Appendix A

Final Scoping Report

Final Scoping Report

ExxonMobil Interim Trucking for SYU Phased Restart Project

Case No: 17RVP-00000-0081
AP No: APN 081-220-014
SCH Number: 2018061035

CEQA Lead Agency:
Santa Barbara County
Planning & Development
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October 2018

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Introduction

This scoping report documents the public scoping effort conducted by Santa Barbara County Planning and Development (County) for the ExxonMobil Interim Trucking for the SYU Phased Restart Project (Project). ExxonMobil Production Company, the Project applicant, has filed an application with the County to modify their existing Santa Ynez Unit (SYU) Development Plan Permit (87-DP-32cz). In compliance with California Environmental Quality Act (CEQA), the County held a 30-day public scoping period to allow the members of the public, regulatory agencies, and interested parties an opportunity to comment on the scope of the Supplemental Environmental Impact Report (SEIR) and to identify issues that should be addressed in the environmental document. This report documents the notification that occurred, the Scoping Workshop that was held, and the written comments received during the scoping period.

Project Scoping

This section describes the methods used to notify the public and agencies about the scoping process conducted for the Project. It outlines how information was made available for public and agency review and identifies the different avenues available for providing comments on the Project. The 30-day scoping period began on June 15, 2018 and ended on July 16, 2018.

Notice of Preparation

On June 15, 2018, the County issued a Notice of Preparation (NOP) consistent with CEQA Guidelines Section 15082, which summarized the proposed Project, stated its intention to prepare an SEIR, and requested comments from interested parties (the NOP is provided in Attachment A). NOPs were mailed to responsible and trustee agencies, the State Clearinghouse, and individuals on the County's Energy Division interested parties list. Fifteen copies were submitted to the State Clearinghouse.

Scoping Workshop

On July 11, 2018, the County held a Scoping Meeting at the Planning Commission Hearing Room, Engineering Building, 123 E. Anapamu Street, Santa Barbara, CA. John Zorovich, Errin Briggs and Kathryn Lehr were at the meeting representing the County. Kathryn Lehr provided a presentation that discussed the intent of the Scoping Workshop, the SEIR timeline, the approval process, and a brief overview of the proposed Project.

Attendees were then able to provide verbal comments. Attachment B includes the sign-in sheet documenting the stakeholders who signed in as attending the workshop, and the speaker sheets that document the stakeholders who spoke at the meeting. A total of 63 stakeholders signed the sign-in sheets, and 34 stakeholder provided verbal comments at the meeting.

Internet Website

The County has established a Project-specific website to provide ongoing information about the Project. The website includes an electronic version of the NOP, which provides a description of the proposed Project. The website also includes information about the scoping meeting, documents that have been submitted to the County by the applicant, and County staff's contact information. The website will continue to provide Project information to the public throughout the application process. The website address is:

http://sbcountyplanning.org/energy/projects/exxon.asp.

Email Address

Kathryn Lehr is the County Planner who is managing the SEIR for the proposed Project. The Project website provides a direct link to Ms. Lehr's email address, as well as the energy@countyofsb.org email address which is provided as another means of submitting comments on the scope and content of the SEIR. Comments received by email will be considered in the SEIR and have been incorporated into this Scoping Report.

Distribution List

The County has compiled a Project-specific mailing list for the Project. This list includes responsible and trustee agencies, the County Supervisors, the State Clearinghouse, and all residents within 1,000 feet of the project boundaries, and individuals on the County's Energy Division interested parties list.

To the extent feasible, the mailing list will be updated based on the comment letters received during the scoping comment period. This mailing or distribution list will continue to be used throughout the environmental review process for the project to distribute public notices and will continue to be updated to ensure all interested parties are notified of key project milestones.

Scoping Comments

This section the report provides a summary of the comments received on the NOP for the Project. Comments on the Project were received verbally at the scoping meeting and well as in writing.

Scoping Meeting Comments

Table 1 provides a summary of the verbal comments that were received at the scoping meeting on July 11, 2018. Comment summaries are provided for each stakeholder that spoke at the scoping meeting.

Table 1 Comments Received at the Scoping Meeting

Commenter	Summary of Comments
Linda Krop *Environmental Defense Center*	• SEIR baseline should be no production as is current situation. • SEIR should include the substantial risk of noted dangerous areas on proposed route such as Windy Gap in Gaviota and Highway 166. • SEIR should include recent tanker truck incident in Santa Barbara that shut down 101 during the Thomas Fire. • Transportation of oil by truck results in no containment for oil spills along entire trucking route. • Transportation of oil by truck is inconsistent with County Oil Transportation Policies. • SEIR should address consistency with policies coving GHGs and risk. • SEIR needs to look at the restart of the full SYU project. • The SEIR should include complete GHG life cycle impacts of the Project. • The deadline for scoping comments should be extended to July 20 to allow for full 30 days comment period from date of receipt of notice.
Mia Lopez *Coastal Band of Chumash Nation*	• SEIR should include analysis of spill risk from Project adjacent to route for 7 miles on land and 100 miles on the ocean. • Chumash sacred areas do not need to be formally identified to exist and are located along entire truck transportation route.
Jonathan Ullman *Sierra Club Los Padres Chapter*	• Climate change is leading to warmer temperatures in SBC. • County needs to deal with sea level rise. • SEIR should include robust analysis of climate change. • SEIR should include climate change impacts to residents, roads etc. • SEIR should include impacts to County roads from trucking. • SEIR should include impacts to traffic to County roads that may be used for evacuation routes during natural disasters. • The SEIR should include an analysis of the line 901 incident. • SEIR should include impacts from the resumption of production from platforms. • SEIR should address quality of life issues for SBC and Central Coast residents.
Alena Simon *Food and Water Watch*	• SEIR should note the Project GHG emissions are 10 times the County threshold. • SEIR needs to provide details on offsets for GHG emissions (sources, location, etc.) • Emission offsets should be obtained within the County. • SEIR should include social cost of carbon. • Noted risk to community from fire at LFC and wanted to know how they would be dealt with.
Michael Lyons *Get Oil Out (GOO)*	• SEIR should include the toxic impacts to residents from oil spills. • Increase of trucking of oil increases the risk of an oil spill. • Project will result in over one billion gallons oil transported by truck over a ten-year period. • There have been numerous truck oil spills on roadway over the past 50 years.
Bob Poole *WSPA*	• The No Project Alternative analysis should be robust and note a No Project decision will result in an increase in foreign oil imports with associated negative environmental impacts. • State consumes about 2 million barrels of oil per day with 70% being imported via ocean tanker. • Increase in oil imports means increase impact to environment including air quality, GHG, and oil spill impacts. • Trucking oil from SYU has lower GHG emissions than other sources of oil. • Oil production in the United States in regulated and mitigated whereas overseas oil production is not.

Table 1 Comments Received at the Scoping Meeting

Commenter	Summary of Comments
Jing Wan *ExxonMobil*	• Noted ExxonMobil safety record at LFC with no incidents in history of LFC. • SEIR should acknowledge Project will employ 200 employees and 100 sub-contractors. • SEIR should include positive economic impact to community through taxes and charitable donations. • SEIR should focus on the Project only and not the oil industry in general or the existing SYU facilities that already have a valid permit from the County. • Noted the previous temporary trucking project completed by ExxonMobil resulted in zero incidents or issues. • SEIR should note that the Project will utilize a total of 12 trucks with 6 on the road and 6 loading/unloading at any given time. • Noted that the trucking route was developed in consultation with the County. • Noted that the proposed route for the Project is shorter than the routes currently in use for transporting oil to the Santa Maria Pump Station, which would reduce impacts from current oil trucking to the Santa Maria Pump Station.
Katie Davis *Sierra Club SB*	• Climate change already effecting County with heat wave leading to fire. • State and local governments appose offshore oil. • SEIR should include robust analysis of climate change.
Tom Becker *Cars are Basic*	• County should facilitate repair and rebuild of Line 901 pipeline. • County should facilitate resumption and increase of oil drilling and production. • County should facilitate reopening of OCS leasing. • County should facilitate repair of LFC. • LFC needs to restart as soon as possible.
Blake Kopcho *Center for Biological Diversity*	• SEIR should acknowledge the proposed Project trucking route is dangerous. • SEIR baseline should be no production as is current situation. • SEIR should include impacts of resumption of production and impacts to marine life. • Project should be rejected.
Delia Ridge Creamer *Center for Biological Diversity*	• Trucking is dangerous and unacceptable and trucks spill oil all the time. • SEIR should include risk from oil spills and truck transportation of oil. • SEIR should include age of the oil platforms and impacts from restarting these aging facilities. • SEIR should consider all the impacts associated with the offshore platforms.
Kristen Miller *Goleta Chamber of Commerce*	• SEIR should acknowledge the positive impacts to the local economy from the Project and re-start of LFC. • The idle facilities create negative economic impacts to County. • SEIR should address economic impacts to County.
Richard Atmore *Coastal Energy Alliance*	• SEIR should acknowledge the positive impacts to the local economy from the Project and re-start of LFC. • Shutdown has lead to loss of jobs. • SEIR should include impacts for LFC employees to travel elsewhere for jobs and employment without approval of the Project. • Oil jobs are important and head of household type positions. • The trucking would be only a small part of the existing permit. • ExxonMobil is a big investor in renewable energy sources. • Producing local oil has lower environmental impacts. • Project in SBC have strict environmental regulations.

Table 1 Comments Received at the Scoping Meeting

Commenter	Summary of Comments
Joe Armendariz *SB Taxpayers Association*	• Supports renewable energy but must have balanced energy policy. • SEIR should be narrowly focused on just the trucking operations as a temporary operation. • Baseline should be pre-shutdown conditions. • SEIR should have robust discussion of Class IV, beneficial, impacts. • Noted significant economic benefits of the Project. • SEIR should include that the tax benefits are very significant for Fire, Police, and public schools.
Janet Blevins *SBC Action Network*	• County is already seeing the impacts of climate change with drought and other biological effects. • County needs more sustainable energy sources. • SEIR should include analysis of alternative energy sources. • Plugging and abandonment of wells may not adequately close wells. • SEIR should include the high danger of the Betteravia intersection in Santa Maria.
Ken Oplinger SB Chamber of Commerce	• Project provides for a healthy economy. • SEIR should focus on trucking and the Project only.
Bill Hickman *Surf Rider Foundation*	• SEIR should include analysis of solar and renewable energy sources. • The No Project Alternative should be robust and is the best option.
Cecilia Anne Spencer	• Registered nurse. • No comments on SEIR content or mitigation measures. • Apposed to trucking project
Henry Mooney	• SEIR should include analysis of renewable energy sources. • Project should include a sunset date for trucking independent of availability of pipeline. • Project will exceed existing SBCAPCD PTO emissions limits. • Emission credits are problematic in feasibility and implementation. • SEIR should include the potential for the platforms to be used as wind farms.
Kristen Mansell	• Project is dangerous due to risk from trucking and age of platforms. • SEIR should note trucking oil is highest risk of all oil transportation methods. • SEIR baseline should be no production as is current situation. • SSEIR needs to address impacts of platform restart. • All GHG emissions should be mitigated including drilling, processing, and downstream emissions associated with refining and consumption of end use fuels. • Acid well stimulation is dangerous.
Lucas Myer	• SEIR should include robust analysis of climate change.
Amanda Pantoja	• SEIR should include robust analysis of climate change. • SEIR should address oil spill risk and the associated impacts. • SBC and ExxonMobil have history of numerous oil spills.
Brian Rasnow	• Professor at Cal State Channel Islands. • SEIR should include the cost to the public from trucking accidents (i.e., indirect costs). These are typically underestimated. • SEIR should look at cost of emergency response. • SEIR should include GHG/fossil fuel combustion impacts. • SEIR baseline should include the Plains Pipeline spill.
Martha Sadler	• SEIR should include offsetting GHG impacts with wind turbine energy.
Lad Handelman	• Founder of Stop Oil Seeps. • Noted that trucks are used daily on County roads to deliver gasoline to gas stations used by the public and is much grater number of trucks that what is proposed for the Project. • SEIR should include economic benefits of the Project. • We all need to benefit of oil but do not want oil developed.
Maria Ornelas	• The SYU Project has proven to be a disaster.

