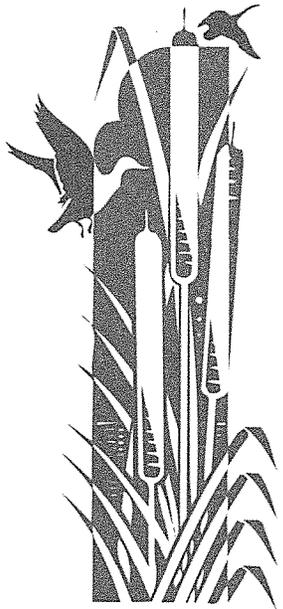


Valero Crude by Rail Project
Public Comments received Revised DEIR Public Review Period
October 3 - 9, 2015

Commenter	Date Received
Agencies	
City of Gridley	5-Oct-15
Organizations	
Heat and Frost Insulators and Allied Workers Local Union No. 16	8-Oct-15
Individuals	
Natalie Kovacs	5-Oct-15
Trista Kendall	5-Oct-15
Felipe Garcia	5-Oct-15
Dennis Lewis	5-Oct-15
Betty Mato	5-Oct-15
Pierre Bidou	5-Oct-15
Julianne Riddle	6-Oct-15
Bijan Mottahedeh	6-Oct-15
Sarah McConnell	6-Oct-15
Alicia Gipson	6-Oct-15
Barbara Lowden	8-Oct-15
Larry Fullington	8-Oct-15
Dale Cross	9-Oct-15



City of
Gridley

685 Kentucky Street

Gridley, CA 95948

October 1, 2015

Community Development Department
250 East L Street
Benecia, CA 94510

Re: Transport of Valero Crude by Rail
DEIR/RDEIR

Dear Sir/Ma'am:

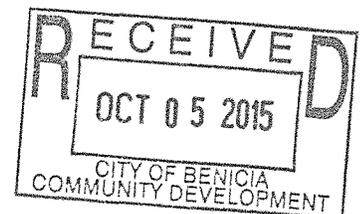
The City of Gridley would like to submit its comments on the increase of the transport of Valero Crude by rail through its City. We have significant concerns related to catastrophic event scenarios.

This material could significantly impact our city should there be a derailment, fire, explosion, or other event. A Master Plan for Statewide Response to the potential catastrophic event should be created prior to the increase in transport of this material.

Please call Sean Norman, Battalion Chief, Gridley Fire Department should you wish to discuss the comments of this letter.

Sincerely,

Donna Decker
City Planner
Planning Department





Cooperative Fire Protection since 1991



CITY OF GRIDLEY FIRE DEPARTMENT

FIRE CHIEF—Greg McFadden

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

Response to City of Benecia DEIR/RDEIR
Transport of Valero Crude by Rail through the City of Gridley

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

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

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

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

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

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

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

MEMBERS OF THE COUNCIL

Bruce Johnson • Frank Hall • Ray Borges • Owen Stiles • Jeff Draper



Cooperative Fire Protection since 1991



CITY OF GRIDLEY FIRE DEPARTMENT

FIRE CHIEF—Greg McFadden

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

Response to City of Benecia DEIR/RDEIR
Transport of Valero Crude by Rail through the City of Gridley

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

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

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

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

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

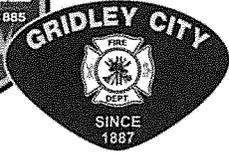
A "table top" exercise should be held to practice the process of managing a large scale disaster involving an evacuation of the community.

MEMBERS OF THE COUNCIL

Bruce Johnson • Frank Hall • Ray Borges • Owen Stiles • Jeff Draper



Cooperative Fire Protection since 1991



CITY OF GRIDLEY FIRE DEPARTMENT

FIRE CHIEF—Greg McFadden

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

Response to City of Benecia DEIR/RDEIR
Transport of Valero Crude by Rail through the City of Gridley

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

Sean Norman

Battalion Chief CAL FIRE/Gridley Fire Department

MEMBERS OF THE COUNCIL

Bruce Johnson • Frank Hall • Ray Borges • Owen Stiles • Jeff Draper

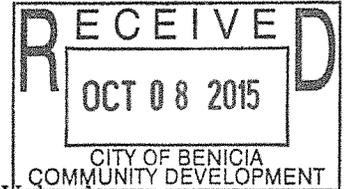
Heat and Frost Insulators and Allied Workers Local Union No. 16

