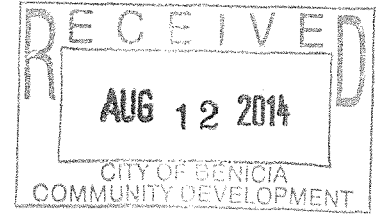


Valero Crude by Rail Project
Public Comments received DEIR Public Review Period
August 5 - August 14, 2014

Commenter	Date Received
Organizations	
Benicia Industrial Park Association (BIPA)	12-Aug-14
Performance Mechanical, Inc.	13-Aug-14
Clean Harbors	13-Aug-14
International Brotherhood of Electrical Workers	14-Aug-14
Schoenstein & Co	14-Aug-14
Fischer Communications	14-Aug-14
Operating Engineers Local Union No. 3	14-Aug-14
Individuals	
James Minkel	6-Aug-14
David A. Nancarrow	8-Aug-14
Michael Wilkinson	11-Aug-14
Jon Youmans	11-Aug-14
Herbert J. Forthuber	11-Aug-14
Richard Slizeski	12-Aug-14
Silvano Preciado	13-Aug-14
Grant Cooke	13-Aug-14
Sue Kibbe	13-Aug-14
Jeff Brody	13-Aug-14
Linda F. Matheson	13-Aug-14
James MacDonald	13-Aug-14
Andy Shaw	13-Aug-14
John W. Mathews	13-Aug-14
Georgia Benedict	13-Aug-14
Stephen Fass	14-Aug-14
Ed Ruszel	14-Aug-14
Pat Toth-Smith	14-Aug-14
Jim Kirchhoffer	14-Aug-14
Ed Yarbrough	14-Aug-14
James Bolds	14-Aug-14
Phil Daum	14-Aug-14
Christopher R. Wilburn	14-Aug-14
Madeline Koster	14-Aug-14
Alan C. Miller	14-Aug-14



BENICIA INDUSTRIAL PARK ASSOCIATION
A COMMITTEE OF THE BENICIA CHAMBER OF COMMERCE
601 First Street, Suite 100, Benicia CA 94510 • 707-745-2120
www.beniciaipa.org / email: beniciachamber@aol.com



TO: Benicia Planning Commissioners, Mayor and City Council Members
FROM: Jasmin Powell, President, Benicia Industrial Park Association (BIPA)
DATE: August 11, 2014
RE: Support Valero Crude By Rail Project

The Benicia Industrial Park is a vital economic segment of the city of Benicia. The Benicia Industrial Park is the largest Industrial Park in Solano County. It comprises over 600 businesses with varied focus including warehousing, manufacturing, transportation and oil refining. Any business owner will tell you that in order to succeed, you must constantly strive to increase revenue and decrease costs, without affecting the quality of your product or risking the safety of your people. This is exactly what Valero, Benicia's largest business, is trying to do with their proposed Crude by Rail project.

The Benicia Industrial Park Association is in favor of this project based on the following:

This is a logistical change from ship to rail

Valero currently brings in its crude oil via ship from all over the world. The project would allow Valero the ability to bring in domestic crude oil from the U.S. via railcar.

Valero, like all businesses, needs to find ways to remain competitive

It is crucial that Valero be allowed to access new sources of crude oil and be allowed to transport the crude by rail, ensuring that Benicia's largest employer will remain competitive with nearby refineries.

Valero's refining process is not changing

The kinds of crude Valero processes, which are under stringent environmental and air quality requirements, will not change. It will not affect refinery operations, alter the refinery's crude feedstock profile or change the amount of crude coming into the city. It will maintain current compliance with Bay Area Air Quality Management District permit levels and could actually reduce air emissions in the local air basin.

Valero has an outstanding safety record

Valero has such a high safety history and safety standards, that Valero has earned the Cal/OSHA VPP Star Site designation. There are only two refineries in the state that hold this designation. The other is also a Valero refinery located in Southern California. This is proof that Valero goes above and beyond when it comes to setting and maintaining a safe work environment for the company and employees. This commitment is further demonstrated by their commitment to use only improved design railcars and not the legacy DOT 111 cars. Valero has proven that safety is of the utmost importance to them and to our community.

Federal Rail Safety is improving

Federal regulators and railroad companies recently agreed to a number of new safety measures for crude transport, including increasing track inspections, implementing new, more advanced braking systems, using a new rail traffic routing technology to better determine the most safe and secure routes, and implementing new speed reduction protocols, among others. Agreements such as this are an important step for quick action that will ensure the railways continue to transport both people and goods in the safest way possible.

Valero's complete cooperation

Valero initially submitted its Land Use Permit in December of 2012. Since that time, Valero has cooperated fully and openly with the City and community of Benicia. The City released its Draft Environmental Impact Report (DEIR) in June of 2014. The California Environmental Quality Act (CEQA) requires this document to consider many factors, including air quality, hazards/safety and transportation/traffic, among others. This DEIR is available for anyone to access and is the best source of factual information with regard to this project and its potential impacts on our local community and the surrounding area.

This is an infrastructure project that will install rail tracks and an unloading rack on Valero's property with the capability to safely replace marine delivery of crude with rail delivery. The Valero Benicia Refinery is a vital part of our local economy and the largest contributor to Benicia's General Fund. The Benicia Industrial Park Association supports this project.

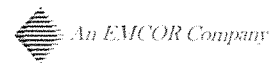


Performance Mechanical, Inc.

General Engineering Contractor

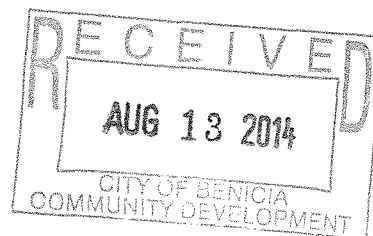
California License No. 475516

Hawaii License No. ABC 30963



August 13, 2014

Brad Kilger, City Manager
Amy Million, Principal Planner, Community Development Dept.
City of Benicia
250 East L Street
Benicia, CA 94510



Dear Brad and Amy:

Jobs associated with the Valero Benicia Refinery like the Crude by Rail Project are respected and coveted in the industry because of their high pay and the refinery's emphasis on safety, community, and quality. This project will bring 20 full-time jobs and require approximately 120 skilled craftsman jobs during its construction. As Benicia's largest employer and contributor to the local tax base, Valero's Crude by Rail Project is an investment in, not just the company, but the future of the community.

I can tell you first hand that Valero's highest concerns are the safety of its employees, construction workers, the community, and the quality and reliability of the refinery. PMI has been involved in many projects at the Valero refinery since the year 2000. Each time we are fortunate enough to enter the refinery to do work, we are utilizing the most skilled union craftsmen to install the best technology and material available to ensure safe and reliable improvements to the refinery. The refinery General Manager, John Hill, said it best at a previous public meeting, "You want Valero running this refinery". We at PMI agree because when it comes to quality and integrity, Valero is second to none. Keeping the refinery viable with projects like "Crude by Rail" enables maintenance and continued improvements to be planned and executed while employing our community and making it safer for our environment.

It is no surprise that Valero has invested a great deal of effort into making sure that the community is aware of this project. They have hosted a number of community meetings, provided documents and handouts both in person and online, sent at least half a dozen emails with additional information about how to get involved in the project, created a website with additional information and much more. Valero is dedicated to this community, and they have acted in a manner consistent with this dedication since the moment this project was proposed.

Any way you look at this project, the facts remain the same. This is an infrastructure project that will add another channel for the transportation of crude, thereby allowing Valero the flexibility and competitiveness in a changing marketplace to continue to drive economic activity in the region. This allows the company to continue giving to the community, supporting local businesses, generating new business in the region, and creating additional, good-paying jobs for hard-working local residents.

I urge you to do what is best for us all by supporting this project.

Thank you,

Andrew Hosler
President/CEO

Sacramento Office

6001 Midway Street
Sacramento, CA 95828
(916) 421-4087 Ph, (888) 841-6156 Fax

Corporate Office

701 Willow Pass Road, Suite 2
Pittsburg, CA 94565
(925) 432-4080 Ph, (925) 432-4141 Fax

Los Angeles Office

17925 S. Broadway
Gardena, CA 90248
(310) 327-3205 Ph, (310) 516-0218 Fax

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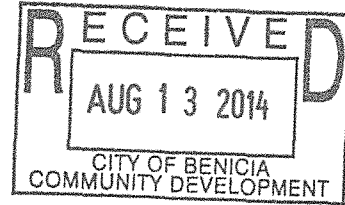
11 Million Man-Hours Without a Lost Time Injury

2014





Clean Harbors
42 Longwater Drive
P.O. Box 9149
Norwell, MA 02061-9149
781.792.5000
800.282.0058
www.cleanharbors.com



August 12, 2014

Attention: Benicia Planning Commission:

I have been a resident of Benicia for 35 years and have seen the community/business growth throughout the years. Valero is a great asset to our community in the aspects of support to local business, job opportunities and financial stability.

After attending Valero's community meeting to review the city's Draft Environmental Impact Report, I am fully supportive of their proposed Crude by Rail Project. As the DEIR explained, this project will actually reduce air emissions in the Bay Area, including Greenhouse Gases, and eliminate up to 82% of the annual delivery by ship.

This Project is simply a logistics project to provide the refinery with more access to crude from North America. By increasing our use of domestic crude, we can reduce reliance on foreign sources and hopefully become energy independent. This project will also generate millions of dollars in additional tax revenues and require approximately 20 permanent jobs and 120 skilled craftsman jobs during construction not to mention that it will continue to support our local community.

As long term residents have witnessed within neighboring communities the loss of industry has a detrimental effect on local jobs, local business and tax revenue creating reductions in the ability to staff First Responders that support our quality of life. (i.e. Vallejo with the loss of Mare Island and Alameda with the loss of the Naval Air Station. The impact felt from those losses continue today.)

Environmental sensitivity, increased use of domestic crude rather than oil from abroad, and jobs and tax revenues would all result from this project. I believe this project is a win-win for Benicians and Valero.

Thank you,

Estella Peterman
General Manager,
Clean Harbors Industrial Services
4101 Industrial Way, Benicia CA 94510

"People and Technology Creating a Safer, Cleaner Environment"

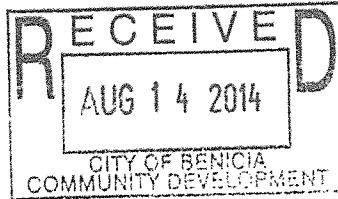


LOCAL UNION 180

INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS

SERVING NAPA AND SOLANO COUNTIES SINCE 1901

STAN NELSON
PRESIDENT



DAN BROADWATER
BUSINESS MANAGER

August 14, 2014

To the Benicia Planning Commission,

As the Business Manager of IBEW Local 180, I represent over 600 Electricians throughout Napa and Solano Counties, including many that have worked at the Valero Benicia Refinery on a variety of projects. While the work is diverse, one thing remains the same: this refinery demonstrates a consistent, day-to-day dedication to safety that is truly commendable.

