

Valero Crude by Rail Project
Public Comments received Revised DEIR Public Review Period

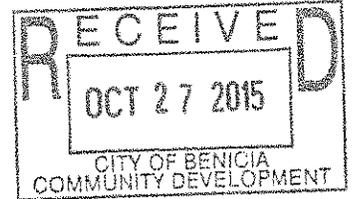
Identical Comments
"Protect Our Communities and Deny Valero's Rail Project"

Commenter	Date Received	Commenter	Date Received
Individuals		Individuals	
Iris Chynoweth	27-Oct-15	Steven Barry	27-Oct-15
Nando A.	27-Oct-15	Jack McClain	27-Oct-15
Annette Purther	27-Oct-15	Pat Toth-Smith	27-Oct-15
Julia Stanciff	27-Oct-15	Eileen Winderlich	27-Oct-15
Mark Janzaruk	27-Oct-15	Phyllis Hartzell	27-Oct-15
Maurene Drew	27-Oct-15	Bronwen Walters	27-Oct-15
Julie Jones	27-Oct-15	Phyllis Ingerson	27-Oct-15
Lisa Reynolds	27-Oct-15	Dennis Tratolatis	27-Oct-15
Caryl Casden	27-Oct-15	Monica Leavitt	27-Oct-15
Erin Crompton	27-Oct-15	Cathy Bennett	27-Oct-15
Cathleen Dorinson	27-Oct-15	Aimee Durfee	27-Oct-15
Kate Schmidt	27-Oct-15	N. Carey	27-Oct-15
Kathleen Maddox	27-Oct-15	Harriette Jensen	27-Oct-15
Maryellen Roulette	27-Oct-15	Janet Kinneberg	27-Oct-15
Suneet Srivastava	27-Oct-15	Karen LaRiviere	27-Oct-15
Cynthia Goin	27-Oct-15	Jan Evans	27-Oct-15
John Sodrel	27-Oct-15	Henry Cox	27-Oct-15
Stephan Clifford	27-Oct-15	Silvia Bertano	27-Oct-15
Elizabeth Conner	27-Oct-15	Isabel Cervera	27-Oct-15
Jose Ovidio Perez Morel	27-Oct-15	Elliot Helman	27-Oct-15
Cynthia Wiesser	27-Oct-15	Suzu Karasik	27-Oct-15
Tammy Pierson	27-Oct-15	Jolene Foley	27-Oct-15
Gregory Wiesser	27-Oct-15	Phillip Wagner	27-Oct-15
Stephanie Adrian	27-Oct-15	Lesa Urban	27-Oct-15
Gerladine Pfau	27-Oct-15	Adam Packer	27-Oct-15
Denise Hasler	27-Oct-15	Elizabeth Ferguson	27-Oct-15
John Robertson	27-Oct-15	Colin Murphy	27-Oct-15
Liam Robertson	27-Oct-15	Sheila Ciyatt	27-Oct-15
Dawn Allan	27-Oct-15	Susanne Bader	27-Oct-15
Marc Leclerc	27-Oct-15	Tobi Braley-Melvin	27-Oct-15
Desanka Sandulovic	27-Oct-15	Kristen Fera	27-Oct-15
Janet Petermann	27-Oct-15	Joseph Gray	27-Oct-15
Grey Isse!	27-Oct-15	Linda Lustig	27-Oct-15
J R	27-Oct-15	Genevieve Giblin	27-Oct-15
Jan Cox Golovich	27-Oct-15	Marilyn Harrison	27-Oct-15
Jackie Bonnette	27-Oct-15	Mary Alden	27-Oct-15
Kimberly Wiley	27-Oct-15	Ann Puntch	27-Oct-15

Barbara Gaman	27-Oct-15	Kathryn Callaway	29-Oct-15
Sabrina Boone	27-Oct-15	Jeff Snell	29-Oct-15
Slywia Zielinska	27-Oct-15	Jamileh Stroman	29-Oct-15
Helen Cochems	27-Oct-15	Cooper Wright	29-Oct-15
John Scott	27-Oct-15	Cindy Loomis	29-Oct-15
Beverly Freudiger	27-Oct-15	Judith Sheppard	29-Oct-15
Jean Walker	27-Oct-15	Betty Westman	29-Oct-15
Donna Wapner	27-Oct-15	Richard O'Hara	29-Oct-15
Deborah Carlton	27-Oct-15	Cheryl Costigan	29-Oct-15
Scarlett Manning	28-Oct-15	Lynette Tudorache	29-Oct-15
Tammy Ashba	28-Oct-15	Gina Guzzo	29-Oct-15
Vaerie Ve Romero-Lopez	28-Oct-15	Mauricio Carvajal	29-Oct-15
Lisa Reinertson	28-Oct-15	Myra Nissen	30-Oct-15
Eric Torres	28-Oct-15	Leslie Greaves	30-Oct-15
Misa Joo	28-Oct-15	Sandra Stanley	30-Oct-15
Toni Mandara	28-Oct-15	Forest Frasier	30-Oct-15
Rosa Fallon	28-Oct-15	Jana Williams	30-Oct-15
Beverly Edmonds	28-Oct-15	Patricia Meyer	30-Oct-15
Bob Thawley	28-Oct-15	Barbara Williams	30-Oct-15
Michaela Kenney	28-Oct-15	Rachael Rocamora	30-Oct-15
Steven Nadel	28-Oct-15	Sharman Saffier Willis	30-Oct-15
Twila Souers	28-Oct-15	Vard Vilensky	30-Oct-15
Gemini Stone	28-Oct-15	Stefi Burkhard	30-Oct-15
Neil Maclean	28-Oct-15	Anita Barzman	30-Oct-15
Xan Joi	28-Oct-15	Deborah Landowne	30-Oct-15
Diane Daily	28-Oct-15	Rosemary Rodriguez	30-Oct-15
Mary Puthoff	28-Oct-15	Jake Davis	30-Oct-15
L Chappell	28-Oct-15	Lourdes Gonzaga	30-Oct-15
Jacequeline Genovese	28-Oct-15	Jan Kirk	30-Oct-15
Margaret Hunter	28-Oct-15	Norden Cheatham	30-Oct-15
Tabitha Didrickson	28-Oct-15	Anthony Iaconelli	30-Oct-15
William Reick	28-Oct-15	Silvano Preciado	30-Oct-15
Sharon Fritsch	28-Oct-15	Iren Suhami	30-Oct-15
John Kolkebeck	28-Oct-15		
Jan Davenport	28-Oct-15		
Shannon Long	28-Oct-15		
Eddie Cleveland	28-Oct-15		
Lydia Houston	28-Oct-15		
Susan McLean	29-Oct-15		
Susan Lathrop	29-Oct-15		
Jaymie Wright	29-Oct-15		
Cheryl Reynolds	29-Oct-15		
Krystal Willis	29-Oct-15		
Jennifer McConnell	29-Oct-15		
Dr. Joseph Herlovsky	29-Oct-15		

Amy Million

From: Iris Chynoweth <iris@sti.net>
Sent: Friday, October 23, 2015 8:29 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.

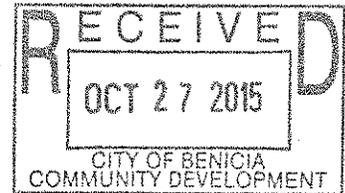
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Iris Chynoweth
4954 Ponderosa Way
Midpines, CA 95345
US

Amy Million

From: nando a. <nandoof3@earthlink.net>
Sent: Friday, October 23, 2015 7:52 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

the ignorance of men is the enemy of mama nature why is it that the most educated people commit the worst crimes against nature and humanity?

men has turn earth into a painful place for all living beings...when you do wrong nothing goes unpunished Stop the war against the environment by men I blame you for being cruel

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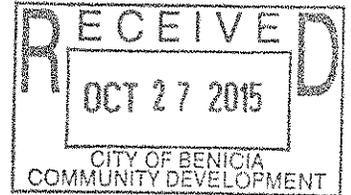
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Sincerely,

nando a.
16625 kent des moines rd
des moines, WA 98198
US

Amy Million

From: Annette Purther <purther@gmail.com>
Sent: Saturday, October 24, 2015 1:02 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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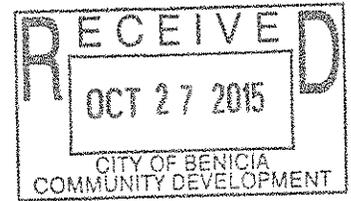
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Sincerely,

Annette Purther
PO Box 1011
Alta, CA 95701
US

Amy Million

From: Julia Stancliffe <stjulia1004@msn.com>
Sent: Saturday, October 24, 2015 8:38 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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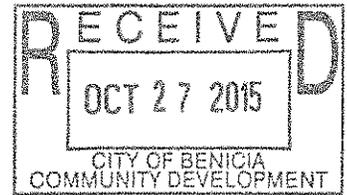
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Sincerely,

Julia Stancliffe
30335 310th St.
New Hartford, IA 50660
US

Amy Million

From: Mark Janzaruk <mjanz@hotmail.com>
Sent: Saturday, October 24, 2015 9:03 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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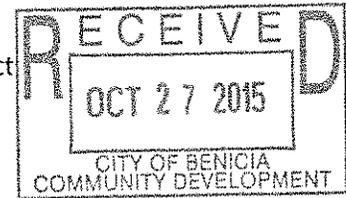
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Sincerely,

Mark Janzaruk
po box 171
California, CA 95959
US

Amy Million

From: Maurene Drew <maidenmolly@yahoo.com>
Sent: Saturday, October 24, 2015 11:06 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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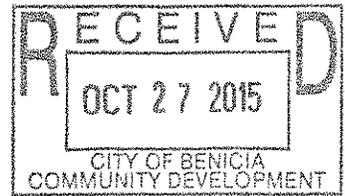
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Sincerely,

