

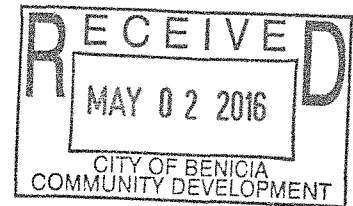
**Valero Crude by Rail Project  
Public Comments received  
April 23- May 6, 2016**

Commenter	Date Received
<b>Individual Comments</b>	
Judith Sullivan	2-May-16
Roman LoBianco	2-May-16
<b>Idential Comments</b>	
Public Comment re Valero Crude by Rail Project- Appeal Application No. 16PLN-00009	
Robert Carpino (sample attached)	2-May-16
Julie Carey	4-May-16

## Amy Million

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**From:** Judith Sullivan <jass1013@aol.com>  
**Sent:** Friday, April 29, 2016 1:19 PM  
**To:** Amy Million; Christina Ratcliffe  
**Subject:** Fwd: East Bay Times eEdition Article



Begin forwarded message:

**From:** Judith Sullivan <jass1013@aol.com>  
**Subject:** Fwd: East Bay Times eEdition Article  
**Date:** April 29, 2016 at 1:15:01 PM PDT  
**To:** [amillion@ci.benicia.ca.us](mailto:amillion@ci.benicia.ca.us), [cratcliffe@ci.benicia.ca.us](mailto:cratcliffe@ci.benicia.ca.us)

Friday, April 29, 2016 1:16 p.m.

Hi Amy and Christina,

Here is the American Lung Association's 2016 California Regional Air Pollution Grades Chart to go along with the article just sent to you from the "East Bay Times," to be included in the Official Record on the City's web site for the CBR Project, and to be sent on to the mayor and city council members, if that has not already been done. The original copy was sent in by email on April 22, 2016. This is a duplicate in case that one didn't arrive or got misplaced.

Thanks!

Judith Sullivan

Begin forwarded message:

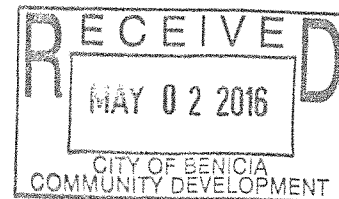
**From:** East Bay Times EE <noreply@newsmemory.com>  
**Subject:** East Bay Times eEdition Article  
**Date:** April 22, 2016 at 5:23:58 PM PDT  
**To:** [rogmail@gmail.com](mailto:rogmail@gmail.com), [mjbardet@comcast.net](mailto:mjbardet@comcast.net), [ssulli4523@aol.com](mailto:ssulli4523@aol.com),  
[jass1013@aol.com](mailto:jass1013@aol.com)  
**Reply-To:** [jass1013@aol.com](mailto:jass1013@aol.com)

.maintitle { font-weight: bold; color: #9A3D3D;font-size: 1.5em }  
[jass1013@aol.com](mailto:jass1013@aol.com) sent you this article.  
graph from air pollution article already sent.

**Amy Million**

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**From:** East Bay Times EE <noreply@newsmemory.com>  
**Sent:** Monday, May 02, 2016 11:54 AM  
**To:** jass1013@aol.com; Amy Million  
**Subject:** East Bay Times eEdition Article



jass1013@aol.com sent you this article.

I hope you receive it correctly this time! Judi

East Bay Times - 04/21/2016 - B01

**Report: State of the Air 2016**

## **Bay Area pollution on rise**

*Particulate matter increases as climate change, drought take toll*

**By Sam Richards**

*srichards@bayareanewsgroup.com*

Despite the state's groundbreaking efforts to improve air quality, many people in the Bay Area and beyond still live with significant pollution, according to a new American Lung Association report, and climate change and the drought are cited as key reasons.

The San Jose–San Francisco–Oakland reporting area saw worse numbers for year-round particle pollution for the 2012-14 period than for the previous report, according to the new “State of the Air 2016 report” released Wednesday by the American Lung Association.

The previous report, which came out in 2015, covered data from 2011, 2012 and 2013. These numbers and grades, the report said, had been improving slowly but steadily since 2000.

Santa Clara and San Joaquin counties get F ratings for both ozone and airborne particulates from 2012 through 2014, ac-

According to the new report. Alameda gets an F for ozone and a D for particulates, while Contra Costa gets a D for ozone over that three-year period and a C rating for particulates. Santa Cruz County gets an F for airborne particulates and a C for ozone.

Climate change, and the drier, warmer conditions it has helped bring to many parts of California, has largely negated California's "groundbreaking clean air and clean energy laws, and local air pollution control programs" that had helped bring positive changes, the report says.

"Starting with requiring catalytic converters on vehicles, stricter emissions standards for cars, cleaner fuels, diesel truck fleet upgrades ... (California's) standards have been a model for the rest of the nation," said Bonnie Holmes-Gen, senior director of air quality and climate change for the American Lung Association in California.

The drought and accompanying higher temperatures — which help transform other pollutants into ozone — plus the wildfires those hot, dry conditions helped breed, have helped blunt the previous progress, the report says.

In the Bay Area, wood smoke from home heating stoves is cited as the largest source of particulates during the winter months, when the Bay Area has its worst air. Wood burning has decreased in recent years regionwide, but Jack Broadbent, chief executive officer of the Bay Area Air Quality Management District, said it remains a "neighborhood-to-neighborhood" problem.