Table 1 Comments Received at the Scoping Meeting

Commenter	Summary of Comments
	• SYU affects the health of the local people and the Santa Barbara channel. • A lot of the local tourism is to see the whales. • SEIR should include impacts to whales. • SEIR should include impacts to tourism.
Stan Roberts	• The deadline for scoping comments should be extended to July 20 to allow for full 30 days comment period from date of receipt of notice. • SEIR baseline should be no production as is current situation. • SEIR should include trucking impacts. • Oil transportation should be by pipeline. • SEIR should include the potential for the platforms to be used as desal plants or wind energy.
Alex Mooney	• SEIR should include robust analysis of climate change. • Noted County should transition to wind energy and that BOEM has determined offshore Santa Barbara as a prime location for wind energy. • Should cover the offshore oil platforms to wind farms.
Susan Chapin	• Works for Citizens for Responsible Oil and Gas. • Air emissions to not recognize County lines. • SEIR should include analysis of oil spills, cumulative impacts, and climate change and impacts of these on public health. • Need to address the cumulative effects of all the trucks on the roads.
Michal Lynch	• Was part of the women's march organization. • Existing SEIR is dated and science has changed since it was written. • SEIR should address the changes in science since the time of the old EIR. • Noted that oil has impacts on human rights.
Willie Galvan	• Noted importing oil from overseas puts United States Armed Forces at risk. • Need all the locally produced oil we can get to protect US troops.
Jack Liu	• Oil production involves toxic chemicals, impacts to air quality, and oil spill risks. • Project would produce NO_x and SO_2 emissions from burning crude • Spills will happen that cause land degradation. • Trucking of oil is inefficient and includes risk from truck accidents. • Renewable energy in Santa Barbara can provide 100,00 to 600,000 jobs. • Cars using oil and less efficient than electric cars. • Wind is cheapest method of generating electric power.
Sarah Freedman	• Local economy is driven by tourism. • Supports ban on new infrastructure for offshore oil. • Must value the local tourism jobs. • SEIR should acknowledge risks to tourism and the economies of the hotel, service, and nursing industries. • SEIR should include oil spill risk and air quality impacts.
Tony Perez	• Oil platforms can be utilized for wind farms and or desal plants.

Written Comments Received on the NOP

Table 2 summarizes the written comments that were received on the NOP. A total of 196 written letters were received on the NOP, of which 166 were general form letters submitted electronically to the County. Attachment C contains copies of all the written comments received on the NOP for the Project.

Table 2 Written Comments Received on the NOP

Commenter	Summary of Comments
Santa Barbara County Air Pollution Control District	• Project will need ATC from the APCD. • SEIR should contain an emission analysis for all emissions from the project. • SEIR should address attainment status and consistency with APCD Ozone Plan. • Evaluate increase in criteria pollutants from operation and construction. • Address asbestos reporting requirements for any demolition or renovation of existing structures. • Address GHG emissions/climate change and consistency with various state requirements.
Caltrans	• Traffic study should be based upon existing traffic volumes. • Any work in State Right-of-Way will require and encroachment permit from Caltrans.
US Fish and Wildlife	• Any impacts of project will be covered under the Oi & Gas General Conservation Plan (GCP).
Associated Builders and Contractors, Inc.	• Scope of SEIR should be limited to just the trucking operations.
Cars Are Basic	• Oil and gas infrastructure should be included in Trump Administration infrastructure bill. • Rebuilding and restart of Line 901/903 should be expedited. • Trucking of crude is an unattractive idea.
Center for Biological Diversity	• County must prepare a comprehensive SEIR. • Baseline should be post-shutdown levels of operation. • SEIR must evaluate the risk and impacts of accidents from trucks carrying crude oil. • SEIR must look at impacts from pool fires and impacts to environment. • Risk analysis should be based upon current information. • SEIR should address health risk from air pollutants associated with truck operations. • SEIR should address impacts to threatened and endangered species from a spill along the truck routes. • The SEIR must evaluate and mitigate GHG emissions, including all GHG emissions coveting drilling, production, transportation, refining and consuming of the oil. • SEIR must analyze impacts of restarting the SYU facilities include the platforms due to their age. • SEIR should address impacts of ship strikes on marine mammals due to increased boat traffic associated with restart of platforms. • SEIR should address the noise impacts on marine environment due to restart of the offshore platforms. • SEIR should address the impacts of well acidizing on the marine environment and public health. • The SEIR should consider impacts to cultural resources. • SEIR should analyze a reasonable range of alternatives and in particular the No Project Alternative, reduce number of trucks, limits on time of day and year oil can be transported,
Citizens Planning Association	• SEIR should address impacts of restart of SYU facilities. • SEIR should analyze the full life cycle impacts coving operations, trucking, refining, and consumption of oil. • SEIR should address impacts to air quality, climate change, risk of spills and accidents, and traffic.
Environmental Defense Center	• SEIR should address all impacts associated with restarting of the SYU project and the associated operations. • SEIR should address risk of truck accident and spills and gas releases. • Application covers the restart of the SYU operations and therefore they should be considered part of the impact analysis. • The 1983 EIR information needs to be updated as part of the SEIR including the Project, environmental setting and impacts. • The end date for trucking must be part of the SEIR project description. • Baseline should be the shutdown conditions which existed at the time the NOP was issued. • The SEIR must evaluate and mitigate GHG emissions, including all GHG emissions coveting drilling, production, transportation, refining and consuming of the oil.

Table 2 Written Comments Received on the NOP

Commenter	Summary of Comments
	• GHG mitigation must be feasible and enforceable. • SEIR should mitigate all GHG emissions not just those over 1,000 $MTCO_{2e}$/year. • SEIR should address route specific risk for truck accidents and spills. • SEIR should include list of historic oil truck spills in the County. • The DSEIR should disclose whether there is any oil spill response, containment, recovery, and cleanup equipment and personnel along the entirety of the proposed trucking route. • The SEIR should address damage to roads from heavy truck travel. • The SEIR should address consistency with County land use policies.
Heal the Bay	• Truck spills of oil and result in explosions, fires, injury, death, property destruction, and impacts to wildlife and vegetation. • Restart of SYU facilities would undermine investment California has made to enhance coastal ecosystems and economies. • Must focus on use of renewable resources.
League of Women Voters of Santa Barbara	• Baseline should be the current conditions. • SEIR should address the uniqueness for the truck routes in evaluating potential for accidents and spills. • SEIR should address climate change and provide full mitigation.
Environmental Groups	• SEIR should evaluate the risk of truck accidents and spills on the public and environment. • SEIR should look at light and noise impacts. • SEIR should address air pollution and climate change impacts from the proposed project. • SEIR should look at downstream GHG emissions.
WSPA	• Project is important for the County and for jobs that include the 300 jobs lost due to the shutdown. • Project will serve to reduce crude oil imports via tankers. • SEIR should look at the GHG and other impacts that would be offset by reduction in tinkered oil shipped to California.
John Douglas	• Should not produce oil. It should be left in ground.
BJ Fisher	• Project will cause impacts to roads and result in oil spills.
Stanley Fisher	• Project will cause impacts to roads and result in oil spills. • Oil will go to P66 refinery on the Mesa.
Alan Fletcher	• Can the SEIR look at the pipeline restart along with the truck as a comparison. • SEIR should look at daytime driving vs. nighttime driving in terms of accident risk. • Shifting crude outside of US to other countries may increase overall air pollution.
Gale Freeman	• Concerned about traffic safety for truck entering Highway 101 by Refugio Road. • Recommends a direct access to Highway 101 from LFC with an acceleration lane for north bound traffic. This would avoid having to use the frontage road.
Francesca Galt	• Trucking is a safety hazard. Trucking impacts air, water, traffic, and quality of life.
Jeff Kubran	• Trucking is a public safety hazard and oil spills can threaten a wide range of protected species. • Concerned about climate change with use of oil.
Alissa Maddren	• Concerned about truck accidents and resulting fire and explosions.
Henry N. Mooney	• SEIR should include analysis of renewable energy sources. • Project should include a sunset date for trucking independent of availability of pipeline. • Project will exceed existing SBCAPCD PTO emissions limits. • Emission credits are problematic in feasibility and implementation. • SEIR should include the potential for the platforms to be used as wind farms.
In Support of Oil and Gas	• New pipelines create jobs in manufacturing.
Thomas Pope	• Does not want the platforms restarted.

Table 2 Written Comments Received on the NOP

Commenter	Summary of Comments
Rosemary Remacle	• Concerned about truck accidents and resulting fire and explosions. Concerned about damage to roads from heavy trucks.
Cynthia Replogle	• Concerned about pollution and more traffic on roads. Concerned about global warming.
Rouvaishyana	• Concerned about oil spills from trucking. • Each truck should be equipped with an oil spill response kit to assure quick first response.
Mark Tautrim	• Concern about noise from jack brakes on trucks along Calle Real. • New on ramp to U.S. Highway 101 at Las Flores Canyon.
Charles Varni	• Project would put public at risk.
Cindy Vix	• Concerned about truck accidents and resulting fire and explosions. • Concerned about restart of drilling.
Patrick Williams	• Concerned about oil on beaches and use of green energy and impacts to health.
166 Individuals who Submitted Form Letters	• Trucking of oil is a public safety hazard. • Trucks spill hundreds of thousands of barrels per year. • Truck accidents increase in states were oil trucking has increased. • Spills near the Santa Barbara Channel threaten a wide range of federally protected species. • Platforms are old and should not be brought back in to service. • Both pipelines and trucking of oil are dangerous. • Trucking of oil will contribute to increase climate change.

Attachment A

Notice of Preparation (NOP)

(filed with the State Clearinghouse on June 18, 2018)

NOTICE OF PREPARATION

TO: State Clearinghouse
Governor's Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95812

FROM: Kathryn Lehr, Planner
Santa Barbara County
Planning & Development
123 East Anapamu Street
Santa Barbara, CA 93101

SUBJECT: Notice of Preparation of a Draft Supplement to an Environmental Impact Report (83-EIR-22)

PROJECT NAME: ExxonMobil Interim Trucking for SYU Phased Restart Project

PROJECT LOCATION: 12000 Calle Real Road, Santa Barbara, CA 93117

PROJECT CASE #: 17RVP-00000-00081

PROJECT APPLICANT: ExxonMobil Production Company

The County of Santa Barbara will be the Lead Agency and will prepare a Supplement to the Environmental Impact Report (SEIR) for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project.