Maurene Drew
1799 Lindo St
Benicia,, CA CA
US

Amy Million

From: Julie Jones <jilalexander@yahoo.com>
Sent: Saturday, October 24, 2015 11:38 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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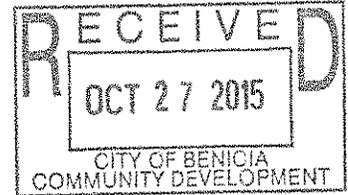
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Sincerely,

Julie Jones
505 Sorrel Court
Benicia, CA 94510
US

Amy Million

From: Lisa Reynolds <benicialisa@gmail.com>
Sent: Saturday, October 24, 2015 11:55 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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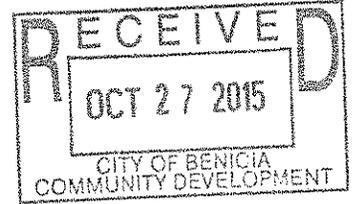
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Sincerely,

Lisa Reynolds
385 West K St.
Benicia, CA 94510
US

Amy Million

From: Caryl Casden <Casdenc@aol.com>
Sent: Saturday, October 24, 2015 12:02 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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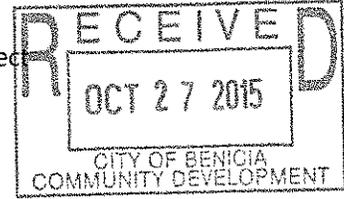
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Caryl Casden
220 Dundee wau
Benicia, CA 94510
US

Amy Million

From: Erin crompton <laurelg26@hotmail.com>
Sent: Saturday, October 24, 2015 12:29 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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.

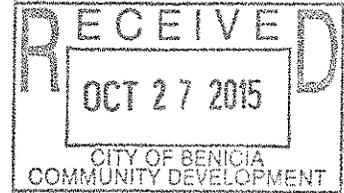
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Erin crompton
99 Banbury Way
benicia, CA 94510
US

Amy Million

From: Cathleen Dorinson <cdorinson@hotmail.com>
Sent: Monday, October 26, 2015 8:36 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 ask you to not allow Valero's proposed oil train offloading facility in Benicia to be built. According to the EIR, this project would create several "significant and unavoidable impacts" that could devastate the Benicia community.

It will create unacceptable increases in toxic air pollution for communities all along the rail route and near the refinery from toxins and known carcinogens including increased pollution from NOx, sulfur dioxide, PM 2.5, and benzene.

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

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

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

In addition, the vast majority of people who will be impacted by this project live in 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.

Please do not certify this EIR. And reject Valero's proposed oil train terminal in Benicia.

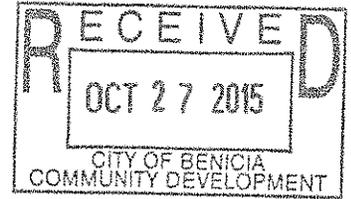
Sincerely,

Cathleen Dorinson
P O Box 267
Point Reyes Station, Colorado 94956-0267

<<http://click.actionnetwork.org/mpss/o/6gA/kLwXAA/t.1rm/R0xRJRO5QsaUJUbfD0zPgA/o.gif>>

Amy Million

From: Kate Schmidt <katya@kateschmidt.com>
Sent: Saturday, October 24, 2015 12:35 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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.

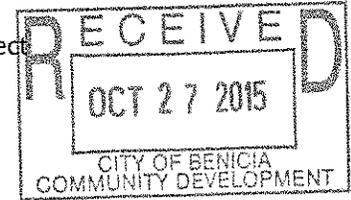
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Kate Schmidt
516 Monterey St
California, CA 94590
US

Amy Million

From: Kathleen Maddox <Kathleen.maddox@sbcglobal.net>
Sent: Saturday, October 24, 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.

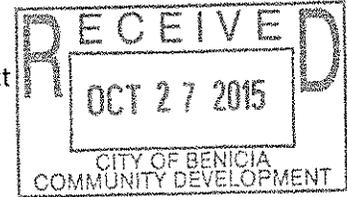
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Kathleen Maddox
742 Cheryl Dr
Benicia, CA 94510
US

Amy Million

From: Maryellen Roulette <maryroulette@comcast.net>
Sent: Saturday, October 24, 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.

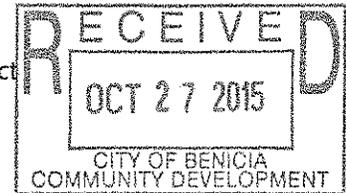
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Maryellen Roulette
345 East K st.
Benicia, CA 94510
US

Amy Million

From: Suneet Srivastava <suneetforcharity@gmail.com>
Sent: Saturday, October 24, 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.

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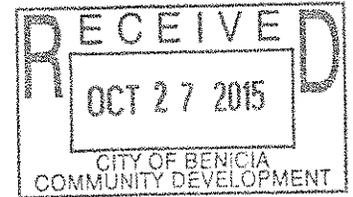
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Suneet Srivastava
100 Logan Avenue
Ontario, ON M4M2M8
CA

Amy Million

From: Cynthia Goin <cgoin@excite.com>
Sent: Saturday, October 24, 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.

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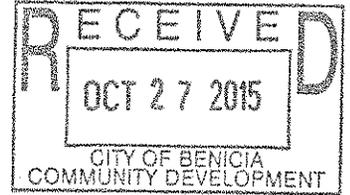
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Cynthia Goin
275 W M St
CA California, CA 94510
US

Amy Million

From: John Sodrel <jesodrel@yahoo.com>
Sent: Saturday, October 24, 2015 3:57 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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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.

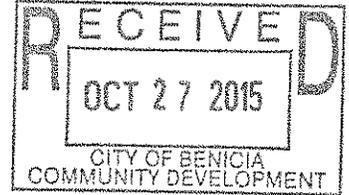
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

John Sodrel
1032 Cliffwood Drive
New Albany, IN 47150
US

Amy Million

From: Stephan Clifford <Sclifford80@gmail.com>
Sent: Saturday, October 24, 2015 4:08 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.

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

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

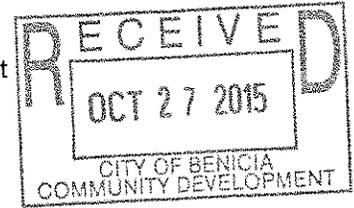
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Stephan Clifford
449 Aspinwall Drive
Benicia, CA 94510
US

Amy Million

From: ELIZABETH Conner <litlizard75@gmail.com>
Sent: Saturday, October 24, 2015 4:23 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.

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

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

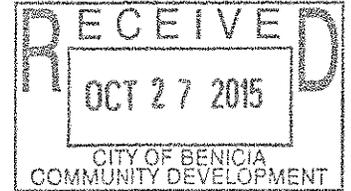
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

ELIZABETH Conner
88073 Hwy. 9
AL, AL 36266
US

Amy Million

From: Jose Ovidio Perez Morel <perezmorel@hotmail.com>
Sent: Saturday, October 24, 2015 5:44 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.

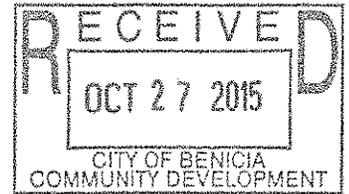
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jose Ovidio Perez Morel
27 de Febrero #383-A
D. N., of 10145
DO

Amy Million

From: Cynthia Wiessner <cindywiessner@gmail.com>
Sent: Saturday, October 24, 2015 7:30 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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

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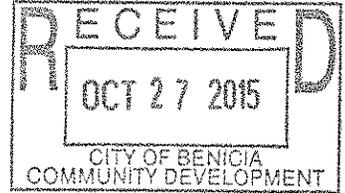
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Cynthia Wiessner
Drolette Way
Benicia, CA 94510
US

Amy Million

From: Tammy Pierson <Tammybennett77@gmail.com>
Sent: Saturday, October 24, 2015 8:10 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.

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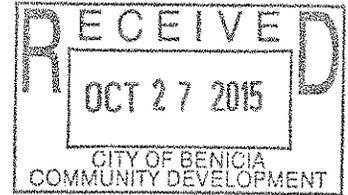
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Tammy Pierson
872 Wainwright St
Benicia, CA 94510
US

Amy Million

From: Gregory Wiessner <gregwiessner@gmail.com>
Sent: Saturday, October 24, 2015 8:26 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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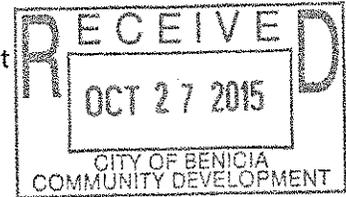
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Gregory Wiessner
1408 Drolette way
Benicia, CA 94510
US

Amy Million

From: Stephanie Adrian <stephsteph994@gmail.com>
Sent: Saturday, October 24, 2015 8:36 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.

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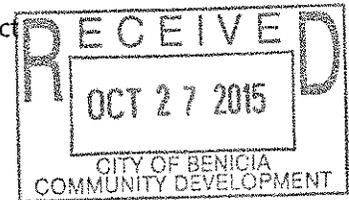
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Stephanie Adrian
2157 Water St
WI, WI 54481
US

Amy Million

From: geraldine pfau <spirits94510@yahoo.com>
Sent: Saturday, October 24, 2015 9:38 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.

