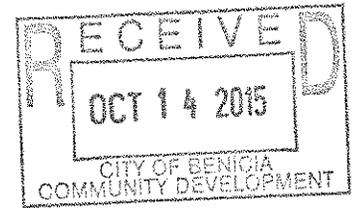
Sincerely,

Kevin Mulvey  
1048 Aileen St.  
Oakland, CA 94608  
US

## Amy Million

---

**From:** Amy Prosser <amprosser@yahoo.com>  
**Sent:** Monday, October 12, 2015 4:10 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.

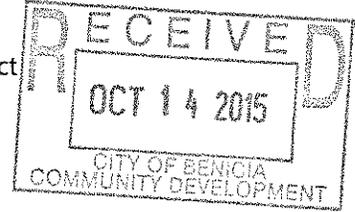
Sincerely,

Amy Prosser  
5311 Sierra Avenue  
Richmond, CA 94805  
US

## Amy Million

---

**From:** Becky Gottowski <bgottowski@gmail.com>  
**Sent:** Monday, October 12, 2015 4:11 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.

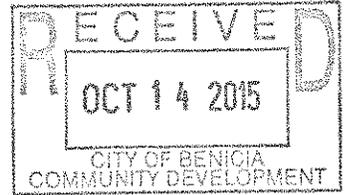
Sincerely,

Becky Gottowski  
5451 Alpine ct  
CA, CA 95969  
US

## Amy Million

---

**From:** Cynthia Fernandez <cynfer61@yahoo.com>  
**Sent:** Monday, October 12, 2015 4:14 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.

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.

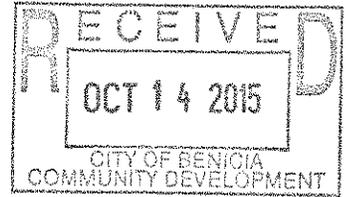
Sincerely,

Cynthia Fernandez  
1400 Pinnacle Court #109  
Point Richmond, CA 94801  
US

## Amy Million

---

**From:** Connie Day <one\_sunny\_day@hotmail.com>  
**Sent:** Monday, October 12, 2015 4:19 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.

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.

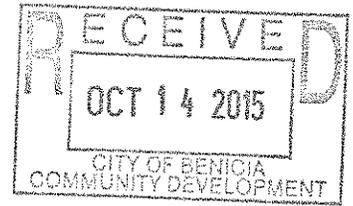
Sincerely,

Connie Day  
1650 Maring Way  
California, CA 95835  
US

## Amy Million

---

**From:** Lynda Comerate <lyndacomerate@gmail.com>  
**Sent:** Monday, October 12, 2015 4:19 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.

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.

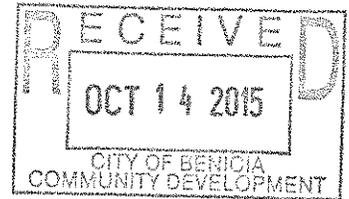
Sincerely,

Lynda Comerate  
13770 Finch Ct  
California, CA 95954  
US

## Amy Million

---

**From:** Kerry MacInnes <kerry.macinnes@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 4:21 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.

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.

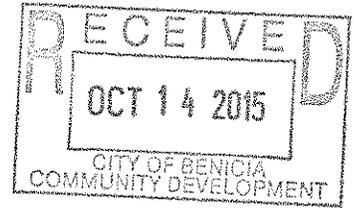
Sincerely,

Kerry MacInnes  
3589 Walnut Street  
Lafayette, CA 94549  
US

## Amy Million

---

**From:** Dennis Daigle <daiglem@comcast.net>  
**Sent:** Monday, October 12, 2015 5:21 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.

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.

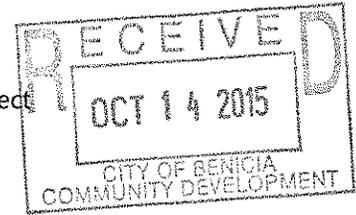
Sincerely,

Dennis Daigle  
2912 Winding Lane  
CA, CA 94531  
US

## Amy Million

---

**From:** Janette Wolf <janette.wolf@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 5:15 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.

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.