The Valero Benicia Refinery is a model partner on projects. The site is one of the newest in the nation and the refinery's emphasis on extensive standards and protocols ensures a safe work environment for all. Fair wages, economic activity stimulated by construction and the temporary jobs it requires, and a commitment to community safety make Valero a community partner that benefits us all.

The Crude by Rail project is an opportunity for the refinery to remain competitive while creating 20 permanent, full-time, good paying jobs and requiring 120 skilled craftsman jobs during construction. This will provide a significant economic boost in the region while helping Benicia's largest employer to remain competitive.

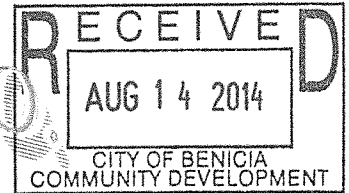
I urge you to support this Crude by Rail project as it is a win-win proposition.

Thank you,

Dan Broadwater
Business Manager IBEW Local 180

SCHOENSTEIN & CO.
EST. 1877
ORGAN BUILDERS

CUSTOM BUILDERS OF DISTINGUISHED INSTRUMENTS FOR FIVE GENERATIONS



August 14, 2014

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

Dear Amy:

Benicia is a picture perfect town and we want to keep it that way.

Benicia wouldn't be what it is without a thriving Industrial Park. It makes Benicia an economic oasis. Everybody knows that a shopping mall needs an Anchor store. The same is true of an industrial park. It needs a large well financed, well-managed company that brings a lot of business to town. Our Anchor is Valero. One reason we moved here was the economic viability assured by Valero.

It is in the best interests of Benicia to help Valero maintain its profitability and stay in Benicia rather than moving to Texas as so many California businesses do. Everyone knows what happens when a small town loses its anchor industry.

Valero is not only a very well-managed company with a proven environmental and safety record, but also an outstanding corporate citizen. They have done a lot for this town on a purely voluntary basis.

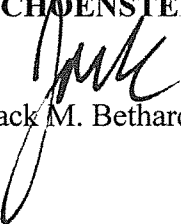
I have reviewed the current crude by rail project. It involves some risk. All human endeavor carries risk. The prudent approach is to balance risk against reward. I believe that the risk in this case is very small and that the rewards that a successful and thriving Valero brings to Benicia are very large.

I'm also convinced that Valero has outstanding environmental, safety, and security programs, as does the Union Pacific Railroad. It is in their best interest to assure the safest equipment and operations possible. After all, they will bear the brunt of costs if they fail to do so.

I hope that the citizens of Benicia will give the Valero project a FAIR hearing based on a REALISTIC risk/benefit analysis.

Yours sincerely,

SCHOENSTEIN & CO.


Jack M. Bethards

JMB:ab

HISTORIC SAN FRANCISCO
FACTORY & ARCHIVE



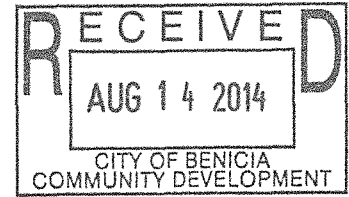
CORPORATE OFFICE AND MAIN PLANT

4001 INDUSTRIAL WAY, BENICIA, CALIFORNIA 94510 · (707)747-5858 · WWW.SCHOENSTEIN.COM



FISCHER COMMUNICATIONS

August 14, 2014



Dear Benicia Planning Commission:

During the course of public comments to date, I have heard repeated testimony regarding the Project's newly created jobs, their significant positive impact, and their importance and value to the City of Benicia and its residents. While I applaud bringing new jobs to Benicia, I take issue with the fact that the Valero Project would bring new jobs to our community.

Unfortunately, throughout the DEIR document the references to the impact of such newly created jobs note that the number of jobs is not significant. For example:

- Regarding the DEIR's conclusion regarding Population and Housing, "The temporary addition of a construction work force would not be considered a significant impact, nor would the addition of approximately 30 full-time-equivalent permanent employees. The proposed Project would require access to an available construction labor pool. Adequate labor exists in the Bay Area to fill the number of jobs the Project would create, and the Project would not be required to import labor." *[Initial Study, Environmental Checklist, 13 Population and Housing, p. II-55 (p. 413 of the electronic version)]*
- Referencing the DEIR's conclusion regarding Growth-Inducing Impacts, "Construction and operations associated with the Project would not encourage new development or induce population growth and the Project would neither directly nor indirectly induce short-term or long-term population growth." *[DEIR 5.3 – Growth-Inducing Impacts, top of p. 5.3 (p. 272 of the electronic version), final paragraph]*
- The DEIR's Transportation Impact Analysis states flatly, "The



FISCHER COMMUNICATIONS

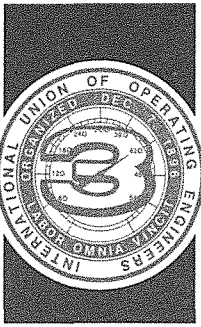
proposed Valero Benicia Refinery Crude by Rail Project would not increase the number of employees at the refinery." *[Appendix I, 1.2 Project Description, CD only (p. 1286 of the electronic version)]*

According to my understanding of the DEIR, the jobs created by the Project, both temporary construction and long-term, will have no significant impact for the City of Benicia in any category examined.

Based on the DEIR, I can only conclude that the jobs are not a significant factor for purposes of the DEIR analysis. TShouldn't the final Environmental Impact Report clarify the effect of the Project on jobs?

Respectfully submitted,

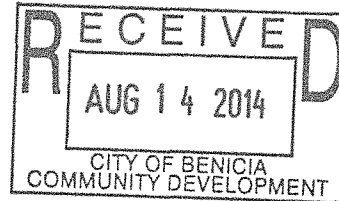
Bobbi Fischer Rubinstein
Principal, Fischer Communications
bobbi@fischercommunications.com
925.366.5173



OPERATING ENGINEERS LOCAL UNION No. 3

2540 N. WATNEY WAY, FAIRFIELD, CA 94533 • (707) 429-5008 • FAX (707) 429-0729

Jurisdiction: Northern California, Northern Nevada, Utah, Hawaii, and the Mid-Pacific Islands



Benicia Planning Commissioners:

The Valero Crude by Rail project has been the subject of controversy since its inception. After attending the Community Meeting on June 30, I do not understand the community skepticism surrounding this project. Valero has gone above and beyond to ensure that this project will have a positive impact on the community both from an economic and safety perspective as well as in terms of long-term environmental effects. The project represents a great opportunity for Benicia.

As a representative for the Operating Engineers, I am also focused on jobs. Not only temporary during the construction, but also the permanent positions created by this project. Putting people to work is a huge benefit for Benicia.

Valero has contracted with several local contractors to build this project. The project will require 250 plus craftspeople to build it. The fact that Valero has chosen local contractors means that your neighbors and folks from surrounding communities will be the ones performing the work and bringing home a paycheck.

New and improved rail cars are built in America to transport North American crude oil, lessening our dependence on foreign oil. American made for Americans, why would anyone not want to support such a plan?

We all have a right and an obligation to be concerned about the changes happening in our community, but we must make decisions about the future of our city based on the facts and an accurate representation of this project.

Benicia residents should take a close look at the Draft EIR, the positive impacts of this project, and the impressive lengths these partners are taking to prevent an incident. I support the Crude by Rail Project - it is a smart choice for Benicia, its residents, the economy and the environment. I urge Benicia residents and City Leaders to get behind this project.

Thank you,

Jim Jacobs
Business Representative - Cranes and Refineries
Operating Engineers Local Union No. 3

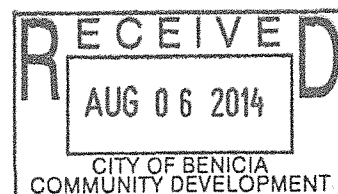
JAJ:wrf
opeiu3-afl-cio

Amy Million - Valero Crude By Rail Project

From: JAMES MINKEL <j.minkel@att.net>
To: "amillion@ci.benicia.ca.us" <amillion@ci.benicia.ca.us>
Date: 8/6/2014 12:13 PM
Subject: Valero Crude By Rail Project

For the Benicia Planning Commission:

James R. Minkel
134 Carlisle Way
Benicia, CA 94510-1609
tel (707) 746-7213



August 6, 2014

City of Benicia
Planning Commission
250 East L Street
Benicia, CA 94510

Subject: Letter in Support of Valero Crude By Rail Project

Dear Planning Commission Members,

My family and I have lived here on Carlisle Way overlooking the Valero refinery property for 37 years.

Crude by Rail is going to happen, if not at Valero, at other California refineries. The trains will pass through Benicia in any event, but without Valero's CBR Project Benicia will not receive any benefit. Why should Valero be denied the opportunity to remain competitive?

Valero Refining has consistently demonstrated that they are a safety-conscious operator in our community.

Please support the Valero Crude By Rail Project.

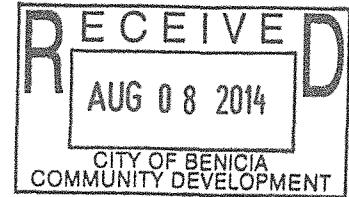
Sincerely,

/S/ James R. Minkel

James Minkel
134 Carlisle Way
Benicia, CA 94510-1609
tel 707.746.7213
email j.minkel@att.net

Amy Million - Crude by Rail project

From: "Sandy" <nancian1@att.net>
To: <amillion@ci.benicia.ca.us>, <bkilger@ci.benicia.ca.us>
Date: 8/8/2014 2:50 PM
Subject: Crude by Rail project
CC: <info@beniciaCBR.com>



Dear Planning Commissioners,

This letter is to express my support for the Valero Crude by Rail Project. The Valero refinery has always been a great neighbor, consistently considering safety, community needs, energy needs, and environmental health.

I believe, from my research, that the DEIR found this project to have "no significant impact" on the environment but a long-term improvement on Benicia's air quality. I've also heard the CBR project will reduce marine transport of oil which will protect our oceans, reducing the possibility of spills on the water, which are extremely difficult and expensive to mitigate. I am aware of the opposition's safety concerns, which appear to be with non-renewable energy and the rail transport system, and they should deal with those specifically, as the denial of the CBR project will not change either of these. I feel confident in the safety of the project's construction and operation since Valero has continually exceeded safety standards in the past.

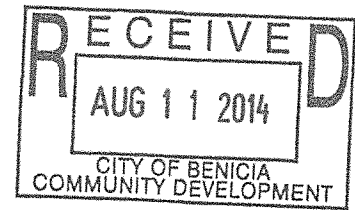
This project is occurring on Valero's land and we should allow them the ability to stay competitive in the oil industry while potentially revitalizing our Industrial Park area. Please do not delay the start of this project any longer as every day matters for Valero and Benicia. This is good for our economy and good for our people, and it is important for us to keep our businesses and industries thriving and economically healthy.

Thank you,

David A. Nancarrow
527 Poppy Circle
Benicia, CA

Amy Million - letter of support for Valero Crude by rail project..