The project description, location and the potential environmental effects are contained in the attached materials.

A Scoping Meeting has been scheduled for **July 11th at 6:00 pm**. For the convenience of property owners and residents in the project area, the scoping meeting will be held in the **Planning Commission Hearing Room, Engineering Building, 123 E. Anapamu Street, Santa Barbara, CA 93101.** The Scoping Meeting discussion will be limited to understanding the proposed project and associated environmental concerns, including potential mitigation measures and possible alternatives to the project. The attached project overview and scope of analysis identified by P&D staff will be used as a starting point for discussion during the scoping meeting, but other environmental concerns may be raised by the public at this meeting.

For current project information, the following page has been established on the County's website: http://sbcountyplanning.org/energy/projects/exxon.asp.

Due to the time limits mandated by State law, your response must be received at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to Kathryn Lehr, case planner, at the address shown above.

Date: June 15, 2018 Planner: Kathryn Lehr

Division: Planning and Development

Telephone: (805) 568-3560

cc: Clerk of the Board (please post for 30 days)

Encl: Project Overview and Scope of Analysis

PROJECT OVERVIEW AND SCOPE OF ANALYSIS

A. APPLICANT

Mr. Dan Steurer
ExxonMobil Production Company
12000 Calle Real
Goleta, CA 93117

B. LOCATION

The site for the Interim Trucking for Santa Ynez Unit (SYU) Phase Restart Project (Project) is located at ExxonMobil's existing, onshore Las Flores Canyon (LFC) Facility, approximately twelve (12) miles west of the City of Goleta and one (1) mile north of Highway 101. The LFC Facility was constructed in 1993 with the purpose of providing onshore processing facilities to support three offshore platforms, Heritage, Harmony and Hondo. These three platforms produce oil and gas from the (SYU located in the Pacific Outer Continental Shelf within federally regulated waters. The oil and gas are treated at the LFC. The Project proposes minor modifications to the existing LFC facilities to facilitate the transportation of produced crude oil via tanker truck. The application involves a 550-acre parcel, APN 081-220-014, at 12000 Calle Real in the Goleta Area.

Figures 1 shows where the Project site is located within Santa Barbara County. Figure 2 shows the location of the proposed truck loading facility within ExxonMobil's LFC Facility, as well as the location of the existing major facilities. The Project is located within the M-CR (Coastal Related Industry) zone district, the purpose of which is to "to provide areas that are appropriate for coastal-related industrial uses within the Inland area." No change in existing land use designation and/or zone district is proposed as part of the Project. Surrounding properties are zoned AG-II-100, AG-II-320 and REC and land uses include agriculture, commercial agriculture and recreation/open space, respectively. The Project site currently supports a variety of oil and gas processing facilities including, but not limited to, oil and gas treating, a gas plant, cogeneration facilities, crude storage tanks, a transportation terminal which connects to the Plains All American Pipeline Line 901 system (currently shut down), an electric substation and power cables connecting to the offshore platforms, office buildings (including operations and control rooms), and the onshore portions of oil and gas pipelines that link to three platforms: Hondo, Harmony and Heritage.

C. REQUEST/DESCRIPTION

Overview of the Project: ExxonMobil is proposing this Project to resume offshore oil and gas production at the SYU, conduct a phased restart of the LFC) Facility and initiate the interim trucking of limited crude oil production as an interim solution until a pipeline alternative becomes available to transport crude oil to a refinery destination. The project request is a revision to Development Plan 87-DP-32cz and will be evaluated under a SEIR. Trucking will occur seven days per week, 24-hours per day, with no more than 70 trucks leaving the facility within a 24-hours period to one or both of the two identified receiver sites located in Santa Maria and Maricopa. Figure 3 shows the location of the two proposed truck routes and receiver sites. The project will include minor modifications to the LFC facilities including the installation of four Lease Automatic Custody Transfer (LACT) Units, associated piping, electrical and communication connections, pipe and equipment supports, truck loading racks, operator shelter, paving of selected areas, and minor containment and drainage grading.

ExxonMobil

0 0.25 0.5 1 Miles

Source: GCS, NAD 83
Santa Barbara County, California

Legend
LFC Parcel
Assessors Parcels

Figure 1 -Vicinity Map

Parcel Map
Las Flores Canyon Facility
Exxon Mobil

ExxonMobil

N
W E
S

0 250 500 1,000 Feet

Figure 2 - Site Plan

Las Flores Canyon Facility

Prepared by:

InterAct

ExxonMobil

N W E S

0 2 4 8 12 16 Miles

Figure 3 -
Crude Oil Truck Transportation Route -
Las Flores Canyon to Unloading Destinations

Prepared by:
InterAct

Background and Historic Operations:

In 1976, one platform (Hondo) was constructed along with an offshore storage and treatment (OS&T) vessel, where produced crude oil was loaded on to marine tankers. Hondo and the OS&T began operations in 1981. In April 1983 Exxon submitted an application to the Minerals Management Service (MMS) and the County of Santa Barbra for the construction and operation of up to three additional offshore platforms and either an offshore OS&T or an onshore processing facility in Las Flores Canyon and an associated marine terminal. Both of these options were evaluated in a combined Environmental Impact Statement/Report (EIS/EIR). In June 1984 a joint Final EIS/EIR (83-EIR-22) was released that analyzed the anticipated environmental impacts associated with the development of oil and gas resources within the project area for the offshore option, with the onshore option being addressed as an alternative. A variation of the proposed onshore project was approved by the Santa Barbara County Board of Supervisors in August 1984 but included a denial of the marine terminal portion of the Project.

In February 1986, Exxon submitted to the County a revised project description and impact analysis for the SYU Development Project that eliminated one of the offshore platforms, relocated another of the platforms, and had a number of changes to the onshore facilities proposed for Las Flores Canyon. The proposed project changes were considered substantial enough to warrant an SEIR pursuant to CEQA. The final SEIR was released in August 1986. In September 1986, the County Board of Supervisors approved the onshore project.

Construction of the onshore Las Flores Canyon components began in April 1988 and finished in May 1993, with production from platforms Harmony and Heritage starting later that year. Once the onshore facilities started up, the OS&T vessel was decommissioned and removed. Shortly thereafter, in 1991 and 1994 the Line 901 and 903 pipeline system, now owned by Plains, also became operational and transported produced crude from LFC Facility to refineries.

On May 19, 2015, Plains Line 901 pipeline ruptured and resulted in a shutdown of the pipeline system. Following the initial spill incident, ExxonMobil continued to produce oil until the two onsite storage tanks were filled, unaware of the duration of time it would take for physical repairs to be made to the Plains pipeline. The LFC Facility relies on Line 901 to transport its oil, therefore, the non-operation of Line 901 effectively resulted in a facility-wide shut-in. The pipeline has not returned to active service due to the need for Plains to undertake physical repairs to the damaged pipeline and respond to Federal regulatory requirements. In January of 2017, the County approved an Emergency Permit which allowed ExxonMobil to de-inventory approximately 425,000 barrels of product that had been stored in existing onsite storage tanks since May 2015. The de-inventory operations involved trucking the oil from the LFC facility. ExxonMobil's de-inventory program was completed in September of 2017 and all three platforms, as well as the LFC facilities, remain in a hydrocarbon-free preservation state.

On August 15, 2017, Plains submitted an application to Santa Barbara County for the replacement of their existing, and currently shut down, Lines 901 and 903. It is currently unknown how long it will take for the Plains application to be processed, undergo environmental review, and complete construction. ExxonMobil's request is for an interim trucking program that will be discontinued once a pipeline alternative becomes available.

Facility Modifications: All loading activities and truck loading improvements will be located within the confines of the LFC facility. Modifications to the LFC facilities will require new piping to extend from one of the existing crude oil storage tanks located within the Transportation Terminal (TT), to the Truck

Loading Area (TLA) that will house the truck loading rack. The new piping will be routed along pipe supports through an existing containment area. The truck loading rack will be constructed over the truck loading lanes within the TLA, similar to a bridge. Trucks will pull in underneath the loading rack into one of the four lanes and connect to the rack to be filled with oil. Truck loading operations will continue at all hours, and lighting will be required during nighttime loading. Lights will be attached to the rack and will be powered from LFC's electrical system. A small, temporary operator shelter will be installed at the site as well. The TLA is approximately 2.91-acres and the loading rack and associated lanes are anticipated to occupy 0.12-acre of that area.

To manage vapors displaced by loading operations, vapor recovery piping will also be installed and routed through the existing containment area to the crude storage tanks and connect into the existing LFC vapor recover system at the TT Vapor Recovery Compressors. If the recovery system increases vapor recovery efficiency, pressure controllers may be installed to maintain a 1-3" water column vacuum on the trucks during loading. Vapors from the TT Vapor Recovery Compressors will be routed to the Oil Treatment Plant (OTP) Vapor Recovery Compressors for processing before being subsequently utilized as fuel gas within the facility. No new processing facilities will be required for this project.

The project will not require removal of existing habitat or vegetation and no significant grading or topographic alternation will be needed. Site grading will consist of only the minimum amount of soil work needed to construct pipe supports and possibly containment berms, if needed. Once a pipeline alternative is available to transport product to market, interim trucking will cease and the installed piping and truck loading facilities at LFC will be removed from service, and isolated from the crude and vapor transport lines.

Construction and Operational Personnel: During normal operations ExxonMobil employed approximately 200 employees at the LFC to run the facility, including offshore and contract staff. In its current preserved state, approximately 60 employees remain onsite. The phased restart of facility will require 45-60 additional employees onsite, for a total of 105-120 onsite employees. Overall staffing, when accounting for rotations and offshore personnel, would be approximately 150 employees. Restart of the facility would not require more employees than prior normal operations.

Truck Transportation: Regional access to LFC is provided by El Capitan State Beach Road and Refugio Road which both have direct connections to Highway 101. Local access to LFC is provided by an existing frontage road (Calle Real) which runs parallel to Highway 101 and extends between El Capitan State Beach Road and Refugio Road. Access to the TLA is provided by existing interior facility roads. No new public or private roads are required. The interior road behind the crude oil storage tanks leading to the TLA may be improved or repaved prior to the start of trucking. The Applicant has committed to using only the Refugio Road ramps at Highway 101 for the oil trucks.

Each truck can transport approximately 120 to 160 barrels of product (equivalent to 5,040 to 6,720 gallons). Truck transportation will occur seven days per week, 24-hours per day, with no more than 70 trucks leaving the facility within a 24-hours period. The crude oil will be trucked from the LFC to one or both of the identified receiver sites; the Phillips 66 Santa Maria Pump Station located at 1580 East Battles Road, east of Santa Maria, or the Plains All American Pentland Pump Station located at 2311 Basic School Road in Maricopa.