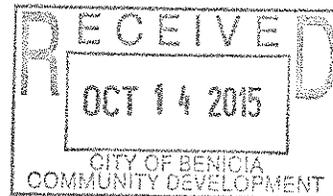
Sincerely,

Janette Wolf  
510 Grant Court  
California, CA 94510  
US

## Amy Million

---

**From:** Nancy Cremer <ncremer29@comcast.net>  
**Sent:** Monday, October 12, 2015 5:13 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.

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.

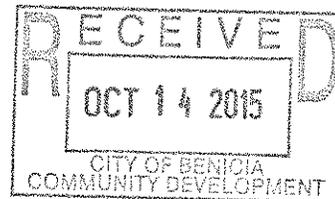
Sincerely,

Nancy Cremer  
921 Park View Ct  
Stockton, CA 95205  
US

## Amy Million

---

**From:** francis mangels <bioguy0311@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 5:13 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.

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.

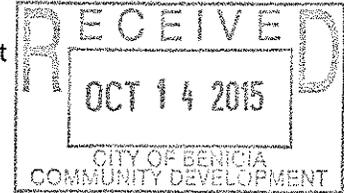
Sincerely,

francis mangels  
736 pine ridge  
mt shasta, CA 96067  
US

## Amy Million

---

**From:** K Strasser <Fineartforme@yahoo.com>  
**Sent:** Monday, October 12, 2015 5:12 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.

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.

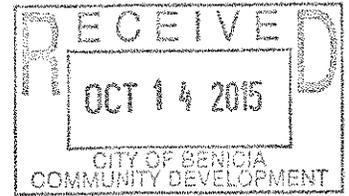
Sincerely,

K Strasser  
2582 pine st  
Martinez, CA 94553  
US

## Amy Million

---

**From:** Iris Noren <catfancier1986@comcast.net>  
**Sent:** Monday, October 12, 2015 5:12 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.

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.

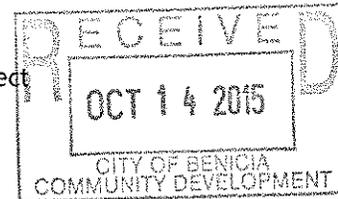
Sincerely,

Iris Noren  
10020 Hampton Oak Drive  
Elk Grove, CA 95624  
US

## Amy Million

---

**From:** Elizabeth Adan <eliz\_adan1@yahoo.com>  
**Sent:** Monday, October 12, 2015 5:12 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.

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.

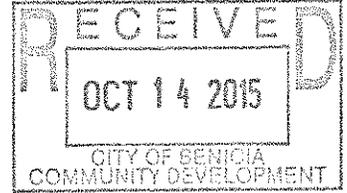
Sincerely,

Elizabeth Adan  
4419 Rollingrock Way  
Carmichael, CA 95608  
US

## Amy Million

---

**From:** Lindalee Ausejo <llausejo@peoplepc.com>  
**Sent:** Monday, October 12, 2015 5:12 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.

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.

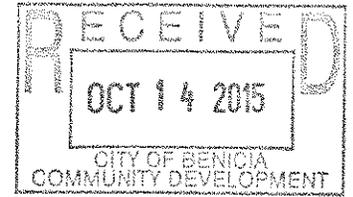
Sincerely,

Lindalee Ausejo  
5807 Charles Avenue  
El Cerrito, CA 94530  
US

## Amy Million

---

**From:** Angelica Vallin <zoylatapatia@hotmail.com>  
**Sent:** Monday, October 12, 2015 5:11 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.

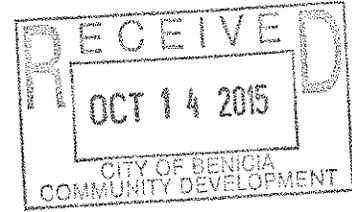
Sincerely,

Angelica Vallin  
1381 May Ct  
California, CA 94520  
US

## Amy Million

---

**From:** Brad Kilger  
**Sent:** Monday, October 12, 2015 5:10 PM  
**To:** Amy Million  
**Subject:** FW: Crude by rail



From: Paul Modjesky [mailto:modjesky@gmail.com]  
Sent: Monday, October 12, 2015 4:31 PM  
To: Brad Kilger <BKilger@ci.benicia.ca.us>  
Subject: Crude by rail

Dear Benicia Officials,

I'd like to take a moment to reaffirm my sentiments during the initial comment period on the Draft EIR for Valero's proposed project.