From: Michael Wilkinson <mnwilkinson@gmail.com>
To: <amillion@ci.benicia.ca.us>, <bkilger@ci.benicia.ca.us>
Date: 8/11/2014 4:41 PM
Subject: letter of support for Valero Crude by rail project..
CC: Benicia CBR <info@beniciaCBR.com>
Attachments: Draft CBR Support Letter (1).docx



attached is a letter of support for the Valero Crude By Rail Project.

Dear Planning Commissioners,

I will keep my comments brief.

I have lived in Benicia since the mid 80's. I want to express my support for Valero's Crude by Rail Project. You have all heard the results of the draft Environmental Impact Report, where air emissions will be reduced, and process emissions will not be increased, jobs will be created, the refining process will not change and the other benefits that will accrue as this project moves forward.

At the July 10 Planning Commission meeting many people spoke about the need to invest in solar and other natural energy sources to limit our dependence on crude. These are important goals, and we need to continue to find ways to use solar and other energy sources to meet our needs in the future. However-right now, today, we need to concentrate on those projects that will have the most bang for the buck. Crude by rail is one of those projects.

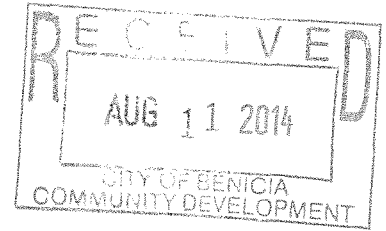
Concerns have been raised about the efficient and safe transportation by rail of crude oil. These concerns are valid. I know of no one that wants an accident. Not Valero, Not the Union Pacific Railroad, not the City of Benicia, not the County of Solano, the State of California, The Federal Government, no one. ALL parties need to work together to make sure that any risks associated with the shipment of crude by rail are minimized or eliminated to the extent possible. Work on the next gen DOT-112 tank cars is progressing. The DOT has instituted a NPRM (notice of proposed rulemaking) to improve the safety of the current DOT-111 cars. Once the DOT issues new rules, the carbuilders can begin to build newer, stronger, safer cars that will withstand greater impacts, and we can begin the phase out of the DOT-111 tank cars.

Valero is committed to our community. Valero has demonstrated this commitment through years of donations to charities and support of and participation in various city events. I firmly believe that Valero should be allowed to move forward with this project.

Thank you,

Jon Youmans
705 East 6th Street
Benicia, CA 94510

July 31st, 2014



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

To the Benicia City Planning Commission:

I have lived in Benicia since New Years day 1983 and I am a proud Benicia resident, a homeowner and a small business owner. My business Gates Roofing has been operating since June of 1989 and we have been involved as a partner in the Benicia community.

The Valero refinery makes a tremendous effort to ensure that all employees are properly trained to handle emergencies and boasts a strong track record of safety. The Benicia Fire department and the Valero Fire Chief have also spoken extensively about their emergency response plan, leading me to believe that Valero has worked tremendously hard to ensure they always to prioritize the safety of this community.

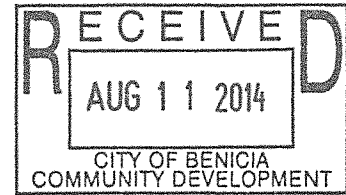
Valero has proven their capabilities by responding to emergencies throughout the state and by maintaining the refinery's position as one of the safest refineries in the nation. Benicia and Valero have taken extensive prevention measures to ensure that the likelihood of an incident is extremely slim. They have implemented stringent safety standards and always put the safety of the community first. They continually invest in training and are prepared to act immediately and effectively in any emergency situation.

The fact is that this method of transporting crude is safer and better for the environment than current methods. Furthermore, this project allows Valero to stay competitive and continue to give back to our community. I see no reason why we should stand in the way of changes that make Valero more competitive and Benicia safer and stronger.

Thank you,

Jon Youmans
Owner, Gates Roofing

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



August 10, 2104

To the Benicia Planning Commission:

As a Benicia resident since 1990 and a local business manager in Benicia, I have been following the Valero crude by rail project with extensive interest. This project is worthy of support from multiple perspectives. First, as the EIR report states, "Compared to the Project, the No Project alternative would result in higher emissions of criteria pollutants and greenhouse gases within California. Global greenhouse gas emissions would be higher with the No Project alternative than with the Project".

One of the main interests of Benicia, as evidenced by the activities of the Sustainability Committee, is to reduce the total amounts of greenhouse gases produced in Benicia. As the manager of Alfred Conhagen, Inc. of California (located in the Industrial Park), we received a BRIP grant for installing energy efficient lighting in an effort to reduce our total power consumption and reduce our carbon footprint. This was a highly successful project, with reductions of over 31% in our carbon footprint. Valero has already improved the environment by drastically decreasing air emissions in the past 3 years. The Crude by Rail Project will allow them to continue to decrease air emissions. I feel strongly that the crude by rail will have a positive impact on the reduction of the total greenhouse gasses generated, thus is worthy of support by the Planning Commission.

Valero has shown a major commitment to the local community through millions of dollars in taxes paid, support of local charities, and has created high quality jobs for Benicia residents. The refinery has either created or supports 3,900 jobs in the region as a result of their operations. This positive economic impact on Benicia has allowed for multiple excellent restaurants and retail shops in downtown Benicia. Many of the local businesses in the Industrial Park rely heavily on the support work provided to the Valero Refinery. Speaking as a business manager, Valero is our largest customer. Conhagen supports 25 good jobs in Benicia. Without Valero, we do not know if we could continue to be a viable business in Benicia.

We must not take for granted that Valero will keep this refinery open for an indefinite period if the economics do not support keeping the refinery operating on a profitable basis. History has shown that Valero owned non-profitable refineries have been shut down. Examples are both the Aruba and Delaware City refineries. The economic impact of these closures on the local towns where the refineries are located was severe. Following is a quote from 2009 when the Delaware City Refinery closed:

"It was devastating when we heard that Valero was going to close the doors," says Delaware Governor Jack Markell (D). "I went in shortly thereafter and talked to the workers, and honestly I walked in, I was sick to my stomach." The news stunned workers at the site like Ken Gomeringer. "It was a shock and it was a change in mindset, a lot of

us that had been here for a while, never thought we'd see the day that the refinery would be shut down."

I would not want to see the impact on the City of Benicia if the refinery closed or was sold. One only needs to look at an example close at hand on the impact the closure of Mare Island Naval Shipyard had on Vallejo. We have no idea on what type of corporate citizen we would see under new company ownership if the refinery were sold.

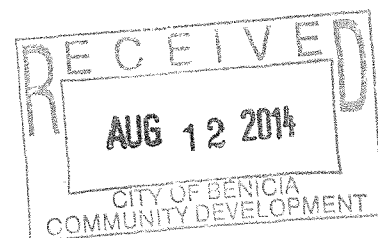
The Valero Refinery is a member of the Benicia community. Valero employees have the same goals we all have, which is providing for their families and trying to give their children the best lives possible. The success of the Benicia economy and safety of the individuals who reside here are as important to Valero as they are to any member of the Benicia community.

They have gone out of their way to show they take the concerns of the community seriously. The Environmental Impact Report proves that this project will reduce air emissions and create opportunities for Benicia. Continuing to stand in the way of this project is a disservice to Benicia.

Thank you,

Herbert J. Forthuber

August 10, 2014



Amy Million

Principal Planner

Community Development Department

City of Benicia

250 East L Street

Benicia, CA 94510

Re: Valero Crude by Rail Project—Air Quality

Dear Ms. Million:

The draft EIR as presently written inadequately addresses whether Valero's crude by rail (CBR) project will adversely affect air quality in Benicia and neighboring communities.

The draft EIR states that the CBR project would not result in any emission increases from existing, permitted refinery equipment. EIR at 4.1-11. It claims that the average weight and sulfur content of the crude oil blends processed at the refinery would remain the same based on the refinery's unique configuration, permit conditions and operational constraints. EIR at 4.1-18. It further asserts that Valero plans to obtain North American crudes that are, on average, lighter and sweeter than its current feedstocks, but that it could purchase different types of crude (including heavy, sour crude) based on a range of variables.

The EIR provides insufficient information to assess the impact of the CBR project on air quality.

The EIR has designated as confidential the specific North American crudes that Valero plans to ship by rail, along with the properties (weight, sulfur content, vapor pressure and acidity) of specific crudes delivered to Valero in the past or of specific crude blends processed at the refinery. EIR at 1-5. Without knowing what specific North American crudes Valero plans to ship in by rail or what it has processed in the past, it is impossible for members of the public to actually know whether or not the CBR project will result in a negative impact on air quality.

The need to assess the impact of increased processing of heavy, sour crude.

Of particular concern is the fact that the earlier Valero Improvement Project (VIP) gave Valero the ability to process crude blends that contain as much as 60% heavy, sour crudes, up from the previous maximum of 30%. EIR at 3-13. Valero must be planning at some point on changing the crude that it processes to a heavier, sourer type; otherwise, it is inexplicable why it would have undertaken the VIP project at all. Given that, it must be assumed Valero now plans on using the CBR project to bring in more heavy sour crude than it currently obtains through marine delivery.

The EIR needs to be revised to address the impact on air quality if Valero decides to bring in by rail the maximum amount of heavy sour crude (most likely Canadian tar sands) that its refinery is capable of processing as compared to what it currently processes on average. Valero might argue that as the City previously approved the VIP EIR, allowing it to process a higher percentage of heavy, sour crude, the CBR EIR should not address this issue again. However, the public has a right to know if Valero is going to

be bringing in different crude blends that will adversely affect the air quality and expose people to carcinogens, respiratory irritants and other hazards, regardless of what might have been approved in the past. Such information is crucial for the City in deciding whether or not to ultimately approve the project.

The need to assess the potential for increased carcinogens from processing Bakken crude.

Appendix C.2 of the EIR discusses the air quality impact of Valero processing light sweet crudes such as Bakken, and concludes there will be none as a result of the type of crude brought in by the CBR. However, Bakken crude contains benzene, a known carcinogen that produces leukemia in humans. As such, the EIR should specifically address whether the CBR will result in a higher level of benzene and other carcinogens in local air quality as a result of the CBR project.

The need for adequate baseline measurements.

The EIR relies primarily on an air quality monitoring facility in Vallejo and a temporary air quality monitoring station in use from 2007 and 2008 located west of the refinery in setting the baseline air quality. Such limited monitoring facilities are grossly inadequate for determining the impact on air quality resulting from Valero's current operations. As such, before any decision can be made on the CBR project, a year's worth of data should be obtained from multiple monitoring stations placed immediately adjacent to, and on all sides of, the refinery, as well as from stations placed in the adjoining residential neighborhoods and the two nearest schools (Matthew Turner and Robert Semple). Particular attention should be paid to results obtained during temperature inversions.

The need for an environmental and public health advocate to review the confidential information provided by Valero to the City.