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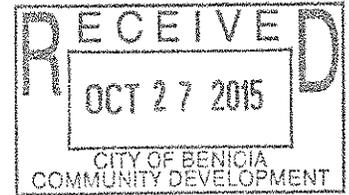
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

geraldine pfau
620a First Street
benicia, CA 94510
US

Amy Million

From: Denise Hasler <tempeh94@comcast.net>
Sent: Saturday, October 24, 2015 9:42 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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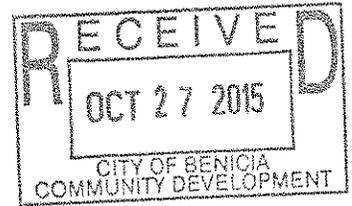
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Denise Hasler
518 Baylor Ct
Benicia, CA 94510

Amy Million

From: John Robertson <almostthere13@comcast.net>
Sent: Saturday, October 24, 2015 9:43 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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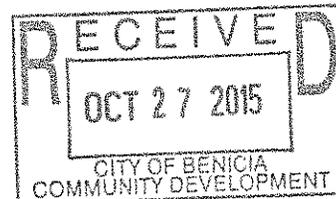
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

John Robertson
518 Baylor Ct
Benicia, CA 94510

Amy Million

From: Liam Robertson <tempeh94@gmail.com>
Sent: Saturday, October 24, 2015 9:45 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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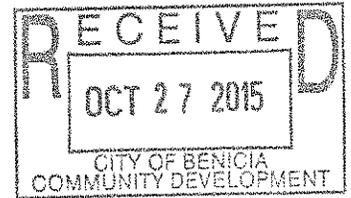
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Sincerely,

Liam Robertson
518 Baylor Ct
Benicia, CA 94510

Amy Million

From: Dawn Allan <sylvania5940@outlook.com>
Sent: Saturday, October 24, 2015 10:38 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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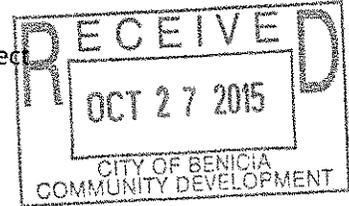
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Dawn Allan
237 E J St
Benicia, CA 94510
US

Amy Million

From: Marc Leclerc <marcleclerc2005@videotron.ca>
Sent: Sunday, October 25, 2015 12:12 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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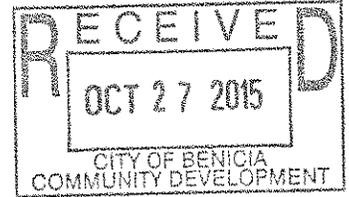
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Marc Leclerc
4387 Jules-Colas
Montreal, QC H4J 2R8
CA

Amy Million

From: desanka sandulovic <ps_293338294@animail.net>
Sent: Sunday, October 25, 2015 1:22 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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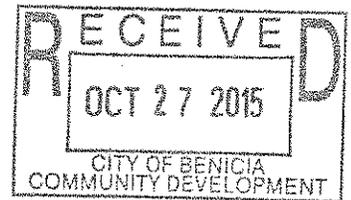
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

desanka sandulovic
sv. markovica 23
belgrade, of 11000
SP

Amy Million

From: Janet Petermann <deadkittys@web.de>
Sent: Sunday, October 25, 2015 6:47 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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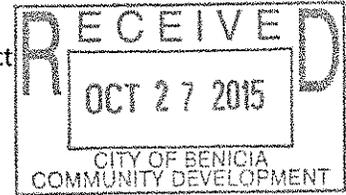
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Janet Petermann
1312W 40St
Austin, TX 78756
US

Amy Million

From: Grey Issel <avrubbish@gmail.com>
Sent: Sunday, October 25, 2015 8:55 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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

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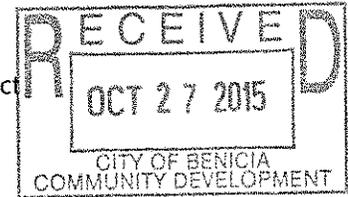
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Grey Issel
1520 E Covell Blvd #5
CA, CA 95616
US

Amy Million

From: j r <jo0annross@gmail.com>
Sent: Sunday, October 25, 2015 9:22 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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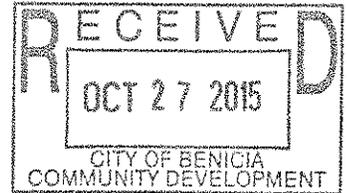
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

j r
6439 Grant Avenue
Carmichael, CA 95608
US

Amy Million

From: Jan Cox Golovich <janlcg@gmail.com>
Sent: Sunday, October 25, 2015 11:30 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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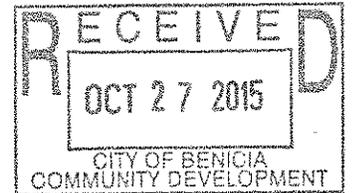
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jan Cox Golovich
179 Harbor Vista Ct.
Benicia, CA 94510
US

Amy Million

From: Jackie BONNETTE <Jackiebonnette@comcast.net>
Sent: Sunday, October 25, 2015 12:53 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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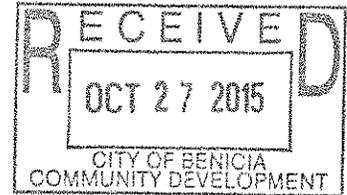
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jackie BONNETTE
2123 Golden hill way
BENICIA, CA 94510
US

Amy Million

From: Kimberly Wiley <kwiley16@hotmail.com>
Sent: Sunday, October 25, 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.

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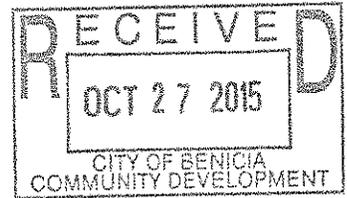
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Kimberly Wiley
72 Chimney Hill Rd
New York, NY 14612
US

Amy Million

From: Steven Barry <steven_10@gmx.de>
Sent: Sunday, October 25, 2015 1:47 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.

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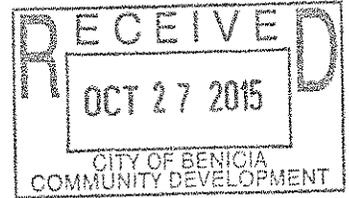
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Steven Barry
n/a
L.A., CA 90223
US

Amy Million

From: Jack McClain <neitzsche2duke@yahoo.com>
Sent: Sunday, October 25, 2015 1:47 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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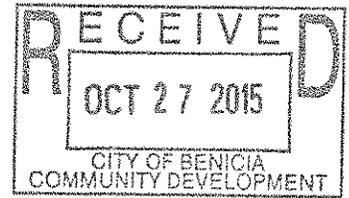
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jack McClain
P.O. Box 2874
Sacramento, CA 95812
US

Amy Million

From: Pat Toth-Smith <pattothsmith@aol.com>
Sent: Sunday, October 25, 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.

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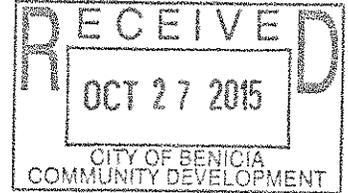
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Pat Toth-Smith
315 W K St
CA, CA 94510
US

Amy Million

From: Eileen Wunderlich <blackheadset@web.de>
Sent: Sunday, October 25, 2015 4:12 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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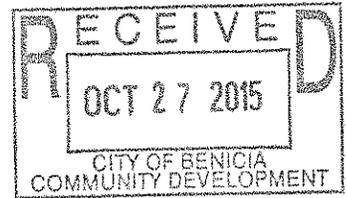
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Eileen Wunderlich
1017 Washington Ave
Houston, TX 77002
US

Amy Million

From: Phyllis Hartzell <phyllishartzell@gmail.com>
Sent: Sunday, October 25, 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.

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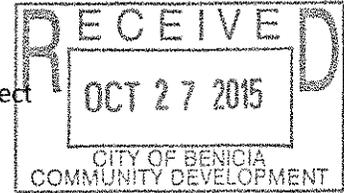
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Phyllis Hartzell
420 West K Street
Benicia, CA 94510
US

Amy Million

From: Bronwen Walters <bronwen.walters@gmail.com>
Sent: Sunday, October 25, 2015 5:19 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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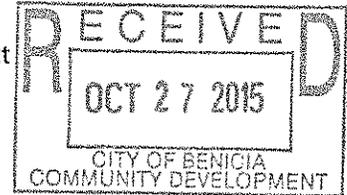
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Sincerely,

Bronwen Walters
12356 N.E. Brigantine Crt
Washington, WA 98346
US

Amy Million

From: Phyllis Ingerson <pingerson@aol.com>
Sent: Sunday, October 25, 2015 5:33 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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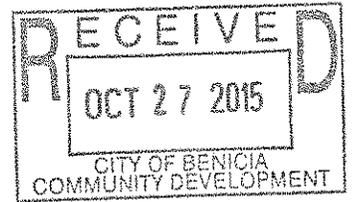
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Phyllis Ingerson
696 Regis Court
Benicia, CA 94510
US

Amy Million

From: Denise Tratolatis <dtratolatis@att.net>
Sent: Sunday, October 25, 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.

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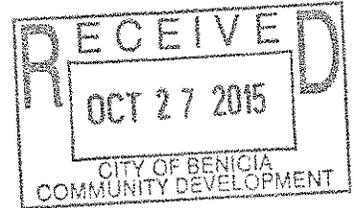
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Sincerely,

Denise Tratolatis
20 Miranda Lane
Stratford, CT 06615
US

Amy Million

From: monica leavitt <r00t99@fastmail.fm>
Sent: Sunday, October 25, 2015 5:50 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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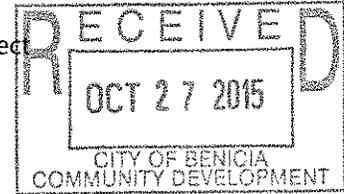
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

monica leavitt
1096 pine #105
san francisco, CA 94109
US

Amy Million

From: Cathy Bennett <cbennett1228@sbcglobal.net>
Sent: Sunday, October 25, 2015 8:02 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.