AFFILIATED WITH THE AFL-CIO AND BUILDING AND CONSTRUCTION TRADES DEPARTMENT

3801 PARK ROAD
BENICIA, CA 94510



(707) 748-1616
FAX (707) 748-1620
www.insulators16-wica.com



Dear City of Benicia Planning Commissioners:

I am writing as a Benicia Industrial Park business and a strong supporter of Valero's proposed Crude by Rail Project. The refinery is an important member of the Industrial Park and a vital member of the Benicia community, contributing 25% of the City's annual General Fund revenues.

Our office staff, members and apprentice trainees are excited to see both the city and local businesses investing in these types of infrastructure projects that will ultimately bring more growth and business opportunities to our area. Valero's continued success is vital to the success of Benicia's economy.

The city has spent nearly three years working with independent experts to review this project. It's time for the refinery to move forward with a project that will benefit our environment and economy by reducing global greenhouse gas emissions and increasing the annual tax revenues.

We believe that all industrial facilities should continually upgrade their equipment and their processing methods so that the safety of the workers and surrounding community is improved. This project is another step in right direction.

Should you have any questions, or would like to discuss the issue further, please contact me directly. You are also welcome to stop by our office and training facilities.

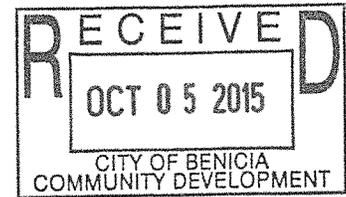
Thank you for your time and consideration in this matter.

Respectfully,

Melvin Breshears
Business Manager

Amy Million

From: Natalie Kovacs <natkovacs@cox.net>
Sent: Thursday, October 01, 2015 5:10 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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

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

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

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

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

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

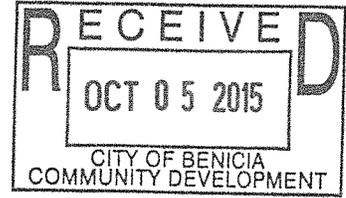
Sincerely,

Natalie Kovacs
23202 Virtuoso
Irvine, California 92620

<<http://click.actionnetwork.org/mpss/o/4gA/kLwXAA/t.1qx/-BgLELsISQ2c9UI5ewq5Sw/o.gif>>

Amy Million

From: Trista Kendall <trista@forestethics.org>
Sent: Monday, October 05, 2015 9:24 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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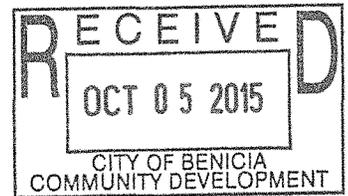
Sincerely,

Trista Kendall
2027 Market Street, Apt 1
San Francisco, California 94114

<<http://click.actionnetwork.org/mpss/o/6QA/kLwXAA/t.1r0/EdIN5zeSRHuO86Dyjole0A/o.gif>>

Amy Million

From: Felipe Garcia <rangerdave@mynvw.com>
Sent: Monday, October 05, 2015 4:53 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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

I live inside the blast zone and have seen these 100 unit trains roll by my home and through the Feather River Canyon. The Feather River is the source for Lake Oroville, California's second largest domestic water supply to 25 million residents. We just had a train derailment on Nov 24, 2014 and would have been a disaster if it would have been a crude oil unit train.

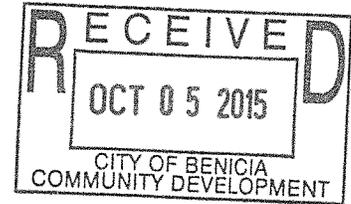
For all these reasons, I respectfully urge the Planning Commission and City Council to not certify this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Felipe Garcia
3573 Via Las Lupes
Oroville, California 95965

Amy Million

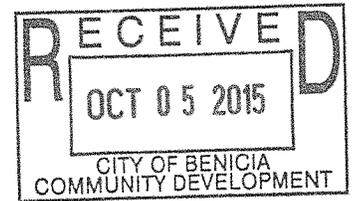
From: Dennis Lewis <lewylewy@pacbell.net>
Sent: Sunday, October 04, 2015 12:08 PM
To: Amy Million
Subject: Valero project