To ensure the public's health and safety is adequately addressed, an outside entity with strong environmental and public health credentials needs to be hired to review the confidential information provided by Valero to the City regarding the specific crudes Valero plans to purchase and their respective chemical properties, as well as all other information designated in the EIR as a trade secret. This consultant would need to serve as a "devil's advocate," identifying all possible environmental and public health and safety hazards that could result from the CBR project. Such a consultant could serve to counter-balance the apparent bias in the draft EIR in favor of Valero and identify potential flaws not otherwise readily apparent in the report.

Summary of revisions needed in the draft EIR regarding air quality.

The draft EIR assumes there will be no significant impact on air quality from the CBR project because Valero must blend crude feedstocks to a narrow range of weight and sulfur content before processing them. See Appendices C.1 and .2. The EIR is too sanguine in its assessment. The EIR should look at the air quality impact of Valero maximizing its purchases of either Canadian tar sands or Bakken crude on air quality, limited only by the outer limits of weight and sulfur content that the refinery can process. The EIR should specifically assess the potential exposure on residents living near the refinery during prolonged periods of temperature inversions, considering everything from carcinogens to noxious odors.

Sincerely,



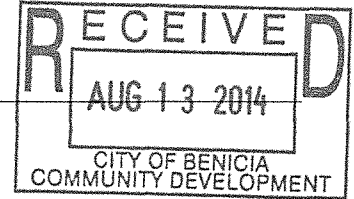
Richard Slizeski

363 West Seaview Drive

Benicia, CA 94510

Amy Million - Valero CBR

From: <waxpepper@yahoo.com>
To: "amillion@ci.benicia.ca.us" <amillion@ci.benicia.ca.us>, "bkilger@ci.benicia.ca.us" <bkilger@ci.benicia.ca.us>
Date: 8/12/2014 9:49 PM
Subject: Valero CBR
CC: "info@beniciaCBR.com" <info@beniciaCBR.com>



Dear Members of the Benicia Planning Commission,

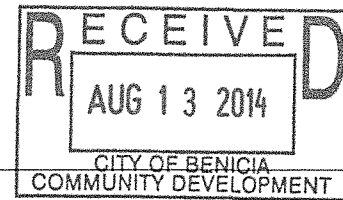
I am a Benicia resident and support Valero's crude by rail project and many of my neighbors do as well. Valero has operated safely and I encourage you to support this important project. This represents a long term invest in the facility and commitment to the community.

Thank you,
Silvano Preciado

Sent from my iPad

Amy Million - Crude by rail

From: Grant Cooke <grantcooke11@gmail.com>
To: <amillion@ci.benicia.ca.us>
Date: 8/13/2014 9:32 AM
Subject: Crude by rail



Hello,

I just wanted to add my voice to those opposing Valero's crude-by-rail proposal.

While there are a lot of emotions to this argument, the decision to deny Valero's request to transport crude should be based on the miserable historical record of the fossil fuel industries. Over the years, these industries have proven time and time again that they are careless and slipshod in their operations and safety procedures.

Since Standard Oil, the industry as suffered from greed and has consistently cut corners on operation procedures to enhance profits. The list of major industries mistakes, spills, and failures is long and shameful. Two huge incidents have occurred in the last few years in the Bay Area. The first was the tragic San Bruno explosion triggered by PGE's neglect of natural gas lines. This explosion killed six people and damaged numerous homes. The second was the Chevron fire, which had 15,000 residents seek medical aid.

Unfortunately, it will only take one mishap by Valero or the railroad to significantly impact Benicia and her residents. It's a risk not worth taking.

Valero has other options and they need to come up with a much better plan than shipping volatile Bakken crude via old and unreliable rail tankers through residential communities.

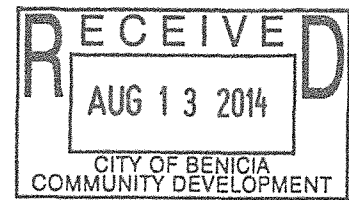
Good luck with your meeting--it sounds like it will be wild!

Best,
Grant

--

Grant Cooke
Sustainable Energy Associates
gcooke@sustainableenergyassc.com
[925-989-7117](tel:925-989-7117)

The Global Energy Innovation: Why America Must Lead by Woodrow Clark and Grant Cooke. Now at Amazon.



I have a dream. . .

I have a dream that one day Benicia will rise up and be known across the nation as the Little City that said “No” to Big Oil, thereby putting human life and environmental stewardship above human greed and the insatiable quest for increased profits. What a proud day it would be if Benicia said the risk to the thousands of people living up-rail is too high a price to pay. The effect on the environment from a spill or explosion would be an unmitigated disaster, a fire that cannot be extinguished, a toxic slick destroying every living thing.

Crude-by-rail has been called “a disaster in the making” by more than one expert. A railway safety consultant warns, *“We’ve got all kinds of failings on all sides, inadequacies that are coming to light because trains are blowing up all over the place.”* The Federal Railroad Administration is able to inspect only two-tenths of one percent of the railroads’ operations each year. With 140,000 rail miles across the nation, regular inspection of the tracks is impossible. The Department of Transportation has yet to provide regulations for crude-by-rail transport. Expect push-back from the rail industry. Safety measures such as “positive train control” (PTC) were recommended 45 years ago, yet the technology operates on only a tiny slice of America’s rail network. (sfchronicle, 7/28/2014) The railroads have preempted local control and can make routing decisions without public disclosure.

Meanwhile aging rail lines and trestles, such as that through Feather River Canyon, that were never constructed for such heavy traffic, continue to be used in ever-increasing frequency. The New York Times reports *“400,000 carloads of crude oil traveled by rail last year . . . up from 9,500 in 2008. . . From 1975 to 2012, federal records show, they (railroads) spilled 800,000 gallons of crude oil. Last year alone, they spilled more the 1.15 million gallons.”* (NYTimes, 7/9/2014)

Scott Smith, a scientist whose work has focused on oil spills, has studied samples of the Bakken crude oil from three accident sites. He may be the only expert outside the oil industry to have analyzed this crude. All samples share the same high levels of volatile organic compounds (VOC) and alkane gases in exceptional combinations. Smith says 30% to 40% of Bakken crude is made up of toxic and explosive gases. *“Any form of static electricity will ignite this stuff and blow it up,”* says Smith. (Adam Federman, Earth Island Journal)

The Wall Street Journal, based on its own analysis, reported that Bakken has significantly more combustible gases and a higher vapor pressure than oil from other formations. Basically, its flash point is dangerously low, and a chain reaction from tank car to tank car is inevitable.

Examining the Draft Environmental Impact Report (DEIR):

Pay attention to the wording in Valero’s proposal: “The Project would not increase the amount of crude oil that **can be processed** at the refinery . . .” It never says, the amount of crude oil that “is being processed” at the refinery. In the DEIR, page 3-2, it says: “The Refinery’s crude oil processing rate is limited to an annual average of 165,000 barrels per day (daily maximum of 180,000 barrels) by its operating permit.” That is a huge increase from the 70,000 barrels per day that it says are processed now. With the 70,000 by rail per day, add 18 vessels shipping 350,000 barrels per vessel = 6,300,000 barrels, total of 31,850,000 barrels per year= an increase in processing and hence . . . in emissions.

"Valero was named by the U.S. Environmental Protection Agency this year as one of California's top distributors of dangerous substances. It was second to the ConocoPhillips refinery in Rodeo as the most profligate disseminator of poisons in the Bay Area, releasing 504,472 pounds of toxic substances into the air, water or ground. It was the 10th biggest source of chemicals and pollutants in the state, according to the report released in January.

"Almost half of the violations cited by the air quality district between 2011 and 2012 involved excessive short-term emissions and valve leaks on tanks."

<http://www.sfgate.com/science/article/Valero-to-pay-fine-for-air-quality-violations-4917926.php>

According to the Draft Environmental Impact Report (DEIR), Section 4.1-23:

An unmitigated, significant and unavoidable air quality violation, with a net increase in Nitrogen oxides and ozone precursor emissions would result from transporting crude by rail through the communities up-rail within the Sacramento Basin: in the Yolo-Solano, Sacramento Metropolitan and Placer County Air Quality Management Districts.

How can we, in good conscience -- or even legally -- violate the air quality of our neighbors to the north by authorizing these shipments? And not only would we affect their air quality, but we would authorize the transport of a highly toxic, corrosive, flammable material in 36, 500 tank cars each weighing 143-tons when loaded with crude oil, an annual total of 1,460 locomotives weighing over 7,150 tons, when loaded, through these communities, over rails that were never built for and have never carried such heavy traffic -- all for the sole purpose of satisfying human greed?

(Valero's net income rose 28% in the first quarter of 2014, net income to shareholders jumped to 828 million, revenues rose to 33.6 billion. If you are telling me that Valero needs this project in order to stay competitive, you haven't looked at the facts.)

A closer look at "Job Creation," one of the proclaimed "benefits" to the community from crude-by-rail:

The addition of 20 full-time jobs at the refinery will be the result of switching from crude by vessel to rail delivery. There will be 72 fewer vessel deliveries, in which crude is pumped directly from the ship at the dock into pipes and storage tanks in one operation. Instead, there will be 36,500 tank cars per year to be emptied at the refinery, coupling and uncoupling 100 tank cars per day. Let's be clear, these are HAZMAT jobs. Not only would you be unloading one of the most toxic substances on the planet, breathing in toxic "fugitive emissions" from the tank cars, but also you would be in direct contact with the toxic emissions from 730 locomotives per year. The only thing appealing about these new jobs will be the "good pay" (they are never described as "good jobs"), because they are hazardous, arduous, truly nasty jobs.

Section 4.6.5 Impacts and Mitigation Measures: Greenhouse Gas Emissions

Another one of the "benefits" -- much proclaimed by Valero -- is the reduction of greenhouse gas emissions. Valero states that crude-by-rail would "improve air quality in the Bay Area." They are not lying -- this is a carefully worded deception. The "Bay Area Air Quality Management District" is a huge area encompassing every county that touches the Bay, the entirety of every county except for Sonoma and Solano counties. This is the area in which they can legally claim to improve the air quality.

The mitigating factor here is the reduced number of oil tankers traversing the Bay. What they calculated were the emissions from 72 ships that will no longer be sailing across 49.5 miles -- from the Sea Buoy outside the

Golden Gate to the Valero dock in Benicia -- and back out again. (That's 99 miles total x 72 tankers.) They were allowed to subtract those Bay Area emissions from the direct emissions that will be generated right here from construction of the rail terminal, unloading crude oil and 730 locomotive engines moving through the Industrial Park.

So this gives Valero a "less than significant" increase in emissions (DEIR Table 4.1-5), but in reality, they will be increasing emissions right here where we live and breathe by **18,433 metric tons** per year (DEIR Table 4.6-5), while reducing them out in the Bay. This may be legal in terms of the permitting process, and good news for sailboats on the Bay, but for the people of Benicia and especially for any business located in the Industrial Park, it is a terrible deal.