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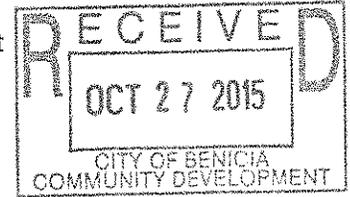
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Cathy Bennett
904 West 9th Street
CA, CA 94510
US

Amy Million

From: Aimee Durfee <Aedurfee@msn.com>
Sent: Sunday, October 25, 2015 8:11 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.

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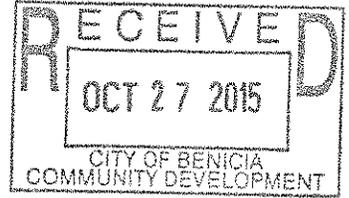
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Aimee Durfee
612 E St
Martinez, CA 94553
US

Amy Million

From: N. Carey <nancyfcarey@earthlink.net>
Sent: Sunday, October 25, 2015 8:56 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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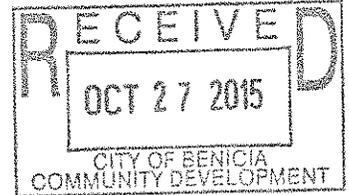
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

N. Carey
77 Solano Sq., #154
California, CA 94510
US

Amy Million

From: Harriette Jensen <hoisingtonweb@yahoo.com>
Sent: Sunday, October 25, 2015 8:58 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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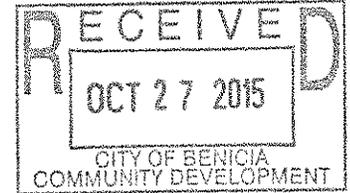
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Harriette Jensen
3690 Madrone Ave.
California, CA 94619
US

Amy Million

From: Janet Kinneberg <Jkinneberg@mac.com>
Sent: Sunday, October 25, 2015 9:30 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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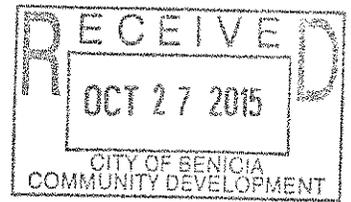
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Sincerely,

Janet Kinneberg
8490 Taos Drive
Sandy, UT 84093
US

Amy Million

From: Karen LaRiviere <Crivers7@comcast.net>
Sent: Sunday, October 25, 2015 9:30 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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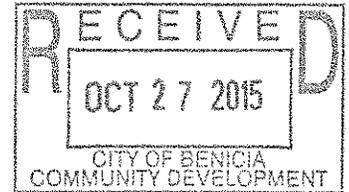
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Karen LaRiviere
318 Dale Ct
Benicia, CA 94510
US

Amy Million

From: Jan Evans <jevans_99@hotmail.com>
Sent: Sunday, October 25, 2015 10:24 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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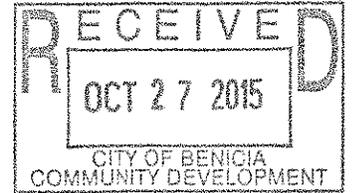
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jan Evans
921 W K Street
Benicia, CA 94510

Amy Million

From: Henry Cox <henrycox865@gmail.com>
Sent: Monday, October 26, 2015 12:09 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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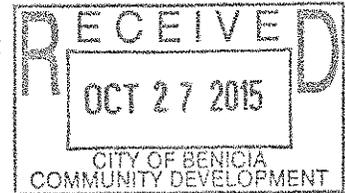
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Henry Cox
865 Wainwright St.
Benicia, CA 94510
US

Amy Million

From: Silvia Bertano <silvia.bertano@comune.torino.it>
Sent: Monday, October 26, 2015 5:24 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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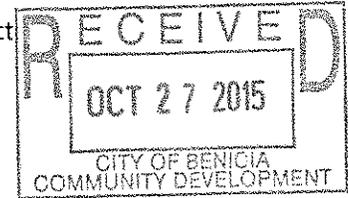
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Silvia Bertano
Corso Rosselli 123/8
Torino, NY 10129
IT

Amy Million

From: ISABEL CERVERA <isabellacer@hotmail.com>
Sent: Monday, October 26, 2015 5:43 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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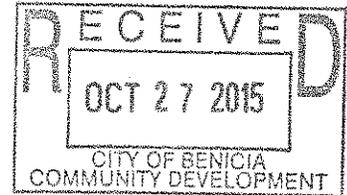
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

ISABEL CERVERA
GUETARIA, 104
NC, NC 28041
US

Amy Million

From: elliot helman <muzungu_X@yahoo.com>
Sent: Monday, October 26, 2015 7:12 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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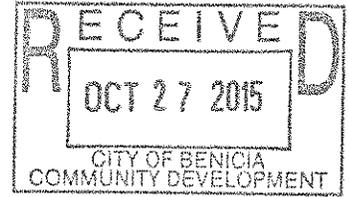
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

elliot helman
383 Park St.
SF, CA 94110
US

Amy Million

From: Suzy Karasik <suzy.livewell@gmail.com>
Sent: Monday, October 26, 2015 8:56 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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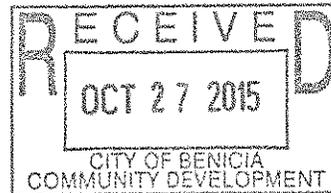
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Suzy Karasik
2940 Estates Ave
Pinole, CA 94564
US

Amy Million

From: Jolene Foley <riversprite2@hotmail.com>
Sent: Monday, October 26, 2015 9:43 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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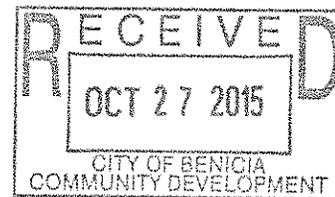
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jolene Foley
1205 Marcy Loop
Grants Pass, OR 97527
US

Amy Million

From: Philip Wagner <wagphil60@gmail.com>
Sent: Monday, October 26, 2015 10:04 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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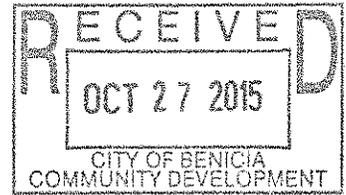
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Philip Wagner
1978 Patricia Dr.
Pleasant Hill, CA 94523
US

Amy Million

From: Lesa Urban <lesaurban@yahoo.com>
Sent: Monday, October 26, 2015 10:24 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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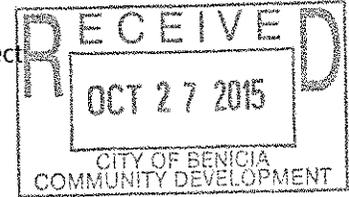
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Lesla Urban
6966 colonial woods dr #61
st louis, MO 63129
US

Amy Million

From: Adam Packer <Apacker13@yahoo.com>
Sent: Monday, October 26, 2015 10:28 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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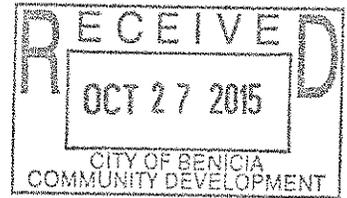
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,
Adam packer

Adam Packer
845 wainwright st
Benicia, CA 94510
US

Amy Million

From: Elizabeth Ferguson <ferguson.elizabeth@gmail.com>
Sent: Monday, October 26, 2015 11:18 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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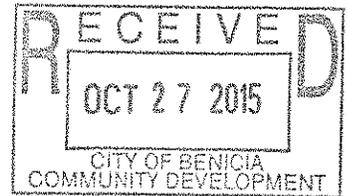
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Elizabeth Ferguson
1014 Euclid Ave
Berkeley, CA 94708
US

Amy Million

From: Colin Murphy <callmurph@gmail.com>
Sent: Monday, October 26, 2015 12:24 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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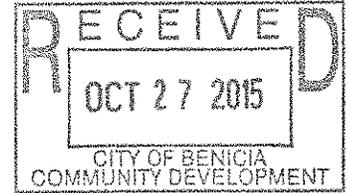
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Colin Murphy
1221 E. 20th St, Apt 110
Oakland, CA 94606
US

Amy Million

From: Sheila Clyatt <scliyatt@gmail.com>
Sent: Monday, October 26, 2015 12:47 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.

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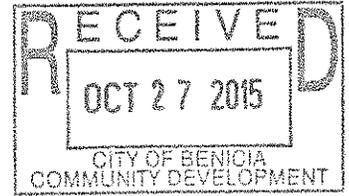
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Sheila Clyatt
910 West 8th Street
Benicia, CA 94510
US

Amy Million

From: Susanne Bader <susannes_bader@hotmail.com>
Sent: Monday, October 26, 2015 2:05 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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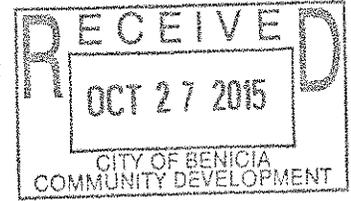
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Susanne Bader
211 Eureka St.
Grass Valley, CA 95945
US

Amy Million

From: Tobi Braley-melvin <tbraleymelvin@gmail.com>
Sent: Monday, October 26, 2015 2:51 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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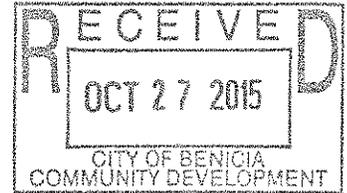
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Tobi Braley-melvin
665 Addison Ct
CA, CA 94510
US

Amy Million

From: kristen fera <bunnichica14@sbcglobal.net>
Sent: Monday, October 26, 2015 3:36 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.

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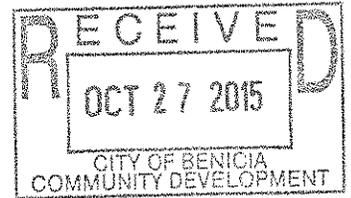
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

kristen fera
7934
cleveland, OH 44111
US

Amy Million

From: Joseph Gray <JoeGrayCanDo@gmail.com>
Sent: Monday, October 26, 2015 4:26 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.