Dear Amy, my name is Dennis Lewis and I am writing to voice my approval of the Valero project. I was born and raised in Benicia, was a member of the Benicia Volunteer Fire Department and worked for the city at the Wastewater Plant until retirement. I was here when the Arsenal moved out and left the city in dire straits. The Police Department had to buy used cars from the CHP to replace their broken down cars and the Fire Department had to patch their equipment with the skills of the Volunteers, many of them who worked at Yuba Mfg. Humble Oil came in and gave the city a sorely needed shot in the arm. I have worked at times at the refinery, when it was Exxon, and have been impressed in it's safety and community involvement. I have heard the horror stories of the train wrecks back east and I am not swayed by the concerns because a lot of the trains were exceeding speed limits. I've seen trains coming and going through the Industrial Park and have observed very slow trains, especially after waiting for them at Park and Bayshore Roads for what seems like an eternity. I read a letter in the Vallejo paper from a resident of Berkeley protesting against the project and thought that person has no business interjecting their thoughts in our towns business. It is my belief the planning commission will not listen to non-residents viewpoints and do the right thing and vote in favor of this project. I believe it is in the right interests of Benicia's welfare. Thank you for allowing me this opportunity to voice my approval, Best Regards, Dennis Lewis

Amy Million

From: Betty Mato <chmura89@gmail.com>
Sent: Saturday, October 03, 2015 5:37 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Betty Mato
71300 San Jacinto
Rancho Mirage, California 92270

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1qz/cTzUUeJISluhiNM5EfyzjA/o.gif>>

Dear Benicia City Officials,

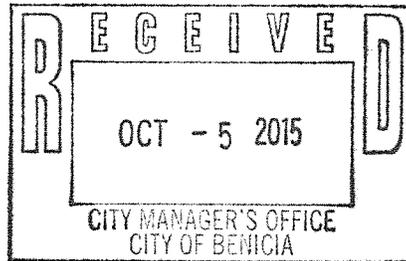
As a Benicia resident for over 50 years, I can say that I support Valero's crude by rail project.

I have worked in the public and private sector through my career. I have even been on the school board and City Council here in Benicia. As someone who has experience working for Valero, I can tell you that they are a true friend to our community. They are like you and me, people living in Benicia. Valero contracts local workers, supports local events, supports 25% of the Benicia city budget and donates millions of dollars to Benicia charities. Valero has been a good neighbor and invested member of our community.

I urge you to approve the crude by rail project Benicia. This project brings more local jobs, tax revenue, and increases economic activity to Benicia and surrounding cities.

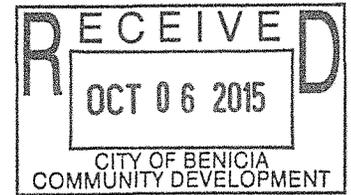
Thank you,


Pierre Bidou



Amy Million

From: Julianne Riddle <jules.riddle@gmail.com>
Sent: Tuesday, October 06, 2015 8:52 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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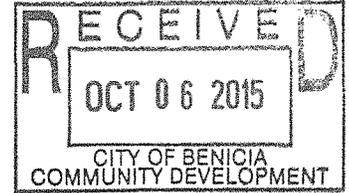
Sincerely,

Julianne Riddle
1508 Sherman ave
Chico, California 95926

<<http://click.actionnetwork.org/mpss/o/4AA/kLwXAA/t.1r1/ThPXfMSvQK2V4xQpd-Wobw/o.gif>>

Amy Million

From: bijan mottahedeh <beejanm@yahoo.com>
Sent: Monday, October 05, 2015 11:24 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

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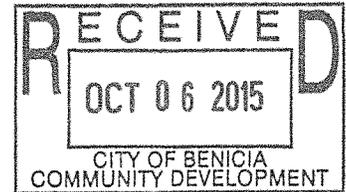
Sincerely,

bijan mottahedeh
206 hobart avenue
san mateo, California 94402

<<http://click.actionnetwork.org/mpss/o/3gA/kLwXAA/t.1r1/Ypc9cvURRNWqUe4FrTaeEw/o.gif>>