What people need to understand is that this "mitigation" in the "Bay Area" has been used to offset the very real pollution that will happen right here. That pollution is not reduced by one particle, except on paper. To tell us that this is a "benefit" to Benicia is hugely hypocritical and a manipulation of the facts. Do not be deceived. Know that the pollution in this city will increase as a result of crude by rail, and the "mitigation" out there in the Bay actually works against us. And if you have a business in the Industrial Park, you will be in the thick of it.

Further emissions and omissions:

DEIR, page 4.1-21, states: "... locomotives generate more emissions than marine vessels per mile, per 1,000,000 barrels of crude oil delivered each year, of ROG (Reactive Organic Gas), NO_x (Nitrogen Oxide), CO (Carbon Monoxide), PM₁₀, and PM₂₅ (Particulate Matter of differing micron size)." Estimates are vague regarding all this pollution. However, we are supposed to take comfort in the decrease in marine emissions from fewer oil tankers traveling from Alaska, South America and the Middle East, which is supposed to offset all but the lethal NO_x from the trains, according to this document. It's fancy figuring, subtracting what is happening on the ocean blue from the reality of emissions from 1460 locomotives, each traveling over 1500 miles, that would be added to terrestrial USA, directly to hundreds of communities, farms and forests along the railways. The impact would be "significant and unavoidable."

But this whole project is avoidable, if Benicia declares a moratorium on crude-by-rail.

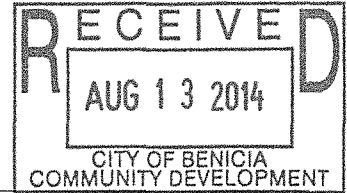
I have a dream today. . . that could all too easily become tomorrow's nightmare.

Sue Kibbe

"My heart's in the Highlands, wherever I go."

Amy Million - Crude by rail

From: Jeff Brody <jeffwbrody@gmail.com>
To: "amillion@ci.benicia.ca.us" <amillion@ci.benicia.ca.us>
Date: 8/13/2014 10:22 AM
Subject: Crude by rail



As a resident living in the blast zone, I reject Valero's co-opting of my neighborhood.

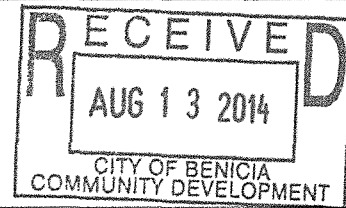
You have a duty to protect me, my neighbors, my family, and my community.

Sincerely yours,

Jeff Brody
10 la Cruz Avenue

Amy Million - Valero Crude by Rail Project

From: Linda Matheson <lmatheson@ucdavis.edu>
To: <amillion@ci.benicia.ca.us>
Date: 8/13/2014 10:49 AM
Subject: Valero Crude by Rail Project



Dear Amy

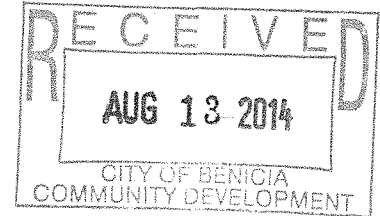
As a property owner and resident of Benicia, I am most concerned about the proposed Valero Crude by Rail project. Despite the jobs and revenue that Valero brings to the town, will they reimburse us for lost property values, air and noise pollution? Since past records speak louder than words, I think the answer is no. Consequently, I vehemently oppose this project.

Linda F Matheson MS PhD.

Amy Million - RE: Additional comments to Valero Benicia Refinery crude by Rail Project

From: James MacDonald <jbmd56@yahoo.com>
To: Amy Million <AMillion@ci.benicia.ca.us>
Date: 8/13/2014 12:50 PM
Subject: RE: Additional comments to Valero Benicia Refinery crude by Rail Project

To: City of Benicia
Community Development Department
250 East L Street
Benicia, California 94510
Mr. Charlie Knox Community Development Director:



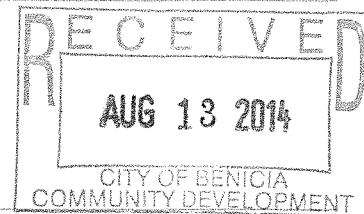
RE: Additional comments to: DEIR, EIR, NEPA and Environmental Justice Studies for Valero Benicia Refinery crude by Rail Project. Include the following statements, questions and exhibits in the administrative record OF ANY AND ALL LOCAL, STATE AND FEDERAL AGENCY INVOLVED IN REGULATION OR SITING OF THIS PROJECT. The body of the original document I sent in has been tampered with by the City of Benicia, links to imbedded documents, imbedded videos and web sites have been compromised. All linked documents, videos and information at linked websites to be included in administrative record. City of Benicia uses links and color photos, allows Valero to use color photos and links. Why are the public rights to freedom of speech being denied? Why is due process being denied? This is the link to document that was sent to Benicia with all links active. Site last checked 8/13/2014

http://www.mediafire.com/view/ecsdejplb757dfr/FD_Valero_benicia_Refinery_crude_by_rail.doc
This document is 204 MB. If you encounter continued tampering when trying to open this site please report it to: California District Attorney and The Internet Crime Complaint Center (IC3) is a partnership between the Federal Bureau of Investigation (FBI) and the National White Collar Crime Center (NW3C).

Sincerely:
James B. MacDonald
274 Pebble Beach Loop
Pittsburg, Ca 94565
Jbmd56@yahoo.com

Amy Million - Valero Crude by Rail Project

From: Andy Shaw <synthfiver@yahoo.com>
To: "amillion@ci.benicia.ca.us" <amillion@ci.benicia.ca.us>
Date: 8/13/2014 11:20 AM
Subject: Valero Crude by Rail Project



Ms. Million,

I would like to go on record as being strongly opposed to the Valero Crude By Rail Project. I have been a homeowner in the Highlands for almost 20 years. I experience first hand every accidental release, every emergency siren, every rumble and roar, every midnight-turned-to-daylight flare. I can tell you as a next-door neighbor to the refinery that it is an extremely dynamic place with accidents and unfortunate incidents happening almost daily. To think that our planning commission and city council could possibly allow this project to go forward fills me with fear for my own safety as well as that of my family, my neighbors and my town. Accidents, no matter how we plan to prevent them, find a way of happening. Since the horrific accident in Quebec and since we've started dealing with this issue in Benicia, there have been a half-dozen rail accidents around the world, many involving oil trains. What is most concerning is that we know from these multiple recent events that accidents involving trains carrying volatile crude are quite frequently destructive in the extreme with significant loss of life and property and irreparable damage to the environment.

Yes, there are economic considerations to be examined, however I am not moved by the rank and file Valero employees being trotted out to express their fears of losing their jobs if this project does not go through. Valero management should be ashamed of themselves for instilling this complete rubbish in their apparently gullible work force. Rather, these employees should be fearing for their lives and continued health if the project is allowed to go through. Benicia should not be held for ransom by Valero threatening its own employees with economic ruin. The fact is, a business like Valero, whose headquarters are not even in our community, thinks only of their bottom line. Threats that they will pack their bags and go away are idle to the point of absurdity. Even if Valero decided to cease operations, another refining company would step in and this would only create the opportunity for increased revenue for Benicia as new operating permits and water and utility contracts could be negotiated. Maybe it is about time Valero was asked to leave.

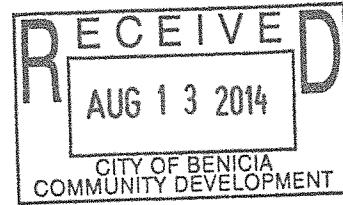
Benicia has been given a wonderful opportunity. Let's be the town that said, "no." Let's step up and be ready to accept showers of good will from all the communities "up-rail" from us. Let's invite the networks to come in and cover our historic refusal to be bullied by Big Oil. What's the alternative? Benicia takes the short term view and rolls over. Somewhere down the line, a train derails and explodes and innocent people are killed. For a lack of courage and foresight, Benicia's current leadership will have set themselves up to wear an oily mantle of shame.

Sincerely,

Andy Shaw
25 Corte Del Sol

Amy Million - (no subject)

From: <JWMatthews@aol.com>
To: <amillion@ci.benicia.ca.us>, <bkilger@ci.benicia.ca.us>
Date: 8/13/2014 2:26 PM
Subject: (no subject)
CC: <info@beniciaCBR.com>



Benicia, August 13, 2014

Members of the Benicia Planning Commission:

As a long-time resident of Benicia, and as chemical engineer retired from the petroleum refining industry, I ask that you approve the Draft Environmental Impact Report for Valero's Crude by Rail project.

Permitting the refinery to bring in crude by rail will be beneficial not only for the economic effect on our community, but also for our nation, by providing Valero greater flexibility to choose crude oils, especially those from domestic sources.

The draft EIR has shown environmental benefits for our community by reducing air emissions, and economic benefits by creating additional local jobs.

Valero's commitment to safety in operations is demonstrated by the excellent safety record the refinery has maintained over the years.

For these reasons I believe the Valero Crude by Rail project deserves your support.

(signed original at the meeting)
John W. Matthews
575 Cooper Drive
Benicia, CA

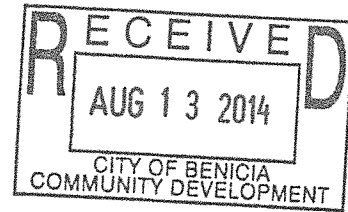
Dear Ms. Million,

As a homeowner in the Hillcrest area of Benicia, I am writing to strongly urge the planning commission to refuse Valero's petition to allow delivery of highly combustible oil to be delivered to Benicia via rail. Given the unacceptable number of horrific rail accidents resulting in hundreds of needless deaths, as well as the railroad industry's decades-long refusal to implement available safety technology, Valero's "crude-by-rail" project is a recipe for disaster.

Thank you.

Georgia Benedict
49 La Cruz Avenue
Benicia 94510

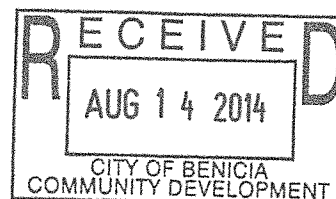
707-319-1278



Amy Million - Valero's Crude By Rail Project - DEIR comments

From: Stephen Fass <stephenfass@yahoo.com>
To: AMillion@ci.benicia.ca.us; BKilger@ci.benicia.ca.us; stephenfass@yahoo.com
Date: 8/14/2014 5:10 PM
Subject: Valero's Crude By Rail Project - DEIR comments

Brad Kilger, City Manager
 250 East L Street, Benicia, CA 94510
bkilger@ci.benicia.ca.us
 Fax: (707) 747-1637



Amy Million, Principal Planner
 Community Development Department
 250 East L Street, Benicia, CA 94510
amillion@ci.benicia.ca.us
 Fax: (707) 747-1637

Dear Mr. Kilger and Ms. Million

Please add my comments to the public legal record on Valero's Crude By Rail Project, and incorporate them as part of the review of its DEIR. *In addition*, please forward my comments to the Planning Commissioners.