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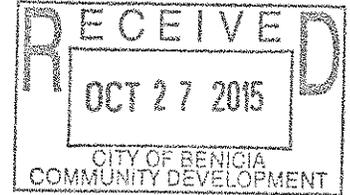
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Joseph Gray
619 E 109th Ter
Kansas City, MO 64131
US

Amy Million

From: Linda Lustig <slustig@yahoo.com>
Sent: Monday, October 26, 2015 4:59 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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

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

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

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

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

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

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

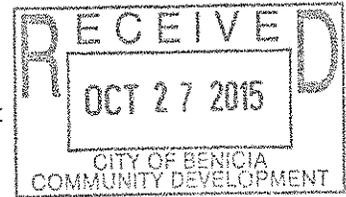
Sincerely,

Linda Lustig
2223 McGee Ave
Berkeley, California 94703

<<http://click.actionnetwork.org/mpss/o/4gA/kLwXAA/t.1rl/bbm6suMTRNentqpcvMw5mA/o.gif>>

Amy Million

From: Genevieve Giblin <ggbenicia@gmail.com>
Sent: Monday, October 26, 2015 5:51 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.

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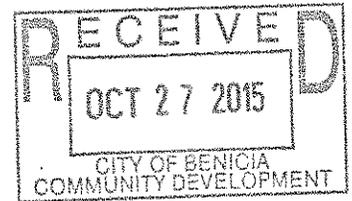
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Genevieve Giblin
p.o. box 2356
California, CA 94510
US

Amy Million

From: Marilyn Harrison <marilync.harrison@yahoo.com>
Sent: Monday, October 26, 2015 7:27 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.

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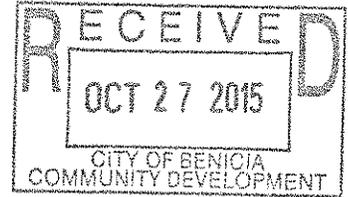
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Marilyn Harrison
151 Chelsea Hills
Benicia, CA 94510
US

Amy Million

From: Mary Alden <Mare7711@yahoo.com>
Sent: Monday, October 26, 2015 7:45 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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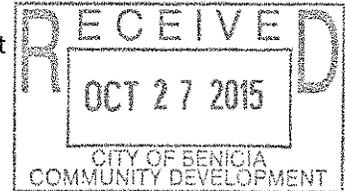
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Sincerely,

Mary Alden
148 Chelsea hills drive
Benicia, CA 94510

Amy Million

From: Ann Puntch <annpuntch@gmail.com>
Sent: Monday, October 26, 2015 9:14 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

I live in Rodeo, a neighbor to Benicia, and another town with a refinery. I am concerned overall about the switch in the crude oil input to include tar sands from Canada.

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

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

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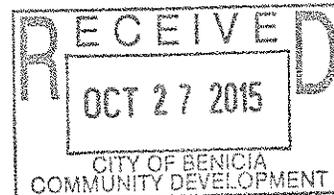
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Sincerely,

Ann Puntch
417 Garretson Ave.
California, CA 94572
US

Amy Million

From: Barbara Gaman <bgaman@hotmail.com>
Sent: Monday, October 26, 2015 9:20 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.

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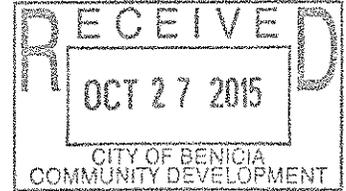
Sincerely,

Barbara Gaman
24 Kehoe Way
Inverness, California 94937

<<http://click.actionnetwork.org/mpss/o/6wA/kLwXAA/t.1rm/PdWuCjf7R4-9ZAa-vNHvVA/o.gif>>

Amy Million

From: Sabrina Boone <Sabri0404@gmail.com>
Sent: Monday, October 26, 2015 10:05 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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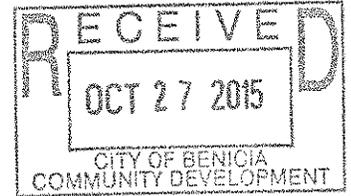
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Sabrina Boone
375 West I St
Benicia, CA 94510

Amy Million

From: Sylwia Zielinska <sylwia_zielinska@interia.eu>
Sent: Tuesday, October 27, 2015 6:37 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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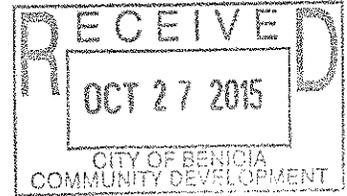
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Sylwia Zielinska
Bialostocka
Zambrow, PA 18-300
PL

Amy Million

From: Helen Cochems <helen@cochems.com>
Sent: Tuesday, October 27, 2015 7:07 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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

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

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.

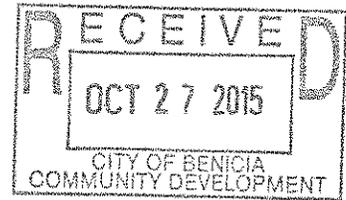
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Helen Cochems
4141 Deep Creek Road spc 138
Fremont, CA 94555
US

Amy Million

From: John Scott <john_lewis_scott@msn.com>
Sent: Tuesday, October 27, 2015 7:52 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,

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

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

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

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

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

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

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

This is a Violation of the Public Trust Doctrine.

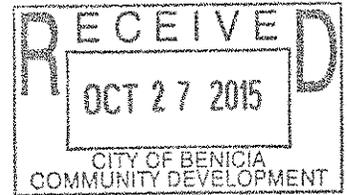
Sincerely,

John Scott
4370 Tao Way
Butte Valley, California 95965-8345

<<http://click.actionnetwork.org/mpss/o/3AA/kLwXAA/t.1rm/1WHmvN7ySSmLaiMZgCmNOW/o.gif>>

Amy Million

From: beverly freudiger <bfreudiger@att.net>
Sent: Tuesday, October 27, 2015 9:18 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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

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

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.

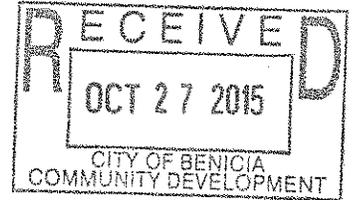
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

beverly freudiger
900 Southamptn Rd #117
Benicia, CA 94510
US

Amy Million

From: Jean Walker <jeanius@gmail.com>
Sent: Tuesday, October 27, 2015 10:55 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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

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

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.

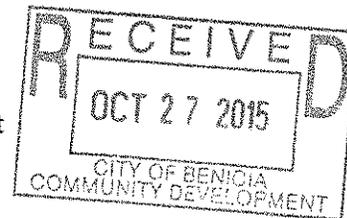
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jean Walker
88 Banbury Way
Benicia, CA 94510
US

Amy Million

From: Donna Wapner <dwapner@sbcglobal.net>
Sent: Tuesday, October 27, 2015 3:06 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.

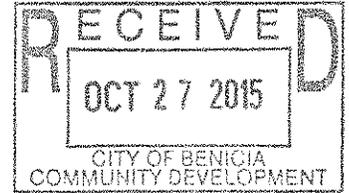
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Donna Wapner
228 East E Street
Benicia, CA 94510
US

Amy Million

From: Deborah Carlton <drcarlton11@gmail.com>
Sent: Tuesday, October 27, 2015 3:06 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.

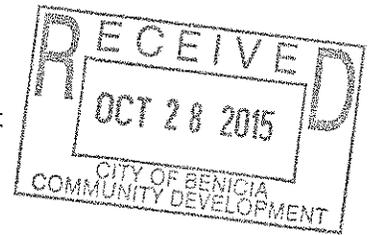
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Deborah Carlton
East K Street
Benicia, CA 94510
US

Amy Million

From: scarlett manning <sdmanni@sbcglobal.net>
Sent: Wednesday, October 28, 2015 6:42 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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

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

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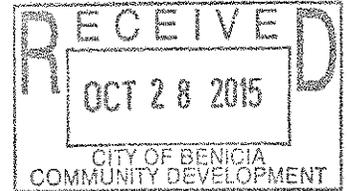
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

scarlett manning
2340 13th avenue
Oakland, CA 94606
US

Amy Million

From: Tammy Ashba <tashba@sbcglobal.net>
Sent: Wednesday, October 28, 2015 11:02 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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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.

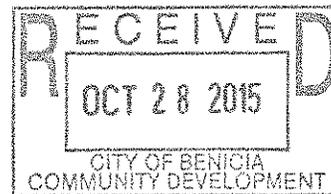
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Tammy Ashba
172 Arts Lane
California, CA 95966
US

Amy Million

From: Valerie Ve Romero-Lopez <babeyvalerie@comcast.net>
Sent: Tuesday, October 27, 2015 9:17 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.

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

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

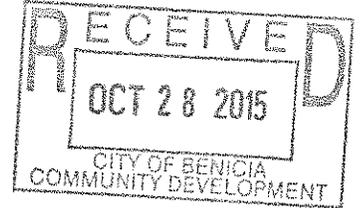
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Valerie Ve Romero-Lopez
531 Scudero Circle
Pittsburg, CA 94565
US

Amy Million

From: Lisa Reinertson <lisa.reinertson@gmail.com>
Sent: Tuesday, October 27, 2015 9:08 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.

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

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

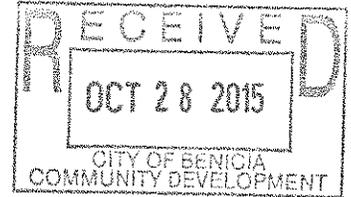
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Lisa Reinertson
1329 West L Street
Benicia, CA 94510
US

Amy Million

From: Eric Torres <ebtorres506@yahoo.com>
Sent: Tuesday, October 27, 2015 8:11 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.