Trucking from the LFC to the receiver site located in Santa Maria will include the use of the existing arterial roads and Highway 101. Trucking from the LFC to the receiver site located in Maricopa will

include the use of the existing arterial roads, Highway 101 and State Route 166. All trucks entering and leaving the LFC facility would use the Refugio Road on and off-ramps at US 101. Trucks traveling to the Phillips 66 Terminal would exit US 101 at the Betteravia Road Interchange (I/C) and use Betteravia Road, Rosemary Road, and Battles Road to access the Phillips 66 Santa Maria Pump Station. Trucks traveling to the Plains Pentland Terminal would exit US 101 at the SR 166 IIC and use SR 166 to Basic School Road to access the Plains Pentland Terminal. After unloading at one of the two designated facilities, the trucks will return directly back to LFC to reload.

Construction and Facility Restart Schedule: Upon receipt of required permits, implementation of the Project would take approximately 6 to 9 months. Construction of the truck loading rack, facility modifications and facility restart could occur simultaneously such that operations would begin immediately upon completion of construction. Trucking operations would continue until an alternative pipeline option becomes available.

Spill Contingency Plan, Safety and Security: To continue compliance with existing regulations, appropriate safety programs would be updated and/or developed and implemented. The safety programs would include, but are not necessarily limited to, the modification of a Spill Prevention, Control, & Countermeasures Plan; a worker's safety program; an Emergency Response Plan; a plant safety program; facility standard operating procedures, and others. Additionally, the Project would require grading and building permits, Bureau of Safety and Environmental Enforcement (BSEE) oversight, and compliance with applicable regulations including Assembly Bill 1960 (spill prevention).

D. ISSUE AREAS

Each specified impact area warrants an objective and systematic discussion that identifies the baseline environmental setting; thresholds of significance; impacts and their severity; and, where the impact is potentially significant, the mitigation measures to avoid, reduce or eliminate the impact.

Existing Conditions

The Project site is within an existing oil and gas processing facility. As previously described, Exxon's LFC relies on the Plains Line 901 pipeline system for transportation of produced crude. The rupture and subsequent shut down of the pipeline system required ExxonMobil to curtail and eventually cease LFC operations. The Plains pipeline system has been prevented from returning to active service due to the need to complete physical repairs to the damaged pipeline and respond to Federal regulatory requirements. Although the LFC is currently in a state of preservation, the restart of the facility and platform operations remains under BSEE and County oversight and does not require any new permits from the County. The facility was permitted in 1986 and has been in continuous operation since its construction in the early 1990's, notwithstanding the pipeline incident. For purposes of CEQA review, the baseline conditions shall be considered the LFC at pre-shutdown production levels and related operations prior to the Line 901 incident and subsequent facility shut down. The SEIR's resource/issue area-specific baseline discussions will include descriptions of the Project area's transportation network, land use patterns and practices, as well as biological and cultural resources, and hydrology along the proposed trucking route.

Air Quality/Greenhouse Gases

The air quality/greenhouse gas (GHG) analyses will include criteria air pollutants, GHG emissions, odors, and consistency of the Project with the regional air quality management plan. The Applicant has prepared

an Air Quality Analysis and associated materials for the proposed project. The Analysis includes information for both stationary and mobile emissions. The results of the Analysis indicate that the proposed project is expected to exceed the County of Santa Barbara's significance threshold for ROCs. The Applicant has proposed to purchase applicable SB County Emission Reduction Credits (ERCs) for the ROC emission increases.

According to the submitted calculations, the trucking portion of this project is anticipated to generate over 10,000 metric tonnes of CO_2 equivalent per year (MT CO_2e/year) under a worst-case scenario (trucking from LFC to the Pentland receiver site). The emissions would exceed the GHG thresholds established by the County Board of Supervisors approved Environmental Thresholds and Guidelines Manual (revised July 2015). The thresholds will include criteria pollutant quantitative thresholds and a bright-line GHG threshold of 1,000 metric tons of carbon dioxide equivalent per year. The potential for odor impacts will also be assessed. Potential mitigation may include the Applicant working with the County to develop and approve a traffic control plan to mitigate potential impacts.

Hazardous Materials/Risk of Upset

The main objectives of the Risk of Upset analysis are to disclose the following to the public and decision-makers: the potential for serious accidents, exposure to the public, the safety and environmental risks of spill events, and the mitigation measures that could reduce these risks. This analysis will consider the potential for risks using existing available information and Risk of Upset studies provided by the Applicant, including a Quantitative Risk Assessment (QRA) and Industrial Risk Analysis (IRA). The QRA was prepared in accordance with the requirements of Section 15 of the Santa Barbara County Planning and Development Department Environmental Thresholds and Guidelines Manual, which specifies thresholds for significant impacts to public safety. These thresholds focus on involuntary public exposure to acute risks (i.e., serious injury and fatality) that stem from certain types of activities with significant quantities of hazardous materials. The QRA estimates the potential public safety risks associated with the proposed crude oil (product) trucking activities. The IRA evaluates scenarios associated with the truck loading process within the LFC facility that could potentially lead to a loss of containment or a spill. The LFC facility is not accessible to the public; therefore, the potential for public exposure to any hazards that occur within the LFC facility boundaries associated with the truck loading activities is unlikely. The risk of upset analysis will also address potential impacts to biological and cultural resources along the transportation routes due to an oil spill.

Traffic/Transportation

The Traffic and Transportation analysis will focus on the contribution of new traffic volumes associated with the trucking activities. The Project would introduce a maximum of 70 trucks per 24-hour period from the LFC to one of the two identified receiver sites. To address the potential for traffic congestion, the assessment will rely on the traffic study prepared for the project, the truck routes, and will consider road conditions before and after the Project on study area roadways and intersections (i.e., conditions with and without proposed Project). If deemed necessary during this review process, an evaluation of the potential increase in damage to study area roadway segments will be conducted, along with the potential need for mitigation. As described in the Applicant's traffic study, the traffic analysis indicates that the Project would not generate any significant project-specific impacts at the study area roadways and most intersections. The Project would create significant impacts to the US 101 South Bound/Betteravia intersection, which currently operates at a Level of Service (LOS) of F during peak PM hours. Potential mitigation may include the Applicant working with the County to develop and approve a traffic control plan to mitigate potential impacts.

Land Use

The Project will be subject to the County's Inland and Coastal Zoning Ordinance standards as well as policies from the County's Comprehensive Plan, including the Coastal Land Use Plan. The Project is proposing the transportation of produced crude oil via tanker truck until a pipeline alternative is available. Policy consistency will be analyzed in detail in the Project staff report to be prepared for the decision makers. However, the SEIR will contain a preliminary list and analysis of applicable County ordinance standards and policies.

Project Alternatives

Alternatives will be designed to avoid and/or substantially reduce any impacts that cannot otherwise be mitigated to a level below significance. At this time, Air Quality/GHG, Hazardous Materials/Risk of Upset and Traffic/Transportation are considered the primary issue areas that may need to be addressed. This analysis will consider the No Project Alternative, Reduced Alternative(s), and other alternatives found to be appropriate through the CEQA process. The alternatives discussion will include an analysis of environmental impacts of each alternative considered, along with a comparative analysis (matrix) to distinguish the relative effects of each alternative and its relationship to Project objectives. The alternatives analysis will also identify the "environmentally superior alternative" from among the alternatives.

Attachment B

Scoping Meeting Materials

ExxonMobil Interim Trucking for SYU Phased Restart Project SIR Scoping Meeting			
Planning Commission Hearing Room, Santa Barbara, July 11, 2018			
Name	Affiliation	Phone	Email
Kirk Tiradeau	Exxonmobil	—	—
Brian Sinkbeil	Exxon Mobil	—	—
Kim Jordan	Exxon Mobil	—	—
Jennifer Singer	Exxon Mobil	—	—
Michael Wolf	AECOM	714 450 2845	MWOLF@AECOM.COM
Otis Dillinson	Exxon Mobil	713-409-5313	—
Rose Teague	XOM		
Steve Alston	XOM		
Patrick Summerin	Self		
Justin Crowell	ExxonMobil	—	—
Casey Heichberger	Exxon Mobil	—	—
Ernest Reveles	Exxon Mobil		
Christina Hinson	Exxon Mobil		
Lad Handelman	Self		
[illegible]	Vetter Amp	805-714-6015	[illegible]

ExxonMobil Interim Trucking for SYU Phased Restart Project SIR Scoping Meeting			
Planning Commission Hearing Room, Santa Barbara, July 11, 2018			
Name	Affiliation	Phone	Email
Alison HAREL	EXXONMOBIL	—	—
Matt Foster	ExxonMobil	—	—
Edward Johnson	ExxonMobil	—	—
MERRICK MIRANDA	AECOM / BRINDERSON	—	—
Erik Baker	Brinderson	—	—
Jim Mize	Brinderson	—	—
Kevin Cook	Brinderson	—	—
Ben Wood	ExxonMobil		
Stan Roberts	Self	—	stanrroberts@hotmail.com
Phil Garcia	Pacific Xom		
TODD BRAND	T. Brand		
Paul Gorton	ExxonMobil	—	—
Ryan Dunchey	Exxon mobil	—	—
Robert Bueno	ExxonMobil	—	—
Felix Esparza	SELF	—	—

ExxonMobil Interim Trucking for SYU Phased Restart Project SIR Scoping Meeting			
Planning Commission Hearing Room, Santa Barbara, July 11, 2018			
Name	Affiliation	Phone	Email
TED Roche	Aqueos Corp		Troche@aqueossubsea.com
Mark Wienke	Aqueos		mwienke@aqueossubsea.com
Rick Rust	Aera Energy		rrust@aeraenergy.com
Brett Randall	ExxonMobil		brett.a.randall@exxonmobil.com
Dan Steiner	ExxonMobil		daniel.c.steiner@exxonmobil.com
Richard Atmore	CEA		rich@raatmore.com
TOM BECKER	CARS ARE BASIC		LESDEPLORABLE7@gmail.com
STEVE GREIG	Plains All American		sagreig@paalp.com
John Hochleutner	Pacific Petroleum		JHoc@PPCInc.Biz
ROBERT MORABITO	Pacific Petroleum		HOSSC@PPCInc.Biz
BRIAN MAR	Pacific Petroleum		BMAR@PPCInc.Biz
JOE DIAZ	Pacific Petroleum		J.Diaz@PPCInc.Biz
Jose Solorza	EXXON Mobil		
Cecilia Anne Spencer	Sierra Club, Green Peace Licensed Nurse		
TRAVIS J. RUTHA	SECORP INDUSTRIES		firefightertrews@hotmail.com

ExxonMobil Interim Trucking for SYU Phased Restart Project SIR Scoping Meeting			
Planning Commission Hearing Room, Santa Barbara, July 11, 2018			
Name	Affiliation	Phone	Email
Alexa Simon	Food & water watch	612-986-4323	ASimon@Fwwatch.org
Amanda Pantoja	Food & Water Watch	323-330-7004	
Jack Liu	Individual		
Lucas Meier	350 SB	724 766 8218	lucasm8912@gmail.com
MARIAH CLEGG	UCSB, 350 SB, Bonfire Collective	603-391-2781	mclegg@umail.ucsb.edu
SYLVIA SULLIVAN	350, F&W WATCH	805-457-3195	sylvia805@cox.net
Carol Millar	350	805 722-2588	carol@macconstruction.us
Bill Hickman	Surfrider Foundation		bhickman@surfrider.org
Henry Mooney	Individual	805-836-4476	henrymooney@gmail.com
Jeff Kuhran	none		~~jeffkuhr~~ jkuhran@hotmail.com
LLOYD DE ARMOND	N/A		