I support more local jobs.

I support more local construction projects.

I support continued investment in Benicia's business park.

I support significant tax revenues that fund vital city services.

I support a company that makes giving back to the Benicia community an integral part of its business model.

I support the continued refining of American oil and the reduced dependence on foreign oil it provides.

I support Valero in its request to expand the capacity within its property to allow for transporting domestic crude by rail.

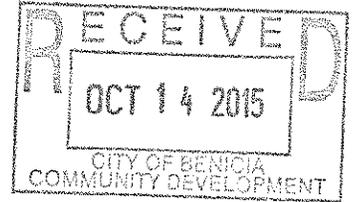
Thank you,

Paul Modjesky

## Amy Million

---

**From:** M Coulter <mcoulter@dcn.org>  
**Sent:** Monday, October 12, 2015 5:09 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.

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.

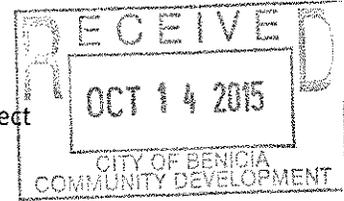
Sincerely,

M Coulter  
909 12th Street #118  
California, CA 95814  
US

## Amy Million

---

**From:** Stanley Dawson <sdawson@cal.net>  
**Sent:** Monday, October 12, 2015 5:09 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.

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.

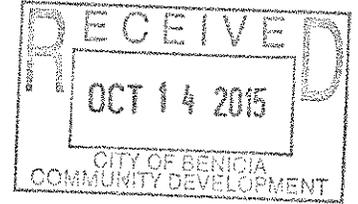
Sincerely,

Stanley Dawson  
2361 Glacier Pl  
Davis, CA 95616  
US

## Amy Million

---

**From:** Susan Croissant <s\_crow1@yahoo.com>  
**Sent:** Monday, October 12, 2015 5:08 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.

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.

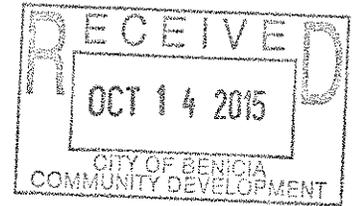
Sincerely,

Susan Croissant  
120 Perkins Avenue  
Vallejo, CA 94590  
US

## Amy Million

---

**From:** Jeffrey Stone <stonepitts2@gmail.com>  
**Sent:** Monday, October 12, 2015 5:05 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.

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.

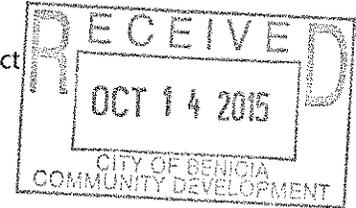
Sincerely,

Jeffrey Stone  
909 Bennett Dr  
Yreka, CA 96097  
US

## Amy Million

---

**From:** Sharon Nicodemus <bream@omsoft.com>  
**Sent:** Monday, October 12, 2015 4:57 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.

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.

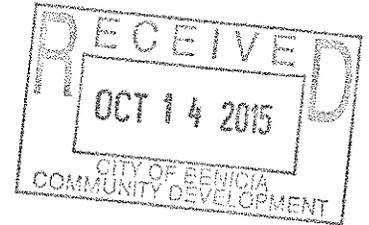
Sincerely,

Sharon Nicodemus  
2710 Danube Dr.  
Sacramento, CA 95821  
US

## Amy Million

---

**From:** Victor Monjaras <Vickvs.world@yahoo.com>  
**Sent:** Monday, October 12, 2015 4:56 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.

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.

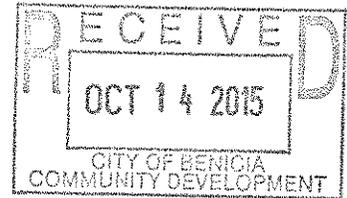
Sincerely,

Victor Monjaras  
3330 Rattlesnake Road  
Newcastle, CA 95658  
US

## Amy Million

---

**From:** Julie Underwood <julesru@yahoo.com>  
**Sent:** Monday, October 12, 2015 4:56 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.