As a current resident of Davis, and a former resident of Sacramento's eastern suburbs, I am very concerned that the Valero Oil Train DEIR shows very little concern for public safety along the Roseville-Benicia train route. The DEIR presents a calculation of the frequency of derailments along a generic train route. The calculation shows that the likelihood of a derailment by the oil train resulting in the release of at least 100 gallons of tank car crude oil is one event in 111 years. The oil train route passes through or immediately adjacent to several densely populated suburbs and city areas which have been present for well over 150 years. Looked at slightly differently, this calculation would predict that, if the oil train had traveled the Roseville-Benicia route as planned through those communities since their establishment, it is likely that they would already have experienced one or more oil spills by this time. That is an unacceptable plan.

Recent derailments, spills and fires caused by oil trains have graphically demonstrated that oil train spills can be catastrophic. Such spills in downtown Davis could easily result in heavy damage and loss of life in the entire downtown area. Spills and fires in residential areas away from downtown Davis could harm homes, schools and retirement communities. And, west of Davis, the same threats could also endanger the southeast corner of the UC Davis campus, including a student housing complex, a hotel, and the Mondavi Center for the Performing Arts. Similar types of damage could occur in parts of West Sacramento, and East Sacramento, as well.

Looking at potential pollution problems, derailments and/or spills on the track immediately east of Davis could result in damage and contamination of wetlands there, as well as spread downstream to the delta area and the bay.

To show adequate concern for residents of areas along the Roseville-Benicia train route, more detailed analyses are needed to demonstrate, if possible, that the derailment and spill frequency risk can be made much lower than once in 111 years, and, if a spill occurred, that the resulting damage and injuries could be acceptably restricted. I am not confident that either of these requests can be achieved.

Even more unsatisfactory is the fact that these risks need not be, and should not be taken. The

world is now experiencing global climate change, attributable to human-caused increases in carbon dioxide and other greenhouse gases in the atmosphere. In addition, world petroleum production is at or very close to "peak flow", the start of rapid decreases in production rates from the world's petroleum resources. But total petroleum extraction rates are not yet dropping rapidly enough to force an end to the use of fossil fuels, because we persist in extracting other liquid and tar-like fuels, such as Bakken crude oil and Canadian bitumen, which are harder to reach, and require more energy to extract, transport, and process, in order to prepare the types of fuels we currently demand.

This is costly, potentially damaging to the environment, and it increases total anthropomorphic carbon dioxide emissions, rather than reducing them, as the world has been trying to do for several years. The oil train project enables this unwarranted extended usage of fossil fuels. Instead, we should be turning our efforts to reducing world carbon dioxide emissions by switching to renewable, non-polluting energy sources. The need for renewable energy will become more urgent and costly as fossil fuel supplies dwindle further, and as efforts to recover from problems resulting from global warming become more difficult.

A project to continue fracking of the tight Bakken oil field, and to continue extraction of bitumen, a material which must be processed further to provide a synthetic crude oil, is incomplete without consideration of costs of added carbon dioxide pollution, increased environmental contamination, and possible expenses from accidental property damage and human suffering. Examination of these costs must be done and revealed to the public. It also must be noted that these expenses pale in comparison to future worldwide damages from delayed mitigation of global warming.

Thank you.

Stephen M. Fass, BS, MS, PhD, Chemical Engineering, retired
1880 Cowell Blvd #205
Davis, CA 95618
530-564-7070

Business Neighbors contacted regarding train traffic Caused delays.

Businesses that are concerned and agreed to have their names used.

2980 Bayshore Rd, Ruszel Woodworks

3000 Bayshore Rd, Interstate Battery

3001 Bayshore Rd, Norm Corner

3190 Park Rd, Nicks Custom Golf Carts

3195 Park Rd, O'Connell Jetting Systems

3200 Park Rd, R. D. Kincaide, Inc

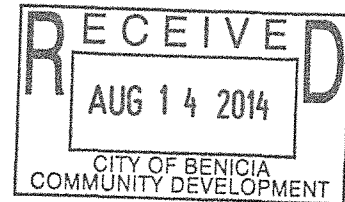
3070 Bay Vista Court, California Motor Controls Inc.

4251 Park Rd, C&C Auto

200 Industrial Way, Nor Cal Truck Sales

510 East Channel Rd, Avalon RV

512 East Channel Rd, Gotelli's Garage



Other businesses contacted.

2991 Bayshore Rd

2995 Bayshore Rd

3000 Bayshore Rd

3110 Bayshore Rd

3120 Bayshore Rd

3130 Bayshore Rd

3190 Bayshore Rd

1997 Park Rd

3909 Park Rd

150 Industrial Way

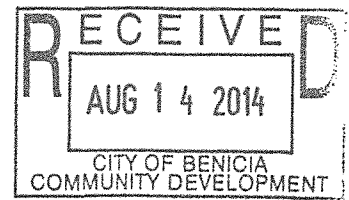
3673 Industrial Way

3701 Industrial Way

4001 industrial way

3690 Sprig Drive

Crude by Rail DEIR Comments by Pat Toth-Smith



Here are some of my comments about the DEIR. I disagree with the crude by rail project because of the type of transport that is proposed. Presently the majority of domestic fracked oil is transported in the DOT 111 legacy rail tanker cars with disastrous results: There have been over 8 major derailments and explosions in the past year. These cars were deemed unsafe by the National Transportation Safety Board in the 1990's for transporting oil that ignites at room temperature. Bakkan crude oil has a low flash point and has been compared to jet fuel. New federal recommendations will require a phase-out of these cars, but only over the next three years (by October 1, 2017).

As I read in the **DEIR Appendix L Union Pacific Railroad Statement regarding :Preemption**, the U.S. Department of Transportation confers all authority for rail activity and train movement, train composition and train scheduling to railroad companies, in this case the Union Pacific. Which I interpret as," the railroads have the authority to decide which tank cars will make up a train configuration, the length of the trains, which routes are taken and the times these train will come into Benicia, not the shipper (Valero). As stated in the DEIR, Valero plans to use 39 different crude sources, so in light of all these issues, how can Valero guarantee that these dangerous DOT 111 legacy tank cars will not be used?

The upgraded DOT 1232 version that Valero has stated they will lease or purchase have fared no better. "Ten of the 13 tank cars that jumped the tracks near downtown Lynchburg Virginia were model cpc-1232", said Eric Weiss a spokesman for the National Transportation Safety Board, in a Reuters' article on May 9 2014. The April 30th Lynchburg Virginia derailment and explosion leaked

a large amount of toxic pollutants into the St. James River, affecting the drinking water of downstream towns.

Unlike ship transport that has been time tested and built with double hulls for safety, the railroad tanker cars have not! This DEIR is flawed, because it does not include up-rail Sierra Nevada mountain areas that these crude trains will traverse. If Valero's permit goes through without scrutiny of these areas, Valero's oil which may include Bakkan and/or Alberta Tar sands (which is an exceedingly hard oil to clean-up after an oil spill) contained in these unsafe tank cars would travel alongside our precious Sierra Nevada snow melt water routes. These trains would barrel along paralleling the Feather River past Lake Oroville (a reservoir which supplies a large percentage of California's drinking water) and/or the Yolo River. In the process, they would traverse antiquated iron bridges such as the 1000-foot Clio Trestle spanning the Feather River Canyon and built in 1909 and other antiquated trestles on its way to the bay area.

The trains would then have to traverse the densely populated areas of Roseville, Sacramento, Davis, Benicia and also, the sensitive Suisun Marsh. So a derailment and explosion in any of the State of California's high hazard area's (Areas of vulnerable natural resources and nearby waterways) cited in the June 10th 2014 Oil by Rail Safety in California report, could cause a fire that could last for weeks, pollute our precious water supply and cause human casualties.

I disagree with the statements in the DEIR that crude by rail transport is more environmental than ship transport; because this past year with all the train derailments and explosions that have occurred, the human casualties, the polluted water ways and the toxic chemicals released into the air, these facts paint a very different picture.

The Draft EIR in Section 4.7-2 states that "The project could pose significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment (less than significant)."

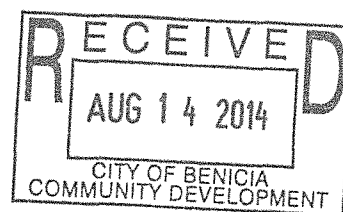
The consultant provided a figure of the "estimated risk of an accident resulting in a release of more than 100 gallons is approximately 0.009 per year, which corresponds to an estimated frequency of occurrence of once per 111 years."

Since this section itself notes 4 derailments...involving "a significant fire and/or explosion" in the past year, I was puzzled about the 111-year estimate, and requested an actuary friend in San Francisco to confirm the consultant's estimate. He said he would need to see the actual figures used in order to give an answer. I request, therefore, that until the actual figures be made available for confirmation by actuaries, further action be delayed.

Numbers are important. Let me share a personal experience with numbers and percentages. When requesting a second cortisone injection in my back for pain, I was told that those on Warfarin for anti-coagulation therapy ran the risk of even the slightest amount of blood going into the spinal column and causing one to become a quadriplegic. I asked what were the percentages. He said .05 percent.

I passed on the injection. The risk/reward ratio was, shall I say, unacceptable.

So is section 4.7-2



Jim Kirchhoffer, 383 East I Street, #24

August 14, 2014

To: The City of Benicia Planning Commission, City Counsel, and Mayor,

I have lived in Benicia for 42 years. My wife, Linda and I have raised our family here. We have 2 sons and 4 grandchildren. All live in this wonderful community. I am retired from the Benicia Refinery after 32 years of working for employers that I respected for their commitment to Safety, excellence, honesty and support for the community.

What we know about the Valero CBR project and how it helps us all:

The project is 3 rail tracks and an unloading rack, all on Valero property.

It does not change how the refinery operates, its' capacity or its' products. Emissions are reduced.

Valero needs this project to remain competitive. The Valero Refinery produces 25% of Bay Area and 10% of California's motor fuels. The Refinery is critical to Benicia and all Californians.

The project will add jobs, support the local and State economy and increase the tax base. California, the Bay Area and Benicia needs this project.

The project is required to utilize more domestic energy and reduce reliance on foreign energy, The US needs this project to support the economy, our security and our living standards and life style.

Crude by Rail is the only way the US can utilize more domestic energy on the West Coast.

Bottom line: The project benefits us all.

What the City of Benicia has done to evaluate the project:

Reviewed and studied the project for over a year. The process has ensured the community and the environment are being protected.

Developed a Mitigated Negative Declaration, which identified no negative impacts.

Commissioned an Environmental Impact Report. The EIR, completed by subject matter experts, found no negative environmental impacts and positive economic impact.

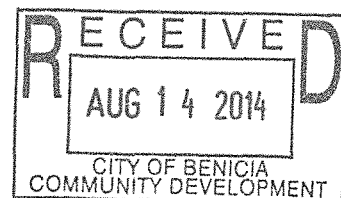
Allowed public input and consideration throughout the process.

