



SUPPORTERS*
Labor, Small Business
and Community Leaders
support Valero's CBR Project
**Partial list*

Benicia Fabrication and
Machine Inc.

Benicia Plumbing Inc.

Benicia
Chamber of Commerce

Benicia Industrial Park
Association (BIPA)

Pierre Bidou
*Retired Chief of Police,
City of Benicia*

Leeann Cawley
*Co-Founder, Benicia
Plumbing & Benicia
Chamber of Commerce
Board Member*

Cement Masons Local 400

CFM-SF, Inc.

F3 & Associates

F&P Engraving

Estey Real Estate

Gates Roofing and Support

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

Eric Hoglund
*2013 Chairman of the Board,
Benicia
Chamber of Commerce*

Int'l Brotherhood of Electrical
Workers Local 180

Iron Workers Local 378

Mag Assets

McKay Apts

Napa-Solano Building &
Construction Trades Council

Plumbers and Steamfitters
W.A. Local No. 343

Ponder Environmental
Services

Ron Dial Photography

SUBA MFG, INC

Schoenstein & Co.

Two Hews Garage

DRAFT ENVIRONMENTAL IMPACT REPORT

Valero's Crude by Rail Infrastructure Project

The City of Benicia recently released its Draft Environmental Impact Report (DEIR) on Valero's Crude by Rail Infrastructure Project. This report considers a variety of environmental and safety factors under the California Environmental Quality Act (CEQA) and determined that this project:

- **Reduces air emissions in the Bay Area:** "The net effect of the Project would be to reduce air emissions within the Bay Area Basin" (4.1-19) and "long-term operations of the Project would result in a beneficial impact to air quality in the BAAQMD" (4.1-19)
- **Creates jobs:** This project "would require twenty additional employees or contractors" for operation (DEIR 3-1) and "121 construction workers per day over the (25 week) construction period" (DEIR 3-25) that will generate additional tax revenue and economic activity for Benicia.
- **Promotes energy independence and reduces reliance on foreign oil:** "The Project would allow Valero to access North American crudes that, as of now, are not readily accessible in Benicia." (DEIR, 4.1-17)
- **Does not change refinery operations:** "The Project would not include, nor would it require, any changes to existing Refinery operations or process equipment, other than installation and operation of the Project unloading rack and other Project components." (DEIR, 1-2)
- **Does not increase the amount of crude that can be processed:** "The Project would not increase the amount of crude oil that can be processed at the refinery, or the amounts of petroleum products that can be produced." (DEIR, 3-2)
- **Does not change the type of crude oil the refinery processes:** "The average weight and sulfur content of the crude oil blends processed at the Refinery ... would remain the same." (DEIR, 4.1-17)
- **Does not increase process emissions:** "The Project would not result in any increases in emissions from crude oil processing." (DEIR, 4.1-17)
- **Prioritizes Emergency Prevention, Preparedness and Response:** "Valero has committed that, when the PHMSA regulations call for use of a DOT-111 car, Valero would use 1232 Tank cars rather than legacy DOT-111 cars." (DEIR, 3-20) and UPRR transportation safety standards "exceed mandatory compliance measures." (DEIR, 4.7-15) (DEIR, 4.7-25)
- **Would significantly reduce marine delivery of crude:** "Implementing the proposed Project could reduce marine vessel delivery of crude oil by as much as 25,550,000 barrels in a 365 day year." (DEIR, 3-2) and would reduce associated emissions (4.1-11)