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.

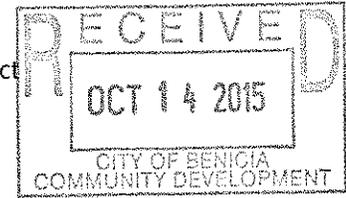
Sincerely,

Julie Underwood  
8934 Vincent ave  
Fair Oaks, CA 95628  
US

## Amy Million

---

**From:** nicollette froehlich <nikkifroehlich@yahoo.com>  
**Sent:** Monday, October 12, 2015 4:55 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.

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.

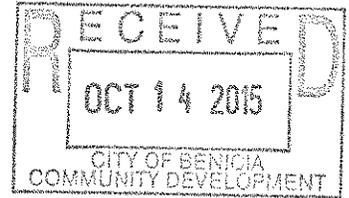
Sincerely,

nicollette froehlich  
25902 n. fuhrman rd.  
acampo, CA 9  
US

## Amy Million

---

**From:** John Scott <john\_lewis\_scott@msn.com>  
**Sent:** Monday, October 12, 2015 4:55 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.

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.

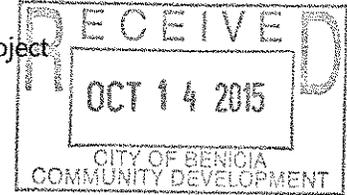
Sincerely,

John Scott  
4370 Tao Way  
Butte Valley, CA 95965  
US

## Amy Million

---

**From:** BILLIE TALAMANTES <b\_talamantes@yahoo.com>  
**Sent:** Monday, October 12, 2015 4:55 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.

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.

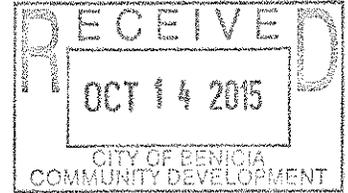
Sincerely,

BILLIE TALAMANTES  
1841 S. OLIVE AV  
CA, CA 95215  
US

## Amy Million

---

**From:** Marjorie Kolding <kolding@pacbell.net>  
**Sent:** Monday, October 12, 2015 4:52 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.

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.

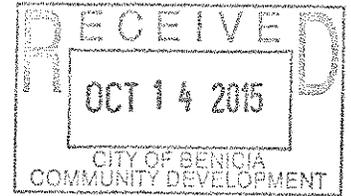
Sincerely,

Marjorie Kolding  
1339 44th St  
sacramento, CA 95819  
US

## Amy Million

---

**From:** Jeanne Shelsky <Jeannes4home@gmail.com>  
**Sent:** Monday, October 12, 2015 4:47 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.

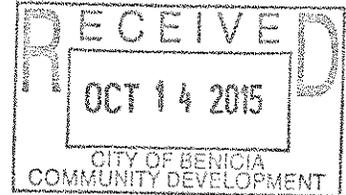
Sincerely,

Jeanne Shelsky  
384 Indian Cliffs Dr  
Chico, CA 95973  
US

## Amy Million

---

**From:** Julie Peters <Julpet1@pacbell.net>  
**Sent:** Monday, October 12, 2015 4:45 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.

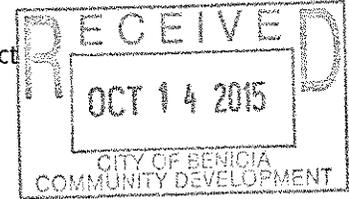
Sincerely,

Julie Peters  
1605 Lindbergh Dr  
Concord, CA 94521  
US

## Amy Million

---

**From:** bob shaw <blackstar0154@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 4:43 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.

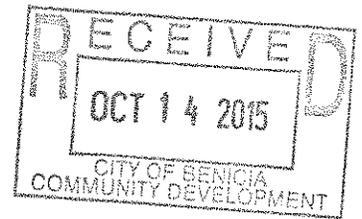
Sincerely,

bob shaw  
2663 bradford  
west sacramento, CA 95691  
US

## Amy Million

---

**From:** Ken Lawson <buffalograss@att.net>  
**Sent:** Monday, October 12, 2015 4:42 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.

