



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

MYTHS AND FACTS

About Valero's Crude by Rail Infrastructure Project

MYTH: The Valero Crude by Rail infrastructure project creates no economic benefit for the city of Benicia

FACT: Ensuring the economic viability of the city's largest employer and contributor to its tax base is vital to Benicia's long-term prosperity and ability to serve local residents. A recent economic impact report found that the Valero Benicia Refinery:

- Directly employs 450 local workers, with an additional 250 contractors on-site daily
- Has generated over \$3 billion in economic activity in the region since 2006
- Has donated thousands of hours and over \$13.7 million to local charities in the past decade

This project would create at least 20 additional full-time, good paying jobs at the refinery and require approximately 120 skilled craftsman jobs during construction, and generate millions in additional tax revenues in Benicia and surrounding areas.

MYTH: The city's Draft Environmental Impact Report (DEIR) does not adequately review the project under the California Environmental Quality Act (CEQA)

FACT: As the lead agency, the City hired an environmental consultant, numerous outside experts and an experienced California Environmental Quality Act (CEQA) attorney to develop and guide the DEIR process. These experts, with city officials, reviewed the project based on current standards and required baseline evaluations under CEQA. They spent eight months extensively analyzing this project and its potential impacts. The DEIR represents their thorough, unbiased review.

MYTH: This project will allow the refinery to process new and/or more dangerous types of crude oil

FACT: This infrastructure project would simply add rail spurs and an off-loading rack to existing refinery property. It would not:

- Change the feedstock profile of crudes processed at the Refinery
- "include, nor would it require, any changes to existing Refinery operations or process equipment" (DEIR, 1-2)
- "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)

MYTH: This project will not comply with air quality regulations already in place

FACT: By offsetting some crude transport by ship with delivery by rail, the Draft EIR determined that this project would actually have a net decrease in Greenhouse Gas Emissions and improve air quality in the Bay Area. The Refinery will continue to comply with all existing environmental and air quality requirements.

- “The Project does not propose changes to the emissions limits in the current BAAQMD permits.” (DEIR, ES-4)
- “Long-term operations of the Project would result in a beneficial impact to air quality in the BAAQMD” (DEIR, 4.1-19)
- “The net effect of the Project would be to reduce air emissions within the Bay Area Basin” (DEIR, 4.1-19)
- “Increased locomotive emissions would be ‘more than offset’ by the elimination of air-polluting boat deliveries of up to 25,555,000 barrels of crude per year to the refinery.” (*Vallejo Times Herald*, 6/17/14)

MYTH: Transporting crude by rail poses a safety risk to the community

FACT: As explained in the Draft EIR, the transport of crude by rail reduces risk of oil release when compared to current marine delivery methods:

- Marine delivery risk (without this project) is 1 in 37.5 years, whereas the rail delivery risk is 1 in 111 years (DEIR- 4.7-18)

Union Pacific Railroad and Valero have adopted additional safety measures to prevent a release of crude oil:

- “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)
- “UPRR invests substantially in efforts to improve hazardous materials transportation safety, funding an array of security and hazardous materials-related initiatives that exceed mandatory compliance measures” ... This includes track and locomotive inspections as well as extensive training and preparedness programs for rail personnel and local first responders.” (DEIR, 4.7-15)

MYTH: Benicia and surrounding communities are unprepared to address a crude by rail accident

FACT: Rail safety and emergency prevention are critical to the success of this project. Railroad operations are heavily regulated. Valero has received prestigious rail safety awards from major rail company partners. The Valero Benicia refinery is the only refinery in northern California and one of only two in the state to have received a Cal/OSHA Voluntary Protection Program (VPP) Star Site designation for its safety programs and practices that exceed Cal/OSHA standards.

Additionally, the U.S. Department of Transportation and the Association of American Railroads recently agreed to implement eight voluntary added safety measures for carrying crude oil, including increased track inspections, lower train speeds and increased track-side technology to ensure safe transportation of crude oil.

The Valero Benicia Refinery has a number of safety protocols already in place to ensure the transportation of crude oil by rail can be done as safely as possible, including:

- An on-site fire department with trained first responders
- Regular training and exercising of the refinery’s response plans
- Inclusion of federal, state and local authorities in response plans and drills
- Emergency response plans that include coordination with local authorities

The Refinery works with the railroad and other local and regional response agencies such as the Office of Emergency Services (OES), the Petro-Chemical Mutual Aid Organization (PMAO), the Office of Spill Prevention and Response (OSPR) and numerous uprail fire departments to ensure comprehensive coordination of the prevention, preparedness and response capabilities the refinery already has in place.