ExxonMobil Interim Trucking for SYU Phased Restart Project SIR Scoping Meeting			
Planning Commission Hearing Room, Santa Barbara, July 11, 2018			
Name	Affiliation	Phone	Email
Roseline Akra	food + water watch	916 386 1030	Roseline akra 864 @gmail.com
Linda Krop	EDC	805 963 1622	LKrop@EnvironmentalDefenseCenter.org
Jonathan Ullman	Sierra Club Los Padres Chapter	[redacted]	jonathan.Ullman@sierraclub.org
Sharon Broberg	slbr 350sb.org		slbroberg@gmail.com
Elaine Sears	350sb.org	455-5207	esears@sbch.org
Kristen Monsell	Center for Biological Diversity	510.844.7137	kmonsell@biologicaldiversity.org
DECOLONIZE			
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			DECOLONIZE

Attachment C

Written Comments Received on the NOP

Governmental Agencies

Santa Barbara Air Pollution Control District C-1
California Department of Transportation C-5
US Fish and Wildlife Service C-7

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July 12, 2018

Kathryn Lehr
Santa Barbara County
Planning and Development
123 E. Anapamu Street
Santa Barbara, CA 93101

Re: APCD Response to the Notice of Preparation of a Draft Supplement to the Environmental Impact Report for the ExxonMobil Interim Trucking for SYU Phased Restart Project, 17RVP-00000-00081

Dear Ms. Lehr:

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Supplement to the Environmental Impact Report (SEIR) for the ExxonMobil Interim Trucking for Santa Ynez Unit (SYU) Phased Restart Project. ExxonMobil Production Company is requesting approval for the construction and operation of a crude truck loading facility at Las Flores Canyon (LFC) to allow transfer of product from LFC to crude transport trucks for delivery to local markets. More specifically, the project would consist of the interim trucking of limited crude production from the LFC Facility until a pipeline alternative becomes available. The project proposes minor modifications to the existing LFC facilities to facilitate the transport of produced crude oil via tanker truck. The air pollutant emissions from the project include both stationary source emissions from the operation of the truck loading facilities at LFC and mobile source emissions from operation of the crude transport trucks delivering product to markets. Trucks will have 2017 or newer engines, and will travel to one or both of two designated off-site locations: Phillips 66 Santa Maria Terminal (in Santa Barbara County) and Plains Pentland Terminal (in Kern County). The subject property, a 550-acre parcel zoned M-CR and identified in the Assessor Parcel Map Book as APN 081-220-014, is located at 12000 Calle Real on the Gaviota Coast.

A new APCD Authority to Construct (ATC) permit will be required for the proposed project. The APCD is a responsible agency under the California Environmental Quality Act (CEQA) for this project, and will rely on the SEIR when issuing APCD permits. The SEIR should include the air pollutant emissions for all proposed equipment to avoid additional CEQA documentation requirements related to APCD permit issuance.

APCD staff reviewed the Initial Study and NOP of a Draft SEIR, and concurs that air quality and greenhouse gas impacts have the potential to be significant. APCD's guidance document, entitled *Scope and Content of Air Quality Sections in Environmental Documents* (updated June 2017), is available online at www.ourair.org/apcd/land-use/. This document should be referenced for general guidance in assessing air quality impacts in the Draft SEIR. A thorough emissions analysis should be performed on all relevant emission sources, using emission factors from the EPA document AP-42 "*Compilation of Air Pollutant Emission Factors*", the latest approved version of California Emission Estimator Model (CalEEMod), EMFAC, OFF-ROAD or other approved emission calculator tools. Project-specific

information should be substituted for default values whenever possible. For more detailed guidance related to stationary source and industrial source impacts, please contact staff directly.

The SEIR should evaluate potential impacts related to the ExxonMobil Interim Trucking for SYU Phased Restart Project, including the following:

1. Attainment Status and Consistency with the APCD Ozone Plan. The APCD has posted the most up-to-date attainment status for the County on the APCD website www.ourair.org/air-quality-standards/ and the most recent Ozone Plan (previously known as the Clean Air Plan) was adopted October 2016 and is available at www.ourair.org/clean-air-plans/. The website should be consulted for the most up-to-date air quality information prior to the release of the Public Draft SEIR.

The 2016 Ozone Plan includes land use and population projections and on-road emissions forecasts provided by the California Air Resources Board (CARB) as a basis for vehicle emissions forecasting. The SEIR should examine whether the proposed project will be consistent with the growth assumptions in the 2016 Ozone Plan.

Stationary source projects will generally be considered consistent with the Air Quality Attainment Plan if they are consistent with APCD rules and regulations.

2. Increase in Criteria Pollutant Emissions from Proposed Project. The SEIR should present significance thresholds for ozone precursor emissions (reactive organic compounds [ROC], and oxides of nitrogen [NO_X]) and particulate matter and determine whether the proposed project will produce emissions in excess of Santa Barbara County's air quality thresholds.

The proposed project will involve air quality impacts associated with permitted stationary source equipment and motor vehicle trips from tanker trucks exporting crude oil.

Stationary source equipment emissions should be based on the "potential to emit" of the equipment. Motor vehicle trips will result in vehicle exhaust emissions and fugitive dust generation. Emissions should be calculated for trips both to and from the facility (i.e. round-trips), and should include both onsite and offsite travel. The air quality impact analysis for mobile source emissions should be based on project-specific information and supported by a traffic study whenever possible.

The SEIR should show the total proposed operational emissions from the proposed project compared to the project-specific thresholds of significance. If the proposed project exceeds the significance thresholds for air quality, the applicant should propose project design changes and/or mitigation measures that will avoid, reduce, or mitigate those impacts to levels that are less than significant. Section 6 of APCD's *Scope and Content* document offers ideas for air quality mitigation. However, project-specific measures should be developed that are pertinent to the specific project and are enforceable.

Please note that the *Project Overview and Scope of Analysis* enclosed with the NOP only states that ROC and GHG emissions from the project will exceed CEQA thresholds. The *Air Quality Analysis* and associated materials indicate that the proposed project is also expected to exceed the County of Santa

Barbara's significance threshold for NOx emissions from mobile sources based on the worst-case scenario that 68 trucks per day will travel to the Plains Pentland Truck Rack. This impact should be considered when evaluating the proposed project in the EIR.

3. Construction Impacts. The proposed project will involve minor modifications to the LFC facilities including the installation of four Lease Automatic Custody Transfer (LACT) units, associated piping, electrical and communication connections, pipe and equipment supports, truck loading racks, operator shelter, paving of selected areas, and minor containment and drainage grading. The SEIR should include a description and quantification of potential air quality impacts associated with construction activities for the proposed project. APCD's *Scope and Content* document, Section 6, presents recommended mitigation measures for fugitive dust and equipment exhaust emissions associated with construction projects. Construction mitigation measures should be enforced as conditions of approval for the project. The SEIR should include a Mitigation Monitoring and Reporting Plan that explicitly states the required mitigation and establishes a mechanism for enforcement.

4. Asbestos Reporting Requirements. If the project will involve any demolition or renovation of existing structures, the SEIR should include a discussion of how materials will be removed in compliance with APCD Rule 1001 – National Emission Standards for Hazardous Air Pollutants (NESHAP) – Asbestos. Advance notification to the District may be required before asbestos is disturbed and/or removed. For additional information regarding asbestos notification requirements, see www.ourair.org/asbestos/.

5. Global Climate Change/Greenhouse Gas Impacts. Greenhouse gas (GHG) emissions and global climate change impacts should be addressed in the CEQA document. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases. The EIR should include a quantification of GHG emissions from all project sources, direct and indirect, as applicable.

The SEIR should include a discussion of how the project is consistent with, and complies with, California's Assembly Bill (AB) 32, the California Global Warming Solutions Act, Climate Change Scoping Plan to reduce overall greenhouse gas emissions in California. This discussion should address the Mandatory Reporting Regulation, Cap and Trade regulation, and any other applicable programs related to AB 32. If climate change impacts are found to be significant and mitigation measures are applied, those measures must be fully enforceable through permit conditions, agreements, or other legally binding instruments. The SEIR should include a Mitigation Monitoring and Reporting Plan that explicitly states the required mitigations and establishes a mechanism for enforcement.

The SEIR should examine how the project can be designed and operated to minimize GHG emissions. Some potential measures include, but are not limited to:

- Leak detection to reduce fugitive emissions
- Incorporate high efficiency process equipment
- Reduction in vehicle trips from haul vehicles
- Utilization of a truck fleet with the newest/cleanest possible vehicles
- Utilization of a truck fleet with alternatively fueled vehicles
- Consideration of onsite renewable energy generation

For guidance regarding greenhouse gas analysis for CEQA environmental documents, please refer to the *CAPCOA CEQA & Climate Change* document. CAPCOA has also published *Quantifying Greenhouse Gas Mitigation Measures*, an extensive sector-by-sector compendium of project-specific mitigation measures, including quantification methods to calculate GHG reductions. Both of these documents are available online at www.capcoa.org.

The APCD has identified some potential strategies for local GHG mitigation that could be implemented in Santa Barbara County. The APCD solicited feedback from the community on these strategies in a series of workshops. The strategies research by the APCD and the input received from the public has been summarized and posted on the APCD's website at www.ourair.org/ghgmitigation-sbc/.

We hope you find our comments useful. We look forward to reviewing the Draft SEIR. Please contact me at 961-8890 or by e-mail at BarhamC@sbcapcd.org if you have questions.

Sincerely,

Carly Barham

Carly Barham
Planning Division

cc: Michael Goldman, Manager, APCD Engineering Division
TEA Chron File

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
http://www.dot.ca.gov/dist05/

Making Conservation a California Way of Life.

July 16, 2018

SB 101 PM 35.18
SCH#2018061035

Kathryn Lehr, Planner
Santa Barbara County
Planning and Development
123 East Anapamu Street
Santa Barbara, CA 93101

COMMENTS FOR THE NOTICE OF PREPARATION (NOP) FOR THE EXXONMOBIL INTERIM TRUCKING FOR SYU PHASED RESTART PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

Dear Ms. Lehr:

The California Department of Transportation (Caltrans) thanks you for the opportunity to review the NOP for the ExxonMobil Interim Trucking for SYU Phased Restart Project. Caltrans has reviewed the above referenced project and offers the following comments at this time.

1. The traffic study should include information on existing traffic volumes within the study area, including the State transportation system, and should be based on recent traffic volumes less than two years old. Counts older than two years cannot be used as a baseline. Additionally, the study should analyze ramp operations.

2. At any time during the environmental review and approval process, Caltrans retains the statutory right to request a formal scoping meeting to resolve any issues of concern. Such formal scoping meeting requests are allowed per the provisions of the California Public Resources Code Section 21083.9 [a] [1].

3. Any work within the State's right-of-way will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditioned and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: http://dot.ca.gov/dist05/permit/index.htm.

If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3432 or Jenna.Schudson@dot.ca.gov.