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.

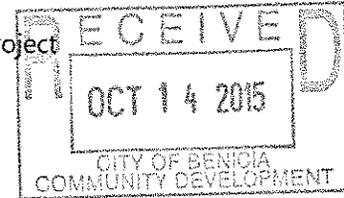
Sincerely,

Ken Lawson  
61 Mud Creek Road  
Cohasset, CA 95973  
US

## Amy Million

---

**From:** Julie Sasaoka <sasaokaj@yahoo.com>  
**Sent:** Monday, October 12, 2015 4:40 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.

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.

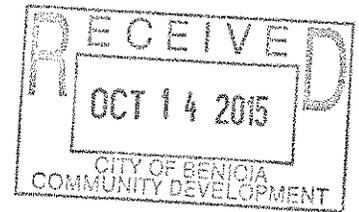
Sincerely,

Julie Sasaoka  
1082 tilley cir  
concord, CA 94518  
US

## Amy Million

---

**From:** melissa miller <califpoppy55@yahoo.com>  
**Sent:** Monday, October 12, 2015 4:39 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.

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.

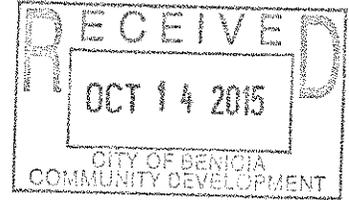
Sincerely,

melissa miller  
80 west hookston rd.  
pleasant hill, CA 94523  
US

## Amy Million

---

**From:** Kiku Dong <Kikuye18@yahoo.com>  
**Sent:** Monday, October 12, 2015 4:32 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.

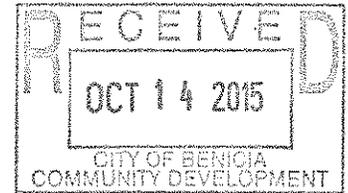
Sincerely,

Kiku Dong  
4040 Fairlands Dr.  
Pleasanton, CA 94588  
US

## Amy Million

---

**From:** Sveinn Olafsson <olafsson@earthlink.net>  
**Sent:** Monday, October 12, 2015 4:31 PM  
**To:** Amy Million  
**Subject:** Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

As a biologist, and citizen, 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.

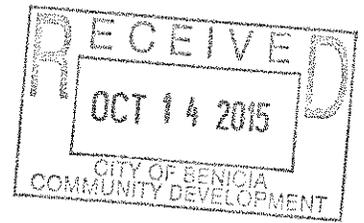
Sincerely,

Sveinn Olafsson  
P.O. Box 401  
Canyon, CA 94516  
US

## Amy Million

---

**From:** Paul Modjesky <modjesky@gmail.com>  
**Sent:** Monday, October 12, 2015 4:31 PM  
**To:** Amy Million  
**Subject:** Crude by rail



Dear Benicia Officials,

I'd like to take a moment to reaffirm my sentiments during the initial comment period on the Draft EIR for Valero's proposed project.

I support more local jobs.

I support more local construction projects.

I support continued investment in Benicia's business park.

I support significant tax revenues that fund vital city services.

I support a company that makes giving back to the Benicia community an integral part of its business model.

I support the continued refining of American oil and the reduced dependence on foreign oil it provides.

I support Valero in its request to expand the capacity within its property to allow for transporting domestic crude by rail.

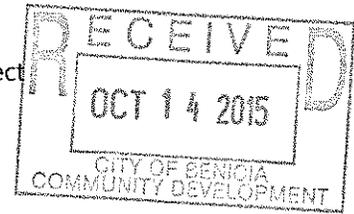
Thank you,

Paul Modjesky

## Amy Million

---

**From:** janice jones <jan@metrostation.com>  
**Sent:** Monday, October 12, 2015 4:27 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.

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.

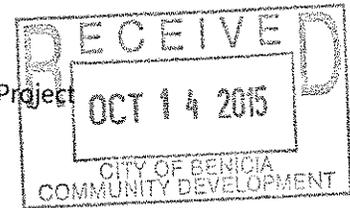
Sincerely,

janice jones  
2612 tulare av  
el cerrito, CA 94530  
US

## Amy Million

---

**From:** jon erickson <jonjerickson@hotmail.com>  
**Sent:** Monday, October 12, 2015 4:27 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.