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

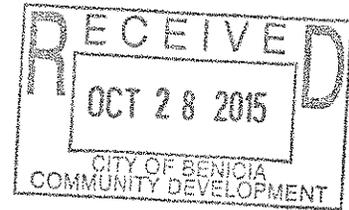
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Eric Torres
647 McAllister Dr
benicia, CA 94510
US

Amy Million

From: Misa Joo <misa@misajoo.com>
Sent: Tuesday, October 27, 2015 10:45 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.

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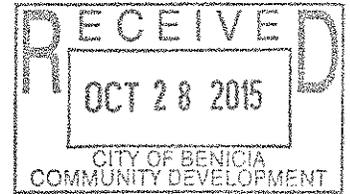
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Misa Joo
2327 Jefferson St
Eugene, OR 97405
US

Amy Million

From: Toni Mandara <Pathwayscoach9@yahoo.com>
Sent: Tuesday, October 27, 2015 10:49 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.

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

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

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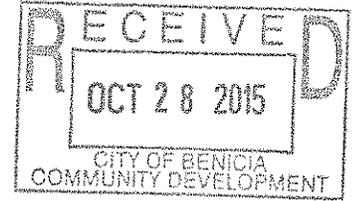
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Toni Mandara
844 Santa Fe Ave
Albany, CA 94706
US

Amy Million

From: Rosa Fallon <Rosafallon@yahoo.com>
Sent: Tuesday, October 27, 2015 10:53 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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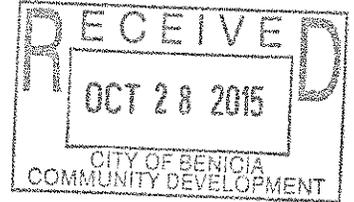
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Rosa Fallon
2235 Carmel ct
Pittsburg, CA 94565
US

Amy Million

From: Beverly Edmonds <edmondsb@me.com>
Sent: Tuesday, October 27, 2015 10:58 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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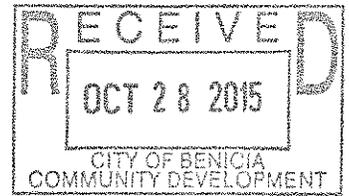
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Beverly Edmonds
740 Rose Dr.
Benicia, CA 94510
US

Amy Million

From: Bob Thawley <Bthawley@mindspring.com>
Sent: Tuesday, October 27, 2015 11:11 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.

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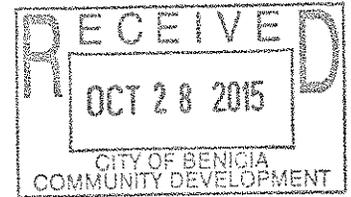
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Bob Thawley
15 Mirabel Ave.
San Francisco, CA 94110
US

Amy Million

From: Michaela Kenney <Mkenney@ucsc.edu>
Sent: Tuesday, October 27, 2015 11:27 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.

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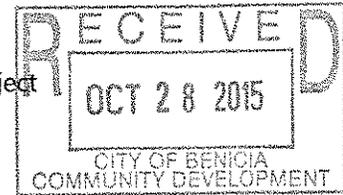
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Michaela Kenney
Cedar st
El Cerrito, CA 94530
US

Amy Million

From: Steven Nadel <steven0112@comcast.net>
Sent: Tuesday, October 27, 2015 11:39 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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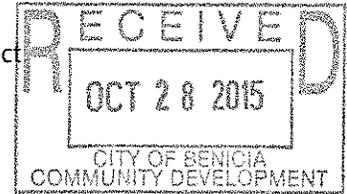
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Steven Nadel
1615 Blake St
Berkeley, CA 94703
US

Amy Million

From: Twila Souers <souerstj777@yahoo.com>
Sent: Wednesday, October 28, 2015 12:05 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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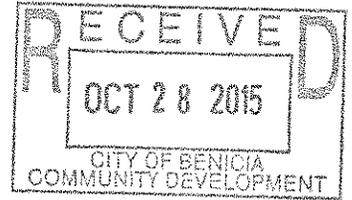
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Twila Souers
720 Nantucket Avenue
Eugene, OR 97404
US

Amy Million

From: gemini stone <mingsmile@yahoo.com>
Sent: Wednesday, October 28, 2015 12:30 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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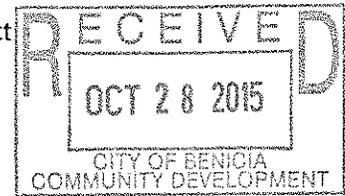
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

gemini stone
2951 Derby St.
berkeley, CA 94705
US

Amy Million

From: neil maclean <neil@warmcove.com>
Sent: Wednesday, October 28, 2015 5:47 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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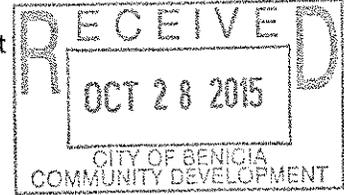
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

neil maclean
830 Treat Ave
san francisco, CA 94110
US

Amy Million

From: xan joi <joiyssey@gmail.com>
Sent: Wednesday, October 28, 2015 6:23 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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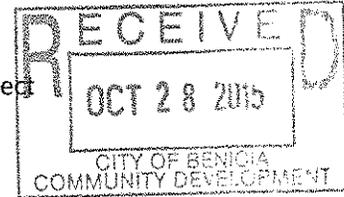
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

xan joi
benvenue ave
berkeley, CA 94705
US

Amy Million

From: Diane Daily <dianemdaily@yahoo.com>
Sent: Wednesday, October 28, 2015 8:49 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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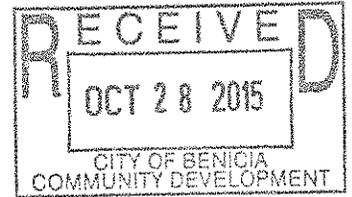
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Sincerely,

Diane Daily
P.O. Box 1611
Cottage Grove, OR 97424
US

Amy Million

From: Mary Puthoff <mjaneputhoff66@yahoo.com>
Sent: Wednesday, October 28, 2015 8:20 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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.

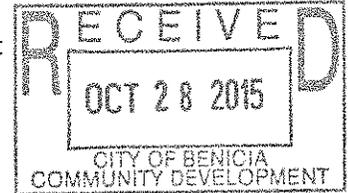
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Mary Puthoff
5653 Jacqueline Way
Livermore, CA 94550
US

Amy Million

From: L Chappell <lmcothello@aol.com>
Sent: Wednesday, October 28, 2015 8:58 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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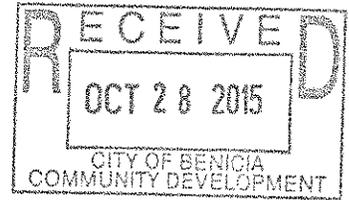
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

L Chappell
POB 2193
Olympia, WA 98507
US

Amy Million

From: Jacqueline Genovese <jackiegenovese@gmail.com>
Sent: Wednesday, October 28, 2015 9:06 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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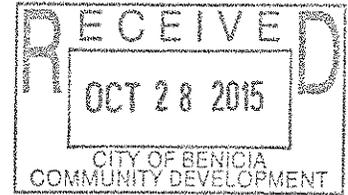
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jacqueline Genovese
1894 Shirley Dr
California, CA 94510
US

Amy Million

From: Margaret Hunter <peg@rawearthworks.com>
Sent: Wednesday, October 28, 2015 8:50 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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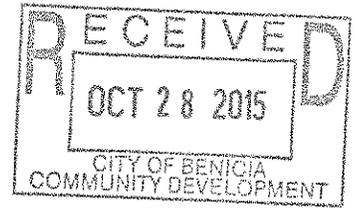
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Margaret Hunter
149A Arroyo Rd
Forest Knolls, CA 94933
US

Amy Million

From: Tabitha Didrickson <Tabbyelizalde@gmail.com>
Sent: Wednesday, October 28, 2015 7:59 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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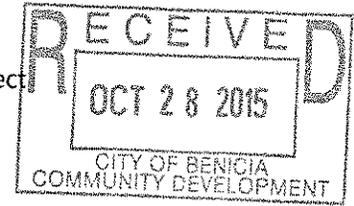
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Tabitha Didrickson
440 42nd ave
San Francisco, CA 94121

Amy Million

From: William Reick <w.reick@gmail.com>
Sent: Wednesday, October 28, 2015 10:41 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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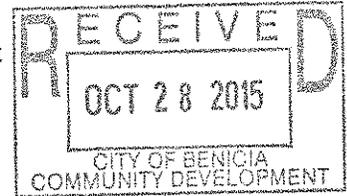
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

William Reick
2036 Renz Rd.
Durham, CA 95938
US

Amy Million

From: Sharon Fritsch <safritsch@comcast.net>
Sent: Wednesday, October 28, 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.

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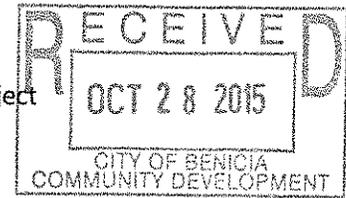
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Sharon Fritsch
1837 Normal Ave. #2
Chico, CA 95928
US

Amy Million

From: John Kolkebeck <johnkolk@yahoo.com>
Sent: Wednesday, October 28, 2015 2:39 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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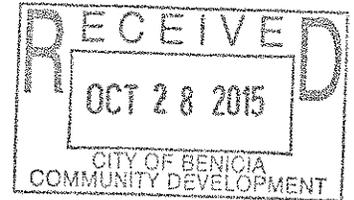
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

John Kolkebeck
501 Union Ct
California, CA 94510
US

Amy Million

From: Jan Davenport <tidalbreezes@aol.com>
Sent: Wednesday, October 28, 2015 2:20 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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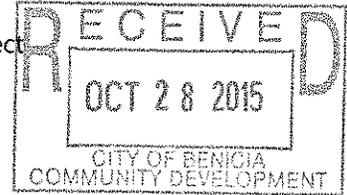
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jan Davenport
727 Driftwood Drive
Suisun City, CA 94585

Amy Million

From: Shannon Long <wildernesswoman@gmail.com>
Sent: Wednesday, October 28, 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.