Sincerely,

Jenna Schudson
Transportation Planner
Development Review Coordinator
District 5, LD-IGR South Branch

From: Dou-Shuan Yang <dou-shuan_yang@fws.gov>
Sent: Tuesday, July 10, 2018 12:38 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Cc: Rachel Henry <rachel_henry@fws.gov>
Subject: ExxonMobil Interim Trucking for SYU Phased Restart Project

Dear Ms. Lehr,

The Ventura Fish and Wildlife Office received the Notice of Prepartion of a Draft Supplement to an Environmental Impact Report for the ExxonMobil Interim Trucking for SYU Phased Restart Project. The applicant,ExxonMobil, has been supportive of the Oil & Gas General Conservation Plan (GCP) our office is putting together, and we plan to cover impacts from this project under this GCP.

Please let me or Rachel Henry (rachel_henry@fws.gov) know if you have any questions regarding this.

Thanks,
Dou

--
Dou-Shuan Yang, Ph.D.
Fish and Wildlife Biologist
South Coast Division
U.S. Fish and Wildlife Service
2493 Portola Road, Suite B
Ventura, CA 93003
Phone: 805-677-3302
Dou-Shuan_Yang@fws.gov

Associated Builders and Contractors, Inc.

Central California Chapter

P.O Box 80718 | 19466 Flightpath Way Bakersfield, CA 93380 Office: (661) 392-8729 Fax: (661) 392-9076

Terry Smith,
KS Industries
Chairman

Tami Chapman,
Alcom Aire
Chair-Elect

Joe Carrieri,
PCL
Secretary

Tony Castiglione
Life Saver Safety
Treasurer

Directors:

Linda Bliss,
Enterprise

Sam Chow
Chevron

Phil Engler
JTS Modular

William Morris
AERA Energy

Clint Phillips,
Insurica

Joel Rodgers,
Braun Electric

Don Chisum,
Advisory Member

July 13, 2018

Kathryn Lehr, Planner
Santa Barbara County
Planning & Development
123 East Anapamu Street
Santa Barbara, CA 93101

RE: Exxon Mobil Interim Trucking for SYU Phased Restart Project--Scoping Comments

Dear Ms. Lehr:

Thank you for the opportunity to comment on the Notice of Preparation and Scoping Document for the Exxon Mobil Interim Trucking Santa Ynez Unit Phased Restart Project. We have reviewed your document and find the scope to be both extensive and adequate.

Your document clearly articulated the project site, the description of the project and the impacts to be analyzed. We would further urge you not to expand the scope of the analyses beyond the supplemental EIR as the site is existing. In addition, any attempt to broaden the scope or add additional analyses would be excessive and provide additional information that wouldn't be relevant to the project or its impacts.

Thank you in advance for allowing us to submit comment on this project. Please continue to provide us with information and updates as this project moves through the process.

Best regards,

Laura Barnes
Chapter President

From: Thomas Becker <lesdeplorable7@gmail.com>
Sent: Sunday, July 15, 2018 11:01 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: Exxon Mobil Interim Trucking for SYU Phased Restart Project

Cars Are Basic (CAB), a public watchdog group based in Santa Barbara County, CA, is submitting this comment to the County Planning Department on the proposed Exxon Mobil Interim Trucking project.

CAB supports the development of oil and gas reserves located in the Outer Contentinal Shelf (OCS). To this end, we have submitted 3 comment letters to the Bureau of Ocean Energy Management (BOEM) supporting President Trump's America First Energy Policy, which includes a new 5-year leasing plan for the OCS.

Exxon Mobil is a major player in the OCS. This includes 3 platforms located off the coast of Santa Barbara County, CA. Exxon Mobil transported oil produced from those 3 platforms through the Plains All American line 901/903 pipeline. In May 2015, Line 901 ruptured. Both Line 901/903 have been shut down since the rupture.

Exxon wishes to now transport 10,000-12,000 barrels a day via truck from their Las Flores Canyon oil processing facility, to pumping stations located outside of Lines 901/903. This is a fraction of the capacity of the Line 901/903 pipeline, which can transport 300,000 barrels a day.

In our comment letters to the BOEM, CAB has called for the Trump Administration to include oil and gas infrastructure in the President's proposed 1-2 trillion dollar infrastructure plan. Currently, the President's infrastructure plan does not include any oil and gas infrastructure projects. We have called for a 100-200 million dollar federal government investment in oil and gas facitities located in Santa Barbara County, and at least 5 billion dollars nationwide.

When new oil and gas leases are awarded for OCS tracts located off of Santa Barbara County, the existing Exxon Mobil facilities in the county may very well be utilized to process the new oil production. This would include the Las Flores Canyon facility. Common sense would dictate that the Las Flores facility be rebuilt to prepare the facility to safely and cleanly handle the new production. This would include safety and environmental upgrades to the facility above and beyond what is required by law, statute or permit.

To be blunt, the idea of transporting 10,000-12,000 barrels of crude oil a day via truck is an unattractive idea that will garner little support, even from those people who support oil and gas production. CAB is suprised that Exxon Mobil did not stop and consider the terrible optics of the proposed trucking plan.

CAB's alternative to the trucking plan is this:

- Exxon Mobil ask the Trump Administration to include oil and gas infrastructure in the President's infrastructure plan.
- Expedite the rebuilding of the Line 901/903 pipeline, and increase the capacity to 500,000 barrels per day.
- Rebuild the Las Flores facility and production pipelines serving the facility during the time the Line 901/903 pipeline is being rebuilt.
- Exxon Mobil support the reopening of the OCS off the coast of California

to new leasing and production.

- Work with the Trump Administration to upgrade all oil and gas facilites with the latest safety and environmental equipment. This would include processing facilities, pipelines, production platforms, pumps and valves.

Thank You,

Tom Becker
Cars Are Basic
lesdeplorable7@gmail.com

Rcvd 7/11/18

3/8/18

Ryan Zinke

Secretary of the Interior

Dear Mr. Secretary,

Cars Are Basic (CAB) is submitting this letter to the BOEM as a public comment on the OCS leasing program.

CAB supports the development of oil and gas reserves located in the OCS. We know that developing those reserves will lead to lower fuel costs, an improved economy and enhanced national security.

Getting directly to the point, the oil and gas deposits located in the OCS belong to ALL THE PEOPLE of the United States, and WE THE PEOPLE have every right to have those resources safely extracted for our benefit. A plentiful supply of cheap gasoline, diesel fuel and jet fuel would be the single greatest boost to the U.S. economy. This must be a top consideration for BOEM when reviewing leasing options in the OCS.

Here in California, the state's economy is in a terrible position. Poverty is high, home ownership is low, and wealth is centered in a few small portions of the state, with a majority of the state's population having no access to that wealth. Developing the oil and gas resources located off the coast of California will propel millions of Californians into middle class prosperity. It would also send a clear message to those individuals who wish to shut down the production of fuels that our nation will require for decades to come.

For the past several years, CAB has attempted to engage with the governments of the State of California and Santa Barbara County on the issue of oil and gas development, including development in the OCS. We have submitted questions to those governments as part of public participation in EIR's and other documents. Both the State of California and the County of Santa Barbara have refused to answer questions that they are required by law to respond to. Two of those EIRs where state and local governments refused to answer questions were environmental documents required to obtain federal funding for transportation projects. This deliberate obstruction of public access to information and intentional destruction of open discussions is a common tactic of state and local governments. It is time for this behavior to end, and the issue of oil and gas development in the OCS should be the place where state and local governments in California are compelled to be responsive to the People.

Since the release of the BOEM's leasing plan for the OCS, several federal, state and local government officials around the country have threatened to sue BOEM over the proposed plan. One of those officials is the California State Attorney General. These threats were and are being made before all public comment, and participation in the review process has ended. Those threats are also being made while, at the same time, many of those very governments are refusing to answer questions put to them by the people in environmental documents, questions that those governments are required by law to answer. Members of the public, including CAB, have every right to a fair and properly conducted review process. Our rights are being damaged when state and local governments refuse to answer questions they are required to answer, obstruct the ability of the public to gather information on the issues at hand, then threaten to sue before the public has the opportunity to express their ideas on how the oil and gas reserves located in the OCS can be safely and economically extracted.

For over a year, CAB has been calling on the Trump Administration to include oil and gas facilities in the proposed infrastructure bill. President Trump has called for cooperation between the federal government and the private sector to rebuild and modernize the nation's infrastructure. In Santa Barbara County, CAB has been calling for a federal investment in the rebuilding of the damaged Plains All American line 901/903 pipeline. That pipeline transports oil extracted from federal leases located offshore of Santa Barbara County. We have suggested that $100-$200 million be invested by the federal government to upgrade the pipeline with all the safety and environmental protection features available. Nationally, we are suggesting at least $5 billion dollars be invested in oil and gas infrastructure that serves production from the OCS. BOEM should take the lead on this issue and submit a plan to President Trump to fund safety and environmental upgrades for existing and proposed oil and gas infrastructure located in or serving the OCS.

CAB is encouraging BOEM to conduct a hearing in Santa Barbara County to discuss leasing offshore of the county and the State of California. The current "hearings" being conducted by BOEM are woefully inadequate and are not much more than a traveling science fair. CAB believes BOEM should schedule a 3-day hearing, with 8-hours of questions and answers on each day. BOEM should invite staff from Santa Barbara County government, the California Coastal Commission and the California State Lands Commission to answer questions about their understanding of the issues and have them explain comments made by members of those bodies. BOEM should also invite the Governor and State Attorney General to answer questions. The People have every right to ask questions and get answers from their government, especially entities and officials who have threatened to sue BOEM over the proposed leasing plan. We the People have every right to have issues discussed and resolved during the review process, with the goal being the avoidance of having the issues entangled in the courts. The courts are not supposed to be used to slow down or stop projects. They are intended to be the last resort to resolve disputes. The current review process is the proper venue to resolve disputes, and government entities and officials who have expressed opposition to oil and gas development should be required to make a good faith effort to answer questions and resolve issues during the review process. If government entities and officials do not make a good faith effort to resolve the issues now, during the review process, CAB believes their standing and credibility in any court should be considered by those courts to be invalid.

In closing, CAB believes that it is in the best interest of the people of the United States to have the oil and gas reserves located in the OCS safely extracted. We hope to have BOEM conduct a meeting in Santa Barbara County during the public review process, and we wish to thank Secretary Zinke and President Trump for this opportunity to address this very important issue.

Sincerely,

Tom Becker

Cars Are Basic

lesdeplorable7@gmail.com

From: Thomas Becker <lesdeplorable7@gmail.com>
Sent: Saturday, March 23, 2019 9:34 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>; Williams, Das <DWilliams@countyofsb.org>; Hartmann, Joan <jHartmann@countyofsb.org>; Hart, Gregg <gHart@countyofsb.org>; Jean Yamamura <jean@independent.com>
Subject: Exxon/Mobil oil trucking project EIR

Kathryn,

It is my understanding that the draft EIR for the Exxon/Mobil oil trucking project may soon be released. I submitted a comment letter on the project scope in July, 2018. In my comment letter, I suggested that an alternative project to the trucking plan was the expedited rebuilding of the Plains 901/903 pipeline. I suggested that the pipeline be increased to 500,000 BPD.