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.

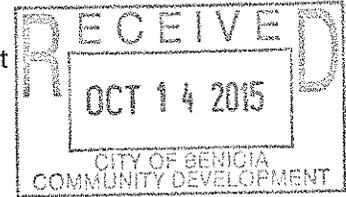
Sincerely,

jon erickson  
4011 57th St.  
Sacramento, CA 95820  
US

## Amy Million

---

**From:** D Ashurst <retiredcat@dm-tech.com>  
**Sent:** Monday, October 12, 2015 4:24 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.

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.

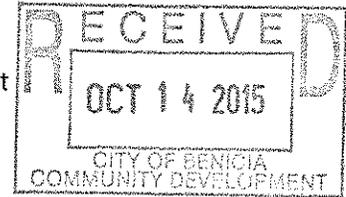
Sincerely,

D Ashurst  
22834 Valley Vista Drive  
Corning, CA 96021  
US

## Amy Million

---

**From:** Alicia Jackson <Lametreza@yahoo.com>  
**Sent:** Monday, October 12, 2015 5:22 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.

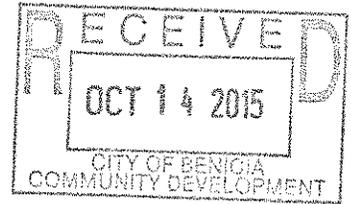
Sincerely,

Alicia Jackson  
401 Goheen Circle  
Vallejo, CA 94591  
US

## Amy Million

---

**From:** Janet Soderstrom <janet.soderstrom@yahoo.com>  
**Sent:** Monday, October 12, 2015 5:23 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.

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.

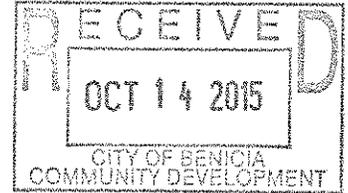
Sincerely,

Janet Soderstrom  
30 SAN PIEDRAS PL  
California, CA 94583  
US

## Amy Million

---

**From:** Janet Soderstrom <janet.soderstrom@yahoo.com>  
**Sent:** Monday, October 12, 2015 5:23 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.

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.

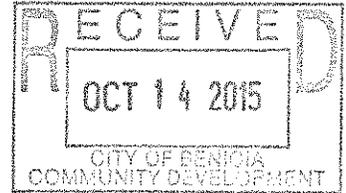
Sincerely,

Janet Soderstrom  
30 SAN PIEDRAS PL  
California, CA 94583  
US

## Amy Million

---

**From:** Ro LoBianco <zoolojest@gmail.com>  
**Sent:** Monday, October 12, 2015 5:25 PM  
**To:** Amy Million  
**Subject:** Valero's Rail Project



Dear Ms. Million,

My family and I are Benicia residents. We are deeply concerned 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, my family and I ask the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

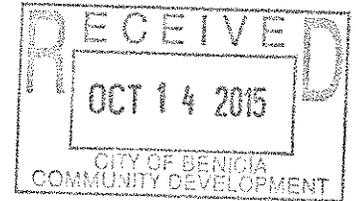
Sincerely,

Ro LoBianco  
PO Box 1024  
Benicia, CA 94510  
US

## Amy Million

---

**From:** Mary McKinney <marmck@comcast.net>  
**Sent:** Monday, October 12, 2015 5:26 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.

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.

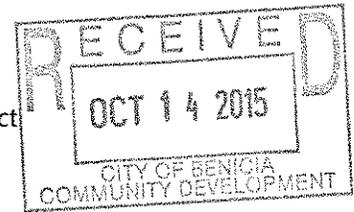
Sincerely,

Mary McKinney  
1904 Carzino Court  
Concord, CA 94521  
US

## Amy Million

---

**From:** Jeanne Greene <jeaneg.2002@gmail.com>  
**Sent:** Monday, October 12, 2015 5:27 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.

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.