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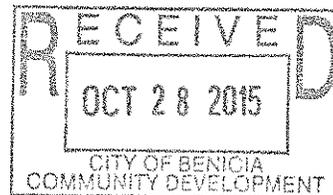
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Shannon Long
1818 Nord Ave Lot #6
California, CA 95926
US

Amy Million

From: Edie Cleveland <edie.cleveland@yahoo.com>
Sent: Wednesday, October 28, 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.

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

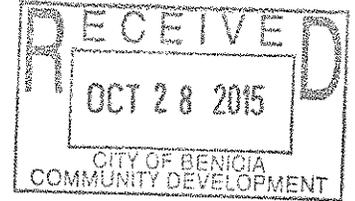
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Edie Cleveland
33 W McKinley Ave
NJ, NJ 08205
US

Amy Million

From: Lydia Houston <blink1950@comcast.net>
Sent: Wednesday, October 28, 2015 4:54 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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

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

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

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

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

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

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

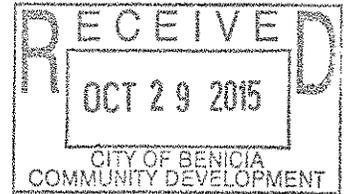
Sincerely,

Lydia Houston
319 Grande Avenue
Davis, California 95616

<<http://click.actionnetwork.org/mpss/o/5gA/kLwXAA/f.1rn/hysKxVehRmm2B6Gn5B7snA/o.gif>>

Amy Million

From: Susan McLean <suziemclean@gmail.com>
Sent: Thursday, October 29, 2015 6:50 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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

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

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.

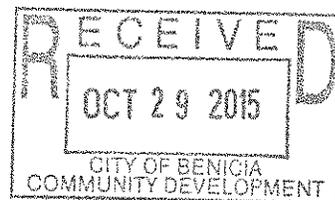
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Susan McLean
3911 Linwood Ave.
Oakland, CA 94602
US

Amy Million

From: Susan Lathrop <Susan61@hughes.net>
Sent: Thursday, October 29, 2015 3:23 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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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.

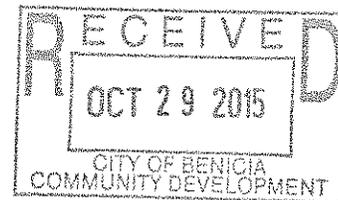
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Susan Lathrop
1330 Chapel Rd
Willow Springs, MO 65793
US

Amy Million

From: Jaymie Wright <jaymie137@comcast.net>
Sent: Thursday, October 29, 2015 1:07 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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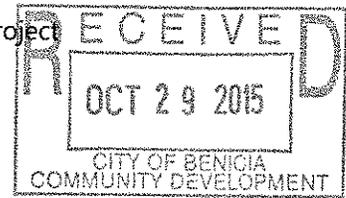
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jaymie Wright
525 GLORIA WAY
Benicia, CA 94510
US

Amy Million

From: Cheryl Reynolds <clapperail@comcast.net>
Sent: Thursday, October 29, 2015 5:44 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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

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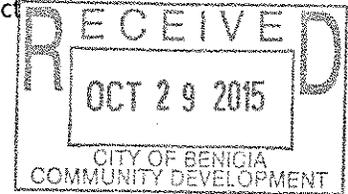
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

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

Amy Million

From: Krystal Willis <krystalwillis@gmail.com>
Sent: Thursday, October 29, 2015 7:08 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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

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

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.

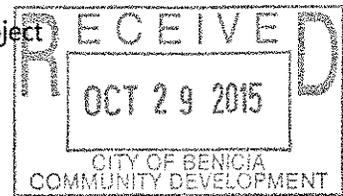
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Krystal Willis
620 Marin St
California, CA 94590
US

Amy Million

From: Jennifer McConnell <wmn2wolf@yahoo.com>
Sent: Wednesday, October 28, 2015 7:26 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.

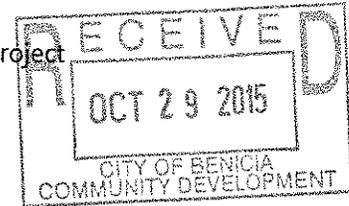
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jennifer McConnell
1717 E. Bullard
Fresno, CA 93710
US

Amy Million

From: Dr. Joseph Herlovsky <potatopittelli@yahoo.com>
Sent: Wednesday, October 28, 2015 6:18 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.

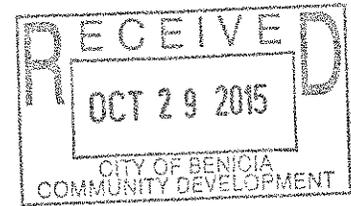
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Dr. Joseph Herlovsky
11419 Clover Blvd.
Los Angeles, CA 90066
US

Amy Million

From: Kathryn Callaway <kathyc@llaway.com>
Sent: Wednesday, October 28, 2015 8:24 PM
To: Amy Million
Subject: RE: Public comment on Valero crude-by-rail project



Principal Planner, Benicia Community Development Department Amy Million,

Dear Mrs. Million,

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

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

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

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

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

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

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

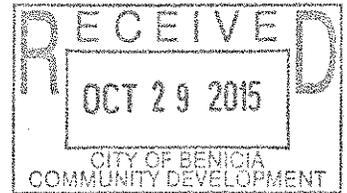
Sincerely,

Kathryn Callaway
P O Box 826
Woodacre, California 94973

<<http://click.actionnetwork.org/mpss/o/1AA/kLwXAA/t.1ro/b3seTfWCSO63DbFrAAEvA/o.gif>>

Amy Million

From: Jeff Snell <jeffrsnell@yahoo.com>
Sent: Wednesday, October 28, 2015 10:19 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.

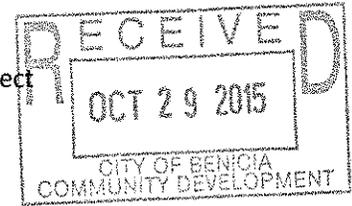
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jeff Snell
301 Pennsylvania St , Unit 104
Ca, CA 94590
US

Amy Million

From: Jamileh Stroman <gardeniarose9@gmail.com>
Sent: Wednesday, October 28, 2015 7:58 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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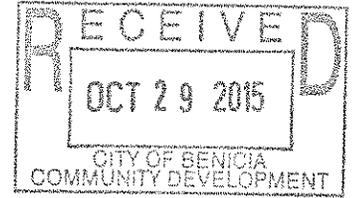
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jamileh Stroman
4015 Vitruvian Way #501
Addison, TX 75001
US

Amy Million

From: Cooper Wright <cooperwright@ymail.com>
Sent: Thursday, October 29, 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 humble community.

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

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

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

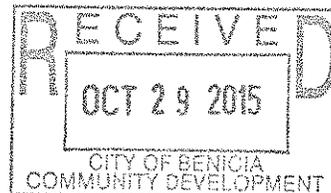
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Cooper Wright
110 white chapel drive
Benicia, CA 94510
US

Amy Million

From: Cindy Loomis <loomisc@ehs.ucla.edu>
Sent: Thursday, October 29, 2015 12:23 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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

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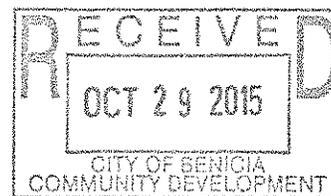
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Cindy Loomis
1021 16th St
Santa Monica, CA 90403
US

Amy Million

From: Judith Sheppard <judith_sheppard@hotmail.com>
Sent: Thursday, October 29, 2015 11:29 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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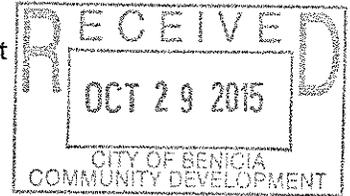
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Judith Sheppard
74 Common Road
Chandlers Ford, of SO53 1HB
GB

Amy Million

From: Betty Westman <bjwestman@gmail.com>
Sent: Thursday, October 29, 2015 8:11 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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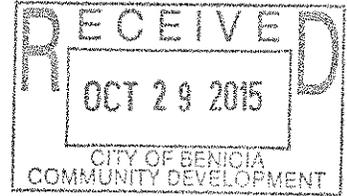
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Betty Westman
12986 Murphy Rd
Nevada City, CA 95959
US

Amy Million

From: Richard O'Hara <RickOhara396@yahoo.com>
Sent: Thursday, October 29, 2015 12:20 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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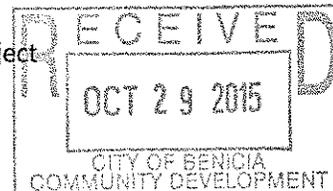
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Richard O'Hara
Faye
Efland, NC 27243
US

Amy Million

From: Cheryl Costigan <Hklbrries@aol.com>
Sent: Thursday, October 29, 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.

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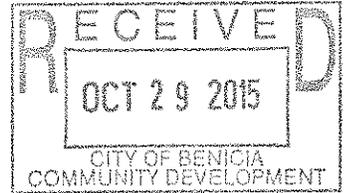
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Cheryl Costigan
PO Box 905
ID, ID 83869
US

Amy Million

From: Lynette Tudorache <Tudorlyn@gmail.com>
Sent: Thursday, October 29, 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.