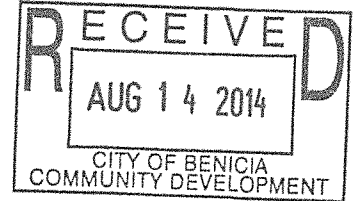
The City has done its' duty and due diligence, and in so doing, have the positive information to approve the project. Valero has met all its' obligations for approval of the project.

I ask now that you do you what is right and approve the project, for the good of The Nation, The State, Bay Area and City of Benicia, Valero and all of us.

Sincerely, Ed Yarbrough


375 Saint Augustine Court, Benicia, Ca. 94510





Good evening Mr. Chairman and members of the Commission.

My name is James Bolds. I am Managing Consultant of BOLDS and Associates, LLC a firm specializing in railroad tank car consulting. I have 33 years of experience in the specification and maintenance of railroad tank cars transporting hazardous materials.

Since early 2012, I have been retained by Valero to assist in the specification and acquisition of new rail tank cars, including the tank cars that will be used for this project. I am glad to be here tonight to lend my expertise to the information being placed before the Commission.

I have a Bachelor of Science in mechanical engineering and a Master of Business Administration. I have extensive experience in the specification and maintenance of tank cars. Through my experience at Union Carbide for 27 years I became the subject matter expert in transportation of hazardous materials by tank cars. Over the past 25 years I have served as the chairman of numerous task forces of the AAR Tankcar committee. AAR is the Association of American Railroads which is an industry association whose membership includes all of the major North American railroads companies. AAR's mission includes development of technical standards directed at the safe operation of

James Bold's Remarks
City of Benicia Planning Commission
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railroads. Please note that the AAR is not a governmental agency.

One the missions of the tank car committee is to develop tank car standards which include CPC 1232 tank car specifications for the safe transportation of crude oil, ethanol and petroleum products.

My role for Valero in the acquisition of these CPC-1232 tank cars is to development and recommend tank car specifications, review construction drawings for new tank cars, and inspect the tank cars through the fabrication and construction process.

Valero is committed to the acquisition of tank cars that meet CPC 1232 specifications and in addition they are committed to complying with federal regulations. All tank cars that Valero has ordered for this project indeed meet CPC 1232 standards. I would like to make it clear that CPC 1232 cars exceed the requirement of current federal regulations.

The US Department of Transportation regulates and enforces tank car specifications. Tank cars that transport crude oil are identified as Department of Transportation or DOT 111 tank cars. DOT 111 tank cars built to the CPC 1232 standard incorporate additional safety features. The CPC 1232 tank car standards are recommended by AAR. DOT is currently reviewing these standards at the request of AAR. Please note, the CPC 1232 safety features include:

James Bolds Remarks
City of Benicia Planning Commission
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- Fabricated from the best available high strength steel for tank car construction
- The steel is thicker than the legacy 111 tank car construction
- They have a reclosing safety valve – which allows for the controlled release of pressure and minimizes the release of tank content
- These tank cars have top fittings protection which protects the top valves
- And they are equipped with head shields which gives the car resistance against puncture potential

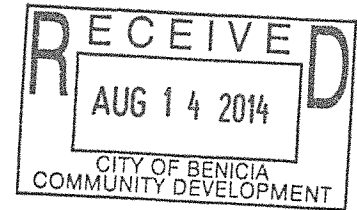
A legacy DOT 111 tank car is not equipped with these additional safety features nor will those cars be used in this project. Valero has acquired CPC 1232 specification tank cars for its Benicia project. The AAR considers the CPC-1232 a safe tank car for the shipment of Crude Oil. Based on my experience, a tank car built to the CPC-1232 standard is the safest DOT 111 tank car for Crude Oil service in use today. Currently there is proposed rulemaking by the U.S. Department of Transportation regarding the construction of tank cars. In the event this becomes law, I know Valero is committed to comply.

In closing I am glad to be here tonight and look forward to answering any questions you might have about crude oil tank cars.

**James Bolds Remarks
City of Benicia Planning Commission
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Thank you.

Phil Daum's Remarks
City of Benicia Planning Commission
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Good evening Mr. Chairman and members of the Commission.

My name is Philip Daum. I am a Senior Managing Consultant at Engineering Systems Inc. in Aurora, Illinois.

I attended two of Valero's public outreach meetings on this project, in March (3/23/14) and June (6/30/14) of this year, and I am glad to be here tonight to again lend my expertise to the discussion.

In evaluating the Valero Crude-by-Rail Project, you are faced with the need to apply your knowledge of railroad operations, hazardous materials transportation safety, tank car design, tank car derailment performance, and risk management strategies. Valero has asked that I be here tonight as your resource on these topics.

You should know a bit about my background, experience, and other clients. I have over 33 years of direct experience in the railroad industry. This includes my work as the Director of Engineering for Union Tank Car Company and my selection as the Program Director for two separate international consortiums that improved tank car safety through research.

A current focus of my career is in accident investigations to determine root-causes that are used to continuously improve the safety of hazardous materials shipments.

Based upon my experience, I was asked to investigate the derailments at Lac-Mégantic, Quebec ... at Casselton, North Dakota ... at Plaster Rock, New Brunswick ... and at Lynchburg, Virginia. This is important to you because these are some of the accidents that project opponents point to as a reason to not pursue the Valero Crude-by-Rail Project here in Benicia.

I want you to benefit from some of my personal experiences as an investigator on those accidents. This will allow you to identify the facts and opinions that matter in the discussion regarding rail safety and the industries' continuing focus on safety.

Phil Daum's Remarks
City of Benicia Planning Commission
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You heard Mr. Flynn explain the subject of federal pre-emption, which holds that the authority to regulate railroad operations and tank car standards belongs to the federal government.

Note that the railcars delivering crude oil to Valero will comply with and be current with federal regulations as they develop. Older model railcars, referred to as "legacy DOT 111 cars," will not be used or accepted by Valero for the delivery of crude oil on this project.

The Valero railcars have thicker shells, stronger steel, roll-over protection for the top valves, and external head shields to guard against puncture in the event of a derailment.

A few weeks ago, the U.S. Department of Transportation announced proposed rules for crude oil and other flammable materials. Among other things, these rules proposed:

- Enhanced tank car standards
- A testing and classification program for certain materials such as Bakken crude
- And railroad operational requirements for high-hazard flammable trains, or trains with more than 20 tank car loads of flammable liquid.

Note that Valero is ahead of the proposed requirement as they will not be using any legacy DOT 111 railcars on this project.

I mentioned some of the accident investigations in which I participated. My work was sponsored by the RSI-AAR Railroad Tank Car Safety Research and Test Project. Since the 1970's, the railroad, tank car, and chemical industries have worked together with the U.S. and Canadian governments to improve safety standards for railroad tank cars.

This Tank Car Safety Project conducted research and testing with the U.S. DOT and Transport Canada to evaluate design concepts for improving the survivability of tank cars in accidents. This research led to safety features such as head shields, double shelf couplers, bottom fittings protection, top fittings roll-over protection, and other

**Phil Daum's Remarks
City of Benicia Planning Commission
Crude by Rail Project
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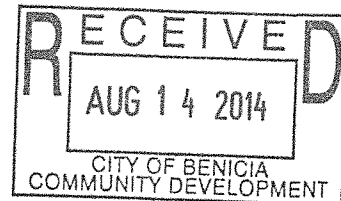
features that are incorporated on the newer designed tank cars that Valero will be using here in Benicia.

US DOT data confirms the value of Union Pacific's investment in track inspection and maintenance. Keeping the trains on the track is the first priority for safety. The data also confirms that the proposed speeds all along the route between Roseville and Benicia contribute to improve safety. The local operating speed in the City of Benicia will be 10 mph or less.

Union Pacific's plan to split the unit train into two equal halves and to use 2 locomotives, one at the head end and one embedded further back in each 50 car split also contributes to safety. This provides exceptional control for braking the 50 car split if must be stopped quickly in an emergency. This will also reduce the time required in grade crossings while spotting the train at the Benicia Refinery rack where the train will be split into 2 - 25 car segments.

In closing, I am glad to be here tonight and look forward to answering any questions you might have about tank car safety.

Thank you.



Benicia Planning Commission Members,

My name is Chris Wilburn. I work at the Valero refinery as the Manager of Business Services, which basically means I am the Finance and Accounting Manager for the refinery.

I live in Benicia.

My children attend school here. They are active members of school sports and band. I have coached sports teams in Benicia Little League, Youth Soccer, and Football. I have volunteered at their schools and other community events.

I support local businesses. I pay taxes.

I am a part of this community. The refinery is also part of this community. It provides volunteers for community service and purchases goods and services from local vendors from as small as a local hot dog stand to as large as a multi-million dollar scaffolding company.

I believe in this project. It provides flexibility to our business. Any business owner wants flexibility in procuring the inputs to their finished product, whether it is cabinets, tires, concrete, jewelry, groceries, or gasoline. It also adds jobs at the refinery to provide additional economic impact to the community.

I believe in the safety culture of this plant and this company. You have heard it before, but our facility is 1 of only 2 refineries in the state to receive the Cal/OSHA VPP Star site designation. There are only ~80 out of 1.8MM businesses in the state that are VPP Star certified. . .that is less than 5 one thousandths of a percent.

I believe in this DEIR. I believe the city has met its responsibility to prepare a DEIR that addresses all pertinent impacts of this project. I believe the city has and is providing sufficient time for the community to review the DEIR and provide feedback.

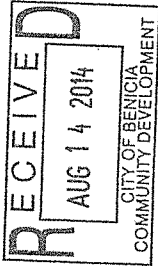
I believe the Planning Commission should support this project and approve it as we move forward in this process.