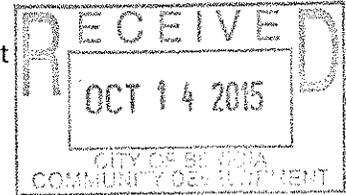
Sincerely,

Jeanne Greene  
6 Morning Rose Way  
Chico, CA 95928  
US

## Amy Million

---

**From:** DJ Brown <djbrown2210@att.net>  
**Sent:** Monday, October 12, 2015 5:30 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.

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.

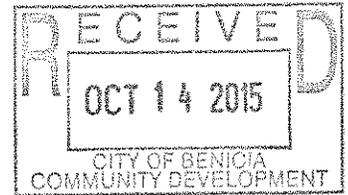
Sincerely,

DJ Brown  
903 FARM HOUSE LN  
California, CA 95765  
US

## Amy Million

---

**From:** Cheryl A. Aaron <cherylaaron@msn.com>  
**Sent:** Monday, October 12, 2015 5:35 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.

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.

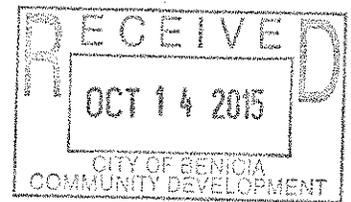
Sincerely,

Cheryl A. Aaron  
55 E. Marquette Road  
Chicago, IL 60637  
US

## Amy Million

---

**From:** Dennis Micke <tech.noid@yahoo.com>  
**Sent:** Monday, October 12, 2015 5:36 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.

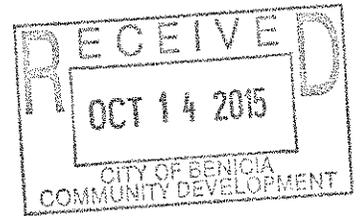
Sincerely,

Dennis Micke  
Sutherland  
Auburn, CA 95603  
US

## Amy Million

---

**From:** Barbara Gladfelter <bbgladfelter@yahoo.com>  
**Sent:** Monday, October 12, 2015 5:36 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.

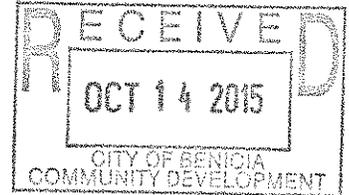
Sincerely,

Barbara Gladfelter  
225 Archer Place  
Dixon, CA 95620  
US

## Amy Million

---

**From:** Jim Reynolds <jim2301@sbcglobal.net>  
**Sent:** Monday, October 12, 2015 5:38 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.

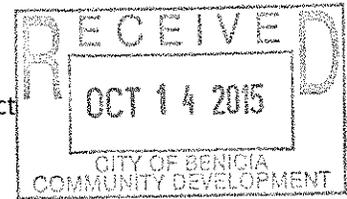
Sincerely,

Jim Reynolds  
2301 Ball Mtn Rd  
Montague, CA 96064  
US

## Amy Million

---

**From:** Diane Bailey <Diane3bailey@gmail.com>  
**Sent:** Monday, October 12, 2015 5:45 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.

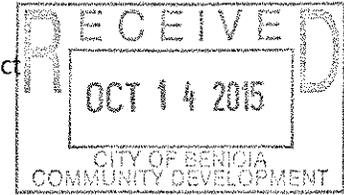
Sincerely,

Diane Bailey  
501 middlesex road  
Belmont, CA 94002  
US

## Amy Million

---

**From:** Robin Anderson <goodrobingoodfellow@gmail.com>  
**Sent:** Monday, October 12, 2015 5:46 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.

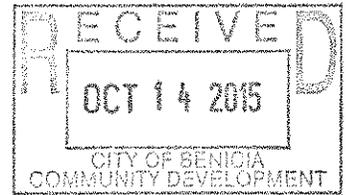
Sincerely,

Robin Anderson  
1850 Dineen St.  
Martinez, CA 94553  
US

## Amy Million

---

**From:** Cheryl Reynolds <clapperail@comcast.net>  
**Sent:** Monday, October 12, 2015 6:43 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,

Cheryl Reynolds  
5460 Concord Blvd. E1  
CA, CA 94521  
US