Amy Million

From: Sarah mcconnell <sarahmaria76@gmail.com>
Sent: Tuesday, October 06, 2015 9:27 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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

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

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

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

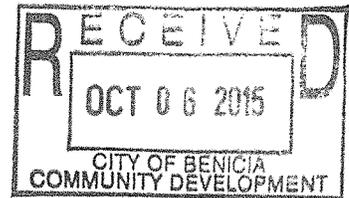
Sincerely,

Sarah mcconnell
1232 oakdale at
chico, California 95942

<<http://click.actionnetwork.org/mpss/o/6gA/kLwXAA/t.1r1/evUaR5EcQ6KPhobbaRG4Gw/o.gif>>

Amy Million

From: alicia gipson <bootsy98@hotmail.com>
Sent: Tuesday, October 06, 2015 9:39 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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

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

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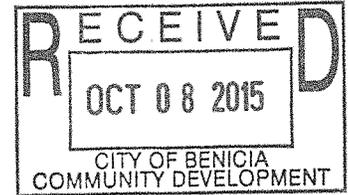
Sincerely,

alicia gipson
1206 Normal Ave
Chico, California 95928

<<http://click.actionnetwork.org/mpss/o/1gA/kLwXAA/t.1r1/9l9fYm1vQuieRqYp4i-N5g/o.gif>>

Amy Million

From: Barbara Lowden <barbaral57@hotmail.com>
Sent: Thursday, October 08, 2015 1:44 AM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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Sincerely,

Barbara Lowden
9702 Rosemary Drive
Cypress, California 90630-4043

<<http://click.actionnetwork.org/mpss/o/4AA/kLwXAA/t.1r3/MXy8FjvaSUuG976UobNuFQ/o.gif>>

10-6-15

Dear Benicia City Officials,

The RDEIR affirms that crude delivery by rail can be done safely. Since Valero first applied for a permit in 2012, the federal and state government have enacted extensive additional rail safety regulations that will increase the safety of this project. These regulations, coupled with Valero and Union Pacific Railroad's commitment to exceed federal standards, will ensure that this project is operated safely while simultaneously affording the refinery access to landlocked North American crude.

This project will not increase the amount of crude oil the refinery processes. Rather, it will simply offset some of the crude currently being delivered by marine vessel and/or pipeline with crude delivered by rail. Presently, the Refinery's primary crude supplies come from the California San Joaquin Valley, Alaska and foreign sources. By allowing the refinery to transport crude by rail, you are affording them the opportunity to access crude from North America that is currently inaccessible by ship. This will effectively decrease our reliance on foreign oil and help America's efforts to achieve energy independence from foreign – and often unstable and unfriendly – regions in the world.

Reducing energy dependency is vital to our country's safety and economic stability. In the 1970s, the "OPEC" countries almost brought this country to its knees. Technology has allowed us to become more in control of access to these resources and we should embrace that, especially since it will help Valero to remain competitive in this shifting marketplace.

Valero Refinery leadership and employees are people just like you and I. They care about this town and they care about doing their jobs responsibly.

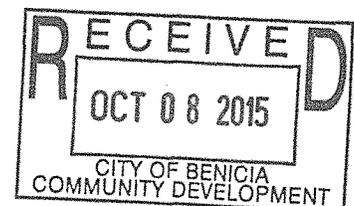
This company has won an especially prestigious safety award not just once, but three times! Other oil companies would love to have just one of those awards.

Let's look at some of the residual benefits that Valero and the implementation of this crude by rail project would bring to our town:

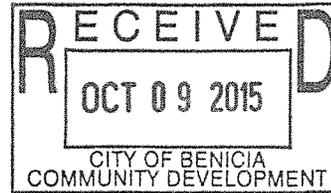
1. Creates 20 full time good paying jobs. Benicia needs these jobs. It will also require 120 skilled craftsman jobs during the construction phase.
2. Generates an additional \$360,000 a year in vital tax revenues for the city.
3. Allows us to reduce our dependence on foreign oil. This is vital!
4. Ensuring the city can continue to provide vital services. Valero pays 25% of our General Fund. If Valero is out of the picture, we would need to find some other source to help pay for essential services.
5. In the last decade, Valero and its employees have donated 13.7 million dollars to local charities. These are good citizens.