At the time of my July, 2018 comment letter, I assumed that the Plains 901/903 pipeline was so extensively damaged that the repairing of the pipeline would require an EIR. However, just last month, I found out (from you) that repairing the existing pipeline would not require any " discretionary approvals", thereby eliminating the requirement for an EIR. If I had known that fact in July, 2018, I would have included an alternative to the trucking plan that called for the repairing of the existing 300,000 BPD pipeline. I am including that alternative now in this email.

Please consider this email as an addendum to my July, 2018 EIR scope letter/comment. This addendum is based on information that was given to me by County P&D AFTER I submitted my comment in July, 2018, information that was known to County P&D at the time public comment was solicited by P&D for the Exxon/Mobil oil trucking project EIR scope.

FYI, I reviewed the letter County P&D sent to the BOEM on March 8, 2018 regarding the new BOEM OCS 5-year plan. I suggest P&D review the section of the letter numbered "1", and specifically the sentence "Considering the amount of analyses conducted in the Santa Barbara region for existing development, the EIS could easily contain detailed analysis of this area and avoid general, vague analysis about the Program area as a whole". Of course, that "detailed analysis" P&D wishes BOEM to review would include truthful, complete and detailed analysis by P&D of public comments and questions submitted to P&D as part of the Exxon/Mobil oil trucking EIR as well as the Plains All American pipeline replacement EIR.

Thank You,

Tom Becker
Buellton, CA
lesdeplorable7@gmail.com

Via Electronic and First Class Mail

July 16, 2018

Kathryn Lehr, Planner
Santa Barbara County
Planning & Development
123 East Anapamu Street
Santa Barbara, CA 93101
klehr@co.santa-barbara.ca.us

RE: Notice of Preparation of a Draft Supplement to an Environmental Impact Report (83-EIR22); ExxonMobil Trucking Permit Application, Project No. 17RVP-00000-00081

Dear Ms. Lehr,

The Center for Biological Diversity submits the following comments to the Santa Barbara County Planning and Development Commission (the "County") on ExxonMobil's Interim Trucking for SYU Phased Restart Project (the "Project"). ExxonMobil's proposal to put up to 70 trucks carrying nearly half-a-million-gallons of crude oil onto Santa Barbara rods *every day* so that it can restart its offshore oil and gas drilling operations is incredibly dangerous. Because of the extraordinary threat to public safety and the numerous harmful environmental impacts inherent in the Project, the County cannot lawfully grant ExxonMobil's oil truck permit.

As the County is well aware, California generally prohibits the trucking of oil drilled offshore. And it does so first good reason. The extraordinarily high rate of accidents makes trucking one of the worst forms of oil transport. Oil truck accidents cause fires and explosions, injure and kill people, and spill hundreds of thousands of gallons of crude oil a year onto roads and into waterways. These ultra-hazardous trucks simply do not belong in California's coastal environment.

If the County nevertheless moves forward with the permit application, it must prepare a comprehensive environmental impact report ("EIR") that adequately describes the environmental baseline; adequately discloses, analyzes, and mitigates the numerous significant impacts inherent in the proposal; and considers a reasonable range of alternatives. We believe that any reasonable evaluation will show that there is no way to adequately avoid the harm from the Project and the only safe, lawful course of action is to deny the permit.

I. The County Must Prepare a Comprehensive Environmental Impact Report

Given the inevitable, yet irreversible and devastating consequences of transporting crude oil by truck and the other harmful impacts of the Project described below, the County should reject ExxonMobil's permit application. If, however, the County decides to move forward with approval, it must prepare a full EIR pursuant to the California Environmental Quality Act ("CEQA"), Public Resources Code §§ 21000, *et. seq.*, and the CEQA Guidelines, title 14,

California Code of Regulations, §§ 15000, *et seq*.

CEQA is a comprehensive statute designed to provide for the long-term protection of the environment. It seeks to accomplish this goal in two primary ways. First, CEQA is designed to inform decision-makers and the public about the potential significant environmental effects of a project. CEQA Guidelines § 15002(a)(1). Such disclosure ensures that "long term protection of the environment . . . shall be the guiding criterion in public decisions." Pub. Res. Code § 21001(d). Second, CEQA directs public agencies to avoid or reduce environmental damage whenever feasible by requiring changes in projects through the use of alternatives or mitigation measures. *See* CEQA Guidelines § 15002(a)(2), (3); *see also Citizens of Goleta Valley v. Board of Supervisors*, 52 Cal.3d 553, 564 (1990); *Laurel Heights Improvement Ass'n v. Regents of the University of California*, 47 Cal.3d 376, 400 (1988).

CEQA applies to all "discretionary projects proposed to be carried out or approved by public agencies." Pub. Res. Code § 21080(a). Before taking any action, a public agency must conduct a "preliminary review" to determine whether the action is a "project" subject to CEQA. *See Muzzy Ranch Co. v. Solano County Airport Land Use Comm'n*, 41 Cal. 4th 372, 380 (2007). A "project" is "the whole of an action" directly undertaken, supported or authorized by a public agency, "which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." Pub. Res. Code. § 21065. "[T]he term 'project' refers to the underlying activity and not the government approval process." *California Unions for Reliable Energy v. Mojave Desert Air Quality Mgmt. Dist.*, 178 Cal. App. 4th 1225, 1241 (2009).

Where, as here, there is a fair argument that the proposed project may have a significant effect on the environment, preparation of an EIR is required. Pub. Res. Code §§ 21100, 21151; CEQA Guidelines § 15064(a)(1); *No Oil, Inc. v. City of Los Angeles*, 13 Cal. 3d 68, 82 (1974); *Communities for a Better Env't v. South Coast Air Quality Mgmt. Dist.*, 48 Cal. 4th 310, 319 (2010). This "fair argument" test "establishes a low threshold for initial preparation of an EIR, which reflects a preference for resolving doubts in favor of environmental review." *Architectural Heritage Ass'n v. County of Monterey*, 122 Cal. App. 4th 1095, 1110 (2004).

In its EIR, the County must properly define the environmental baseline; must evaluate and mitigate the substantial threats to public safety, public health, and the environment from trucking nearly half-a-million gallons of crude oil every day along windy coastal and mountainous highways; must evaluate and mitigate the dangers of bringing shuttered aging offshore drilling platforms back online; and must fully evaluate and mitigate all the greenhouse gases to be emitted as a result of the Project—from transporting the crude oil cargo to refining and burning that oil.

II. The County's EIR Must Properly Define the Environmental Baseline

To evaluate the environmental impacts of a proposed project, a lead agency must first determine the environmental setting, or baseline. CEQA Guidelines § 15125(a). Under CEQA, the baseline consists of "the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is

published, at the time environmental analysis is commenced." CEQA Guidelines § 15125(a).

The description of the project's baseline must ensure that the public has "an understanding of the significant effects of the proposed project and its alternatives." CEQA Guidelines § 15125(a). As such, the baseline is the actual physical conditions that exist at the site—not hypothetical conditions. *Communities for a Better Env't v. S. Coast Air Quality Mgmt. Dist*., 48 Cal. 4th 310, 315 (2010). Accurately determining the baseline environmental conditions is crucial to accurately evaluating a project's impact.

ExxonMobil's operations at both the LFC and its offshore drilling platforms are currently shut down and have been since just after the Plains All American Pipeline oil spill in May 2015. Yet the County has stated that it intends to define the environmental baseline as *pre*-shutdown production levels and related operations. Such conditions have not existed for over three years and are certainly not the conditions as they existed at the time the County circulated the Notice of Preparation for the Project. Defining the baseline in such a manner is improper and unlawfully inflates the Project setting to minimize the significant impacts from ExxonMobil's proposal.

III. The County's EIR Must Evaluate and Mitigate the Substantial Risks and Impacts of Accidents from Increased Truck Traffic Carrying Flammable Crude

The County's EIR must consider the substantial risks and impacts of accidents from increased oil tanker traffic. A 2018 report from the U.S. Department of Transportation found that in 2016, 4,213 large trucks were involved in fatal crashes, 55,633 large trucks were involved in injury crashes, and 99,911 were involved in towaway crashes.[1] The report notes that the number of fatal crashes involving large trucks or buses increased by 28 percent between 2009 and 2016.[2]

Motor vehicle accidents are the leading cause of death in the oil and gas industry.[3] And because these accidents occur on highways and roads shared by the general public, they represent a significant threat to public safety. According to a 2009 report by American Petroleum Institute, tanker trucks spill an average of 9,200 barrels of oil—or 386,400 gallons—per year.[4] Truck accidents carrying other hazardous liquids routinely occur every year as well. A 2004 federal study indicated that approximately 200 hazmat trucks are involved in fatal crashes annually and 5,000 hazmat trucks each year are involved in nonfatal crashes.[5] As the report states, "[a]lthough these numbers are small relative to the totals of almost 5,000 trucks involved in fatal crashes and 400,000 involved in nonfatal crashes annually, the potential for human injury

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[1] U.S. Department of Transportation, Large Truck and Bus Crash Facts 2016 (May 2018) at 3, 67, *available at* https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/safety/data-and-statistics/398686/ltbcf-2016-final-508c-may-2018.pdf.
[2] *Id.* at 3.
[3] Center for Disease Control and Prevention, Oil and Gas Extraction, Dec. 12, 2012, http://www.cdc.gov/niosh/programs/oilgas/projects html.
[4] API, *Analysis of U.S. Oil Spillage* (Aug. 2009), *available at* http://www.api.org/environment-health-and-safety/clean-water/oil-spill-prevention-and-response/~/media/93371EDFB94C4B4D9C6BBC766F0C4A40.ashx; *see also* Susan Christopherson and Kushan Dave, *A New Era of Crude Oil Transport: Risks and Impacts in the Great Lakes Basin*, CARDI Reports, Cornell University, Issue No. 15 (Nov. 2014).
[5] U.S. Dep't of Transportation, Crashes Involving Trucks Carrying Hazardous Materials, 2004, http://ntl.bts.gov/lib/51000/51300/51302/fmcsa-ri-04-024.pdf.

and property damage in hazmat crashes is much greater."[6] These accidents and spills can cause fires and explosions, increasing the risk of injuries and fatalities.

Additionally, a study by the Associated Press of six states where truck traffic has increased due to an increase in oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.[7] The study found that from 2009-2013, traffic fatalities in West Virginia's most heavily drilled counties rose 42 percent, while traffic deaths in the rest of the state declined 8 percent; in Pennsylvania, traffic fatalities in drilling counties rose by 4 percent, while they fell by 19 percent in the rest of the state; and in 21 Texas counties where drilling had recently expanded, deaths/100,000 people from traffic accidents rose an average of 18 percent, while they dropped by 20 percent for the rest of Texas.[8]

In California alone, from 1997 to 2004 there were 1,786 incidents involving trucks transporting oil—an average of 255 per year.[9] These incidents included 159 overturned trucks, 132 of which involved oil spills.[10] Some of these incidents were catastrophic. For example, in 2000, a double tank oil truck skidded across the road and into a ravine, killing the truck driver and spilling nearly 7,000 gallons into the environment. The spill covered over 20 miles, and caused extensive environmental damage, including destroyed vegetation and birds soaked in oil.[11] The more trucks there are carrying hazardous materials, the greater the chances of other similar incidents.