Thank you,

Christopher R. Wilburn

2. Summary of Environmental Impacts

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES FOR THE VALERO BENICIA CRUDE BY RAIL PROJECT

Environmental Impact	Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Air Quality			
<p>Impact 4.1-1a: Construction of the Project would contribute to an existing or projected air quality violation.</p> 	Potentially Significant	<p>Mitigation Measure 4.1-1: Implement BAAQMD Basic Mitigation Measures. Valero and/or its construction contractors shall comply with the following applicable BAAQMD basic control measures during Project construction:</p> <ul style="list-style-type: none"> All exposed dirt non-work surfaces (e.g., parking areas, staging areas, soil piles, and graded areas, and unpaved access roads) shall be watered two times a day. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. All vehicle speeds on unpaved roads shall be limited to 15 mph. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California of Regulations). Clear signage shall be provided for construction workers at all access points. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. A publicly visible sign with the telephone number and person to contact at the City of Benicia regarding dust complaints shall be posted throughout construction. Valero and/or contractor shall respond and take corrective action within 48 hours of notification by the City. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. 	Less than Significant
Impact 4.1-1b: Operation of the Project would contribute to an existing or projected air quality violation.	Potentially Significant	None available.	Significant and Unavoidable
Impact 4.1-2: The Project could result in a cumulatively considerable net increase in criteria pollutant and ozone precursor emissions.	Potentially Significant	None available.	Significant and Unavoidable
Impact 4.1-3: The Project could expose sensitive receptors to substantial pollutant concentrations.	Less than Significant	None required	Less than Significant
Impact 4.1-4: The Project could generate objectionable odors affecting a substantial number of people.	Less than Significant	None required	Less than Significant

SUBMITTED BY MARLENE KOSTER

Different Risks Associated With Bakken Crude and Tar Sands Crude: These crudes are VERY different than conventional crude oil. First, they are massively carbon-intensive, meaning they require huge amounts of energy and water and other toxic chemicals, including acids, to extract and further process them. Using more water to refine these crudes are particularly problematic during a severe drought, like one that Benicia is facing. Large crude-loaded unit-trains can derail and spill their contents into sensitive ecologic areas, habitats on land and water such as our **Suisun Marsh**, which is one of the most diverse and delicate ecological sites in California. Crude oil could migrate from the marsh or spill directly into the Sacramento River, potentially affecting regional sources of drinking water, including Benicia's, and travel into San Francisco Bay, creating an ecological disaster. Here is what is different about these crude types:

- (a) **Bakken** crude is extracted from the Bakken shale formations in North Dakota using a method known as hydraulic fracturing ("fracking"). In order to extract this crude, large amounts of water are pumped into the rock, along with several hundred different types of toxic chemicals, many of which are known carcinogens. Bakken oil is highly explosive, with a flash point of 73°F. When rail tank cars derail that are loaded with this type of crude, they can explode like small atom bombs, as has happened in 6 catastrophic train derailments involving Bakken crude since July 6, 2013 derailment and explosion that occurred in **Lac Mégantic**, when a 72 car train carrying Bakken exploded and incinerated the town center, instantly killing 47 people.
- (b) **Tar Sands** is the name given to the substance, bitumen, which is extracted from Alberta, Canada's vast network of mines that stretch over 125,000 miles over a once pristine **Boreal Forest**. Bitumen is a thick, heavy, metals-laden, naturally occurring tar-like substance that has to be upgraded with many other partly refined petroleum products to make it flow in pipelines and in and out of rail cars. Chemicals like benzene (a highly carcinogenic substance) and other toxic/carcinogenic chemicals are added and evaporate on contact with the air. This crude is so heavy, that when it spills, it sinks to the bottom of waterways, sticking to river bottoms and shorelines, making it impossible to clean-up.

Increased Water Usage During A Drought: As mentioned above (#2), both Bakken and tar sands crudes require huge amounts of energy, water and other toxic chemicals, including acids and known carcinogens, to extract and refine them. At Valero, using more water to refine these crudes is particularly problematic during a severe drought, like the one that Benicia is currently facing. Valero currently uses as much water as everyone else in Benicia combined.

Increased Toxic Vapor Emissions ("Fugitive Emissions"): Many more toxic/carcinogenic vapors will be released into the air with the daily disconnect operations of the 100 huge (80 foot each) rail cars. This is called "fugitive emissions". Presently the crude comes in by ship and off loads once a week.

Increased Production of Toxic Pet Coke: The type of crude brought into Benicia will include tar sands, which is a dirtier crude that produces more toxic air emissions and when processed can have a very strong "rotten egg" odor. Refining tar sands produces more toxic petroleum coke ("pet coke") than other crudes, increasing toxic particulate matter in our air.

How Violations Are Settled

Notices of Violation are resolved through the Air District's Mutual Settlement Program or referred for possible legal action to our District Counsel's Office.

Our Mutual Settlement Program gives violators a way to settle their case out of court, by correcting their violation and agreeing to pay a certain penalty. The size of their penalty depends upon the nature of their violation, its duration, and their past history of compliance.

If the case is not resolved by Mutual Settlement, it will be referred along with more serious violations to our District Counsel's Office for legal action. Some of these cases will still be settled out of court, but others may result in civil lawsuits. An unusually serious violation might even result in criminal prosecution.

If we cite a facility more than twice for the same problem, we will invite its representatives to an office conference and attempt to work out a satisfactory resolution. If violations continue, we can request that an Order of Abatement be placed on the facility. An Order of Abatement requires the facility to change its equipment or operations within a specific time limit. Failure to comply can result in more penalties and stricter legal actions.

Not All Complaints Lead to Violations

A few of the complaints we receive concern problems over which we have little or no jurisdiction, or involve air pollution to only a minor degree: for example, complaints arising from backyard feuds between residential neighbors, from the release of natural contaminants like pollen, or from emissions of very low concentrations of pollutants that affect an extremely sensitive individual without having an impact on the broader community.

Although our inspectors may be unable to take action in these cases, they will still thoroughly investigate each complaint. If necessary, they will alert other government agencies with more direct oversight.

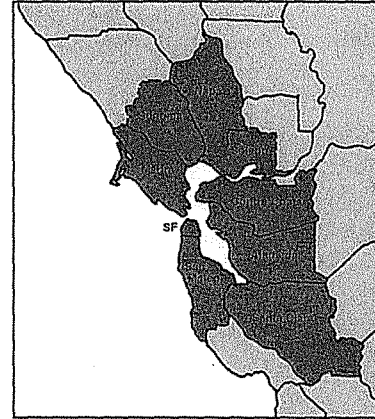
Complaint Guideline Summary

- The Air District maintains a toll-free complaint line, 24 hours a day: 1-800-334-ODOR.
- Every air pollution complaint we receive will be investigated.
- Everyone making a complaint will be contacted personally unless he or she requests otherwise.
- The names and addresses of people making complaints will be kept **confidential**; they will not be divulged to anyone but Air District staff, except when required in legal cases.

Who We Are

We're the Bay Area Air Quality Management District (BAAQMD). Since 1955, we've served as a regional agency regulating stationary sources of air pollution, such as factories, industrial sites, and gasoline stations. We have jurisdiction over nine counties—Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwest Solano, and southern Sonoma. Our regulations control such things as open burning, incineration, smoke, odors, the use of paint and other evaporative compounds, and gasoline-dispensing equipment. We also monitor asbestos removal during renovation and demolition projects.

Our Jurisdiction



How to Reach Us

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109
www.baaqmd.gov ←
www.sparetheair.org

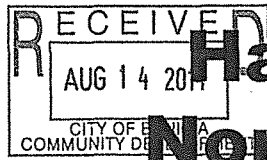
Referring Phone Numbers Inspectors

Air Pollution Complaints	(800) 334-ODOR
Report Smoking Vehicles	(800) EXHAUST
Bay Area Air Quality Reports	(800) HELP AIR
• Daily Air Quality Readings & Forecasts	
• Spare the Air Advisories	
• Agricultural Burn Days	
• Informational Materials	
Permit Services	(415) 749-4990
Public Information Office	(415) 749-4900
All Other District Business	(415) 771-6000

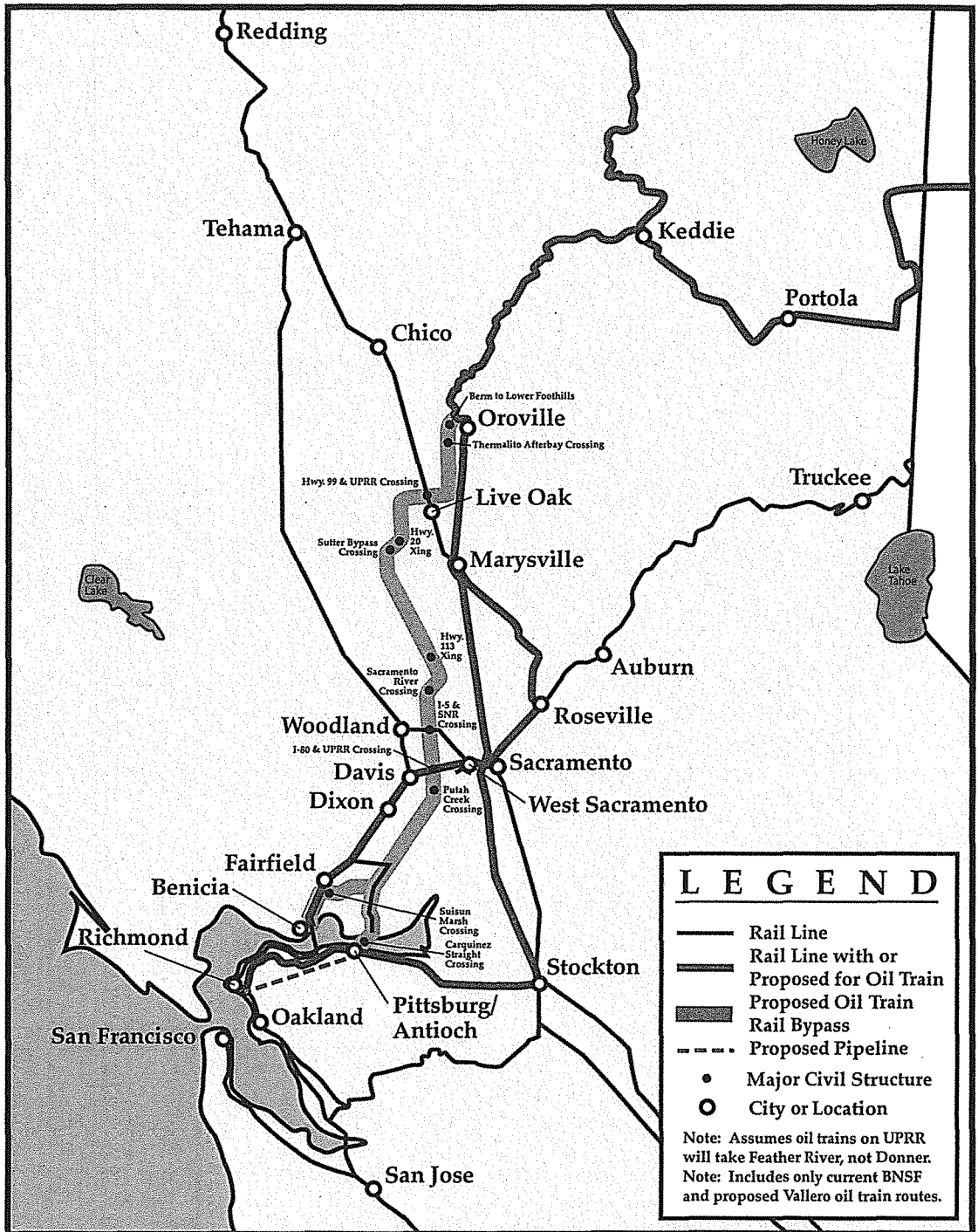
Air Quality Complaint Procedures

BAY AREA AIR QUALITY
MANAGEMENT DISTRICT

1 8 0 0 3 3 4 O D O R



Oil, Flammable & Hazardous Cargo Northern California RAIL BYPASSES of Populated Areas



SUBMITTED BY ALAN C. MILLER