Valero is a responsible, safety oriented company, and we are fortunate to have them as a good corporate neighbor and partner! I urge you to vote to approve this project!

Sincerely,
Larry Fullington



Brad Kilger, City Manager
Amy Million, Principal Planner
City of Benicia
250 East L St
Benicia, CA 94510



Re: Valero Crude by Rail Project

Dear Mr Kilger and Ms Million

My name is Dale Cross, and I am a resident of Benicia.
Most of my adult life I've lived, worked and maintained a residence in Benicia.
I actively support community projects, Children's programs and Humanitarian programs,
and have participated on many Committees to improve the quality of life in Benicia.

I am an Active citizen of Benicia, and I care deeply for the community.
I believe that Benicia is one of America's Best Places to Live.
AND, I want to see the Quality of Life in Benicia maintained and improved. . . for our generation, our
grandkids generation, and for future generations to come.

During my time in Benicia, I have become friendly and friends with people on both sides of the fence on
the Valero Crude by Rail Project.

After chatting with my friends on both sides of the Valero CBR project, I have found that we ALL have a
lot in common with regards to the Valero Crude By Rail Project.

All of these good citizens of Benicia agree on the following:

- 1) We are all concerned about Rail Safety
- 2) We all have a Common Goal of ZERO Rail Incidents
- 3) We all believe that the Federal Government rail standards need improvement
- 4) We all want the Benicia Environment and City Services & Infrastructure to move forward and
Not backward
- 5) AND, We all agree that this Review Process has gone on entirely too long.

Where we differ is in our approach to obtain these goals.

One approach advocates ZERO Rail movement to Benicia as a way to obtain Zero Rail incidents.
While this approach would reduce rail movements to Benicia, it will NOT impact crude by rail movement
throughout the California and US. And, shutting down rail movements to Benicia will not reduce the
probability of Rail incidents in the US. Rail movement of crude oil is happening and will continue to
happen in California as well as the rest of the US.

The RDEIR does inform the Public of State and Federal Rail Safety Standard improvements, and there
have been significant changes. AND the government is continuing to pursue rail safety improvements.
HOWEVER, the City of Benicia is limited as to what they can require the Federal and State governments
to do with rail safety standards because of this thing called "Federal Preemption".

There is another approach that can have a significantly greater impact on improving Rail Safety.

If the goal is to drastically improve Rail Safety, throughout California and the US, then the best approach is to allow Valero to utilize their considerable Safety Culture to influence the Federal Rail Safety Standards.

Valero is already committed to pay \$1.66 Million per year at the CBR Project design rate to help fund the California Office of Spill Prevention and Response for prevention, emergency response preparedness and cleanup enforcement measures (6.5 cents/barrel at the CBR Design rate of 70,000 barrels per day). This fact has gotten essentially NO press, but shows that Valero is a Company that cares about incident response and prevention.

Let me just highlight a few other items that Valero's Safety Culture has brought to Benicia since acquiring the Benicia Refinery:

- Environmental Safety: drastically improved NOx & Sox emissions with the Flue Gas Scrubber project.
- Invited OSHA in to review their Safety Program and Culture: Became VPP Star Site
- Unprecedented Personnel Safety: 1250 Days, over 3MM workhours without a lost time incident.

With this Safety Culture, there isn't a better company in the US to influence the Federal Government on Rail Safety - - Not just in Benicia, But throughout California and the US.

The CBR Project does not give Valero a Competitive advantage.

Many other major Oil Refiners are already moving crude by rail into California - and into the SF Bay Area ! This project does allow Valero to remain competitive.

We've heard about Valero's tremendous employee Volunteerism, and their unprecedented financial support for local programs, education and charities.

And we are all aware of the tremendous tax base for the City.

Valero is a great Corporate and Community friendly leader.

The Valero Benicia Refinery is one of most advanced refineries in the nation, and has an exceptional safety record. This project will allow Valero to stay competitive and continue doing what the refinery was designed to do - - to be one of the safest and most environmentally friendly refiners of crude oil in the US.

It's time for you to act.

I strongly urge you to accept the DEIR as final, and I urge you to endorse the Valero Crude By Rail Project.

Thank you,



Dale Cross
472 Panorama Dr
Benicia, CA