"Isolated valleys with no natural gas service still present a challenge to us" in curbing wood smoke, he said. "Cold, dry winters make the situation worse."

The Port of Oakland, with its concentration of idling and polluting engines (mostly diesel) powering trucks, railroad locomotives and ships, contributes to both the Bay Area regional pollution problem and is its own pollution hot spot, including West Oakland.

Contra Costa County's four oil refineries (and a fifth in nearby Benicia) are also notable contributors, the report says, "but everything from a dry cleaning business to a power plant to a diesel backup generator contributes to the problem," Broadbent said.

The new American Lung Association report has good news, too, mostly nationally. The most encouraging, it said, is the continuing reduction of ozone and year-round particle pollution in most parts of the country. These numbers have been falling, slowly, for years, and the report credits cleaner power plants and increased use of cleaner motor vehicles (with their cleaner engines) for the improvements. But more must be done in the Bay Area and elsewhere, said air quality district spokeswoman Lisa Fasano.

"The public needs to start making changes, like getting on their bikes, using transit, carpooling," she said Tuesday. "There is a lot of support in the Bay Area for these changes."

*Contact Sam Richards at 925-943-8241. Follow him at [Twitter.com/samrichardsWC](https://twitter.com/samrichardsWC).*

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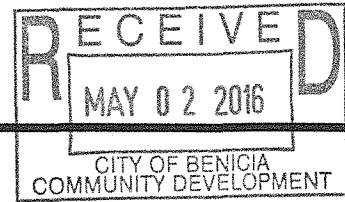
**REGIONAL AIR POLLUTION GRADES**

County	Ozone Grade	Particulate Matter
Alameda	F	D
Contra Costa	D	C
Marin	A	C
Napa	B	B
San Francisco	A	C
San Joaquin	F	F
San Mateo	B	C
Santa Clara	F	F
Solano	D	D
Sonoma	A	A

Source: American Lung Association

**Amy Million**

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**From:** R Capelli <zoolojest@gmail.com>  
**Sent:** Thursday, April 28, 2016 3:12 PM  
**To:** Amy Million  
**Subject:** Please forward my comments to Benicia's Planning Commissioners

I strongly oppose Valero's proposal to transport crude by rail:

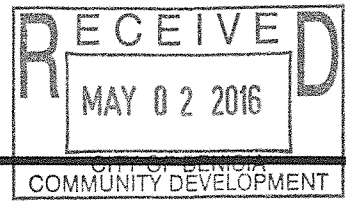
1. There is no Environmental Assessment, EIR, or Negative Declaration that can plan for, much less mitigate for, a catastrophic derailment. The impacts to our people and environment cannot be predicted or accommodated within the EIR. When 47 people died in Canada from a crude by rail explosion, no report could ever mitigate for that.
2. We just had a derailment at the Benicia Bridge, right by the Bay. That train was filled sulfuric acid. It was luck that kept the tanks' integrity. We cannot live by luck when we are in such an environmentally sensitive area such as our Bay, and with the concentration of people that live near rails and industry.
3. I live right by Valero and I do not want this chance of good luck taken for me. My neighbors and I have a right to live in safety. There is no guarantee in life, but we can help not stack the odds against ourselves as members of this community.
4. Those of us who oppose crude by rail and have shown up at the Council and Commission meetings are not getting paid to present our points. We stand up for the community out of love for the health of our town. When your motive is money and economy you cannot claim any purity in your rationale and defense. The facts of logic and science are not governed by profit, nor mutable. The inherent risks and aftermath of oil car explosions are real and potentially devastating, both in area affected and time of sustained impact.
5. In 2016, Valero should be seriously developing alternative, sustainable energy instead of growing an industry that has a finite life. Oil is the fuel of the past and does not belong above ground anymore, much less being transported at high velocity and heat that can cause an inferno on impact. If money is the goal, then sustainable energy development is the future and that is how Valero can progress financially and in harmony with all of Benicia, and all of California.

Thank you,

Roman LoBianco

PO Box 1024

Benicia, CA 94510



**Amy Million**

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**From:** KnowWho Services <noreply@knowwho.services>  
**Sent:** Friday, April 29, 2016 10:37 AM  
**To:** Amy Million  
**Subject:** Public Comment re Valero Crude by Rail Project - Appeal Application No. 16PLN-00009

Dear Benicia City Council,

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

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

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

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

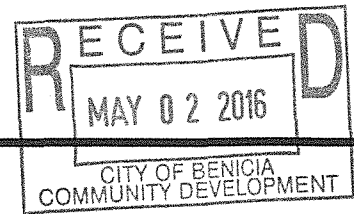
For these reasons, I again urge the City Council to reject Valero's oil train project, as well as its attempts to delay resolution of this issue.

Thank you for your consideration.

Sincerely,

Robert Carpino  
4342 Finley Ave  
Los Angeles, CA 90027-  
888rac@gmail.com  
4053619389

**Amy Million**



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**From:** KnowWho Services <noreply@knowwho.services>  
**Sent:** Friday, April 29, 2016 10:36 AM  
**To:** Amy Million  
**Subject:** Public Comment re Valero Crude by Rail Project - Appeal Application No. 16PLN-00009

Dear Benicia City Council,

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

Thank you for your consideration.

Sincerely,

Robert Carpino  
4342 Finley Ave  
Los Angeles, CA 90027-  
888rac@gmail.com  
4053619389