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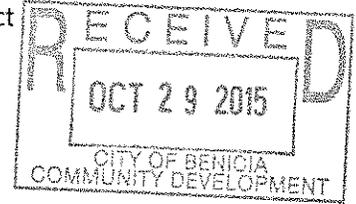
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Lynette Tudorache
115 Morris st.
Jersey city, NJ 07302
US

Amy Million

From: Gina Guzzo <Guzzo.gina@gmail.com>
Sent: Thursday, October 29, 2015 4:52 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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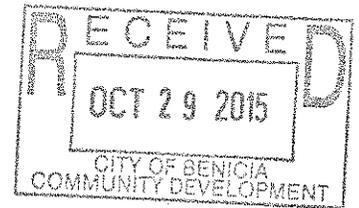
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Gina Guzzo
475 E 5th street
Benicia, CA 04520
US

Amy Million

From: mauricio carvajal <carvaggro666@hotmail.com>
Sent: Thursday, October 29, 2015 5:14 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



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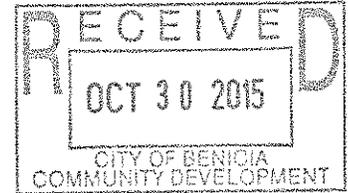
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Sincerely,

mauricio carvajal
viento norte 4018
Santiago, ot 9291583
CL

Amy Million

From: Myra Nissen <myra@myranissen.com>
Sent: Friday, October 30, 2015 7:25 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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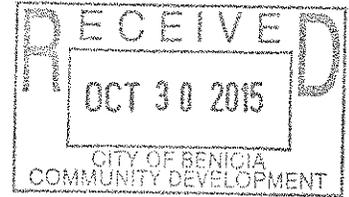
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Myra Nissen
454 E E St
Benicia, CA 94510
US

Amy Million

From: Leslie Greaves <Lesliegg@att.net>
Sent: Friday, October 30, 2015 6:23 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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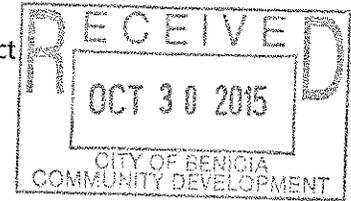
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Leslie Greaves
130 Eastburn Court Apt 1
San Bruno, CA 94066
US

Amy Million

From: Sandra Stanley <sskissmygrits@gmail.com>
Sent: Friday, October 30, 2015 2:21 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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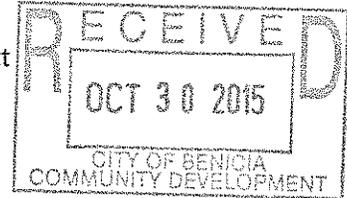
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Sandra Stanley
316 Ely Blvd. South
Petaluma, CA 94954
US

Amy Million

From: Forest Frasier <frforest@sbcglobal.net>
Sent: Friday, October 30, 2015 1:57 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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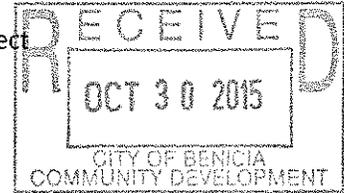
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Forest Frasier
454 E E St
Benicia, CA 94510
US

Amy Million

From: jana williams <csong@care2.com>
Sent: Thursday, October 29, 2015 11:51 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.

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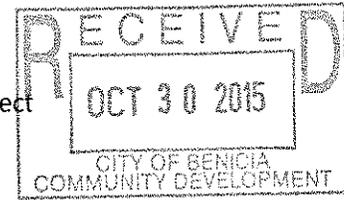
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

jana williams
2312 walnut st
bellingham, WA 98225
US

Amy Million

From: Patricia Meyer <essences@patsgarden.com>
Sent: Thursday, October 29, 2015 10:19 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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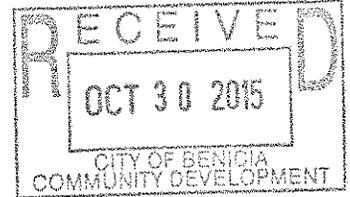
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Patricia Meyer
%22 Carmel Circle
San Mateo, CA 94402
US

Amy Million

From: Barbara Williams <Contact@DareToDreamNetwork.net>
Sent: Thursday, October 29, 2015 8:58 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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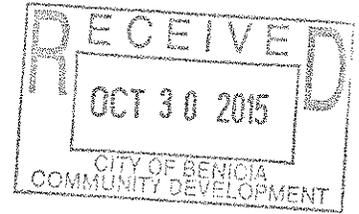
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Barbara Williams
PO B 848
Abiquiu, NM 87510
US

Amy Million

From: Rachael Rocamora <rrrocamora@gmail.com>
Sent: Thursday, October 29, 2015 8:50 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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

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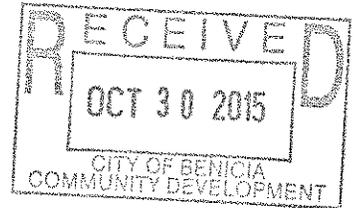
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Rachael Rocamora
3019 Branderwood Dr.
Greensboro, NC 27406
US

Amy Million

From: Sharman Saffier Willis <sharmansaffiermft@sbcglobal.net>
Sent: Thursday, October 29, 2015 8:44 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.

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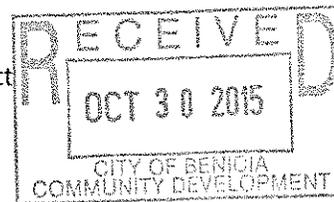
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Sharman Saffier Willis
2005 Cedar Ridge Drive
Stockton, CA 95207
US

Amy Million

From: Vard Vilensky <Vshop101@mac.com>
Sent: Thursday, October 29, 2015 7:53 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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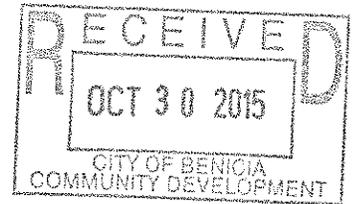
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Vard Vilensky
116 majestic Ve
San francisco, CA 94112

Amy Million

From: Stefi Burkhard <Stefi-email@cox.net>
Sent: Thursday, October 29, 2015 6:56 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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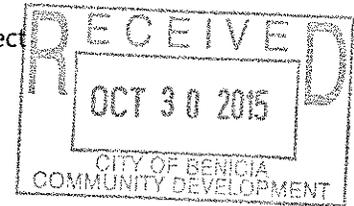
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Stefi Burkhard
765 Camino Magnifico
San Marcos, CA 92069
US

Amy Million

From: Anita Barzman <abarzman@LMI.net>
Sent: Thursday, October 29, 2015 6:34 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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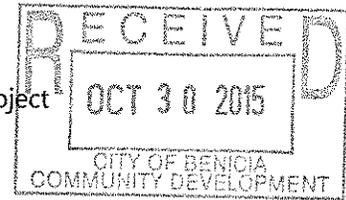
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Anita Barzman
322 El Camino del Mar #4
San Francisco, CA 94121
US

Amy Million

From: Deborah Landowne <dlandowne@att.net>
Sent: Thursday, October 29, 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.

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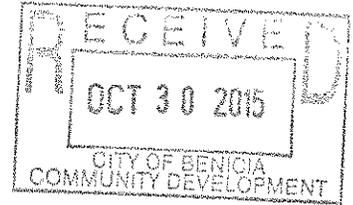
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Deborah Landowne
740 Estancia Way
San Rafael, CA 94903
US

Amy Million

From: Rosemary Rodriguez <rodriguezrosemary07@gmail.com>
Sent: Thursday, October 29, 2015 5:24 PM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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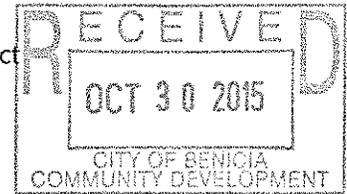
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Rosemary Rodriguez
643 Keats ST
San Antonio, TX 78214
US

Amy Million

From: Jake Davis <Jakesdavis@yahoo.com>
Sent: Friday, October 30, 2015 12:33 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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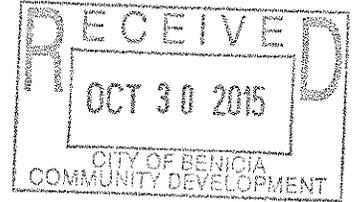
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Jake Davis
120 Three Oaks Ct.
Chico, CA 95973
US

Amy Million

From: Lourdes Gonzaga <g.lourdes09@yahoo.com>
Sent: Thursday, October 29, 2015 10:14 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.

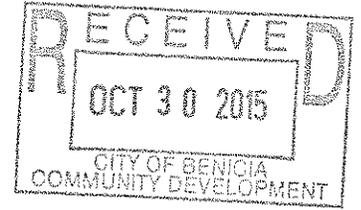
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

Lourdes Gonzaga
937 Solano Avenue
Albany, CA 94706
US

Amy Million

From: jan kirk <lionart77777@yahoo.com>
Sent: Friday, October 30, 2015 12:36 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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

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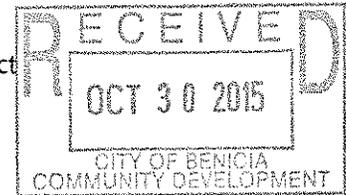
For all these reasons, I urge you, the planning commission and city council to deny certification for this EIR and reject Valero's proposed oil train terminal in Benicia.

Sincerely,

jan kirk
1821 redwood ave
redwood city, CA 94061
US

Amy Million

From: Norden Cheatham <dantham@urcad.org>
Sent: Friday, October 30, 2015 10:55 AM
To: Amy Million
Subject: Protect Our Communities and Deny Valero's Rail Project



Dear Ms. Million,

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Sincerely,

Norden Cheatham
1515 Shasta Drive #3323
Davis, CA 95616
US