The EIR must disclose and analyze the possibility of accidents related to pool fires and accidents from other sources, such as wetlines. Tanker trucks are typically loaded through bottom lines, which do not drain completely into the tank because they are at the lowest point on the container. The structurally fragile bottom lines can contain 30-50 gallons of the oil, referred to as wetlines, which can contribute to an event leading to fire and explosion. Indeed, as the federal government has found, a spill of 50 gallons can create a fire over an area of up to 5,000 square feet, and if not extinguished immediately, can result in significant loss of life, or damage to property or the environment.[12] Even small spills can cause significant destruction—one spill from a wetline of just 13 gallons resulted in a fire that killed the driver of a passenger vehicle that had struck the wetline gear.[13]

The substantial risks from transporting hazardous materials by truck would be exacerbated given the routes ExxonMobil's trucks would take. Highway 101 is extremely

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[6] *Id.*
[7] Kevin Begos and Jonathan Fahey, AP Impact: Deadly Side of Fracking Boom, May 5, 2014, http://bigstory.ap.org/article/ap-impact-deadly-side-effect-fracking-boom-0.
[8] *Id.*
[9] Oil Spills from Trucks: Prevention, Preparedness, and Response, Roundtable of Pacific States/British Columbia Oil Spill Task Force, Summary Notes, Portland, Oregon (Mar. 24, 2005), at 6, *available at* http://oilspilltaskforce.org/docs/project_reports/TruckingSpillsRtSummaryNotes.pdf.
[10] *Id*.
[11] *Id.*
[12] Pipeline and Hazardous Material Safety Administration, *Wetlines: Awareness For Emergency Responders*, http://phmsa.dot.gov/pv_obj_cache/pv_obj_id_1A04D5D92488F88DFD949BCE252FDFE9AE8C0400/filename/wetlines_final.pdf.
[13] PHMSA, Safety Requirements for External Product Piping on Cargo Tanks Transporting Flammable Liquids,76 Fed. Reg. 4847, 4848 (Jan. 27, 2011).

windy—it is dangerous under the best of conditions. Likewise, Route 166 is also very dangerous, with few guardrails, few shoulders, steep hills, and one narrow lane in each direction for a long stretch of the highway. Indeed, ExxonMobil's own application states that the routes it is proposing to take already suffer from a higher rate of accidents than other roads in California.[14] Moreover, many of the trucks could travel through densely populated areas such as Santa Maria, increasing the risk of accidents, injury and property destruction in the event of a fiery spill. The trucks would also travel over county roads, the quality of which would degrade with heavy tanker trucks traveling over it every day.[15] This is a significant concern as many roads in Santa Barbara County are already in poor condition, increasing the risk of accidents.

The County's EIR must quantify, analyze, and mitigate the risk and number of accidents, injuries, deaths, fire damage anticipated under ExxonMobil's proposal. And it must do so using current information, not the decades-old information on which ExxonMobil's application is based.[16]

IV. The County's EIR Must Disclose, Analyze, and Mitigate the Public Health Impacts from Air Emissions from Heavy-Duty Diesel Trucks

In addition to increasing the risk of accidents, the trucks would emit harmful air pollution. The emissions from combusting the fuel used by heavy-duty trucks and vessels include several noxious pollutants such as particulate matter ("PM") and nitrous oxide, a precursor to PM. The effects associated with PM exposure are "premature mortality, increased hospital admissions and emergency department visits, and development of chronic respiratory disease."[17] California has identified diesel PM as a toxic air contaminant and has estimated that 70 percent of the cancer risk from the air Californians breathe is attributable to diesel PM; the Environmental Protection Agency says that diesel PM is "likely to be a carcinogen."[18] The increase in PM that would result from the proposal is a significant concern as Santa Barbara County is already designated as non-attainment for state PM-10 standards.[19]

Moreover, diesel emissions of nitrogen oxides contribute to the formation of ground level ozone, which irritates the respiratory system, causing coughing, choking, and reduced lung capacity.[20] Ground level ozone pollution, formed when nitrogen oxides and hydrocarbon emissions combine in the presence of sunlight, presents a hazard for both healthy adults and

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[14] ExxonMobil Application, Revised Traffic and Circulation Study at 14-15.
[15] Dave Fehling, NPR, Roads Killed: Texas Adds Up Damage from Drilling, March 19, 2012, http://stateimpact.npr.org/texas/2012/03/19/roads-killed-texas-adds-up-damages-from-drilling/.
[16] *See, e.g.*, ExxonMobil Application, Quantitative Risk Analysis at 5, 8 (analyzing risk of accidents using study from 1993).
[17] EPA, Fine Particulate Matter National Ambient Air Quality Standards, 80 Fed. Reg. 15340, 15347 (Mar. 23, 2015).
[18] Union of Concerned Scientists, *California: Diesel Trucks, Air Pollution and Public Health*, http://www.ucsusa.org/clean_vehicles/why-clean-cars/air-pollution-and-health/trucks-buses-and-other-commercial-vehicles/diesel-trucks-air-pollution.html#.VXRuhc9Viko; Trade, Health and Environmental Impact Project, *Driving Harm: Health and Community Impacts of Living Near Truck Corridors* (Jan. 2012), http://hydra.usc.edu/scehsc/pdfs/Trucks%20issue%20brief.%20January%202012.pdf.
[19] 2040 Santa Barbara County Regional Transportation Plan, at 4.2-8.
[20] [20] Union of Concerned Scientists, *Diesel Engines and Public Health*, https://www.ucsusa.org/clean-vehicles/vehicles-air-pollution-and-human-health/diesel-engines#.W0ZGstVKjIU

individuals suffering from respiratory problems.[21] The County's EIR must properly consider, analyze, and mitigate these impacts.

V. The County's EIR Must Consider and Mitigate the Risks and Impacts to Threatened and Endangered Species Along the Trucking Route

In addition to posing a serious threat to public safety, authorizing trucks to transport thousands of gallons of crude oil would put a wide variety of wildlife at risk. As we know all-too-well following the Refugio oil spill caused by the rupture of the Plains All American Pipeline and the Deepwater Horizon tragedy, all types of wildlife are susceptible to the deadly effects of spilled oil, including mammals, birds, fish, insects, vegetation, and microorganisms. In addition, the effects of spilled oil on microorganisms, invertebrates, and algae tend to move up the food chain and affect other species. Oil spilled into rivers often collects along the banks, where the oil clings to plants and grasses. The animals that ingest these contaminated plants may also be affected. Rocks found in and around flowing water serve as homes for mosses, which are an important basic element in a freshwater habitat's food chain. Spilled oil can cover these rocks, killing the mosses and disrupting the local ecology.

The specific routes that Exxon wants its trucks to use also put several already-imperiled species at great risk from spills. The oil-truck routes pass through or near critical habitat for the threatened red-legged frog,[22] threatened and endangered steelhead populations,[23] and the endangered California tiger salamander,[24] as well as endangered plants, such as the La Graciosa thistle.[25] These species are at high risk of contamination following an oil-truck spill.

The routes pass over or near dozens of streams that are essential to the southern steelhead population, which is very susceptible to highly toxic crude oil products. The trucks would also pass through one of the last remaining islands of critical habitat for the Santa Barbara distinct population segment of the California tiger salamander. The U.S. Fish and Wildlife Service's 5-year review for this species specifically states that "sources of chemical pollution that may adversely affect Central California tiger salamanders include hydrocarbon and other contaminants from oil production ..." and that spilled oil can "negatively affect the food chain, with effects to algae growth and less prey species available, resulting in smaller salamander larvae."[26] This species, and the habitat and food chain it depends on, could be decimated by an oil truck accident.

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[21] *Id*.

[22] FWS, Critical Habitat for Red-Legged Frog, http://www.fws.gov/sacramento/es/Critical-Habitat/CA-Red-Legged-Frog/Previous/Documents/m21_crlf_stb4&5_fCH.pdf.

[23] NMFS, Critical Habitat, South-central California Coast Steelhead http://www.westcoast fisheries.noaa.gov/publications/gis_maps/maps/salmon_steelhead/critical_habitat/steelhead/steelhead_sccc_ch.pdf; NMFS Critical Habitat, Southern California Coast steelhead, http://www.westcoast fisheries.noaa.gov/publications/frn/2005/70fr52488.pdf.

[24] FWS, Species Profile: California Tiger Salamander, http://ecos fws.gov/speciesProfile/profile/speciesProfile?spcode=D01T#crithab.

[25] FWS, Species Profile: La Graciosa thistle, http://ecos fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q0FE.

[26] FWS, California Tiger Salamander Central California Distinct Population Segment (Ambystoma californiense) 5-Year Review: Summary and Evaluation (Oct. 21, 2014), at 38, *available at* http://ecos fws.gov/docs/five_year_review/doc4466.pdf.

And, given the proximity of Highway 101 to the Pacific Ocean in places, it is possible that an oil spill could reach the ocean, further threatening sea birds, marine mammals, and other marine life, as described further below. The County's EIR must properly analyze and mitigate the risks to these imperiled species.

VI. The County's EIR Must Quantify, Analyze, and Mitigate the Substantial Greenhouse Gas Emissions from the Proposal

A. The Project Will Exacerbate the Harmful Impacts of Climate Change

Climate change, driven primarily by the combustion of fossil fuels, poses a severe and immediate threat to the health, welfare, ecosystems, and economy of the United States and the world. In recognition of these threats, the Paris Agreement codifies the international, scientific consensus that climate change is an "*urgent and potentially irreversible threat to human societies and the planet* and thus requires the widest possible cooperation by all countries." [27] Accordingly, the Paris Agreement commits all signatories to an articulated target to hold the long-term global average temperature "to well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels."[28] Immediate and aggressive greenhouse gas emissions reductions are necessary to keep warming below a 1.5º or 2°C rise above pre-industrial levels.

A recent report from the California Air Resources Board notes that California is already experiencing the harmful impacts of climate change. These harmful impacts include: rising annual average temperatures in the State, including increases in daily minimum and maximum temperatures; more frequent extreme events, including wildfire and heat waves; declining spring runoff volumes as a result of a diminished snowpack; a declining number of "winter chill hours" – crucial for the production of high-value fruit and nut crops.[29] The report notes that these impacts "make an even more persuasive case for California's vulnerability to climate change" and the urgent need for the State to take action "to stave off the most severe impacts of climate change."[30]

The report further notes that Senate Bill 32 fully recognizes those impacts by establishing a target of a 40 percent reduction of greenhouse gases by 2030 to put California on the path to contain the rise in global temperatures to below 2°C.[31]

According to a large body of scientific research, holding temperature rise to "well below

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[27] Paris Agreement, Decision, Dec. 2015, Art. 4(3); Recitals. Although President Trump has announced his intent to withdraw the United States from the Paris Agreement, that process will take four years and could be overridden in the next presidential election. Moreover, the Paris Agreement represents the international consensus to address greenhouse gas emissions, and therefore remains a relevant consideration in determining the impacts of projects that will emit significant amounts of greenhouse gases.
[28] *Id.*, Art. 2 (emphasis added).
[29] California Air Resources Board, THE 2017 CLIMATE CHANGE SCOPING PLAN UPDATE THE PROPOSED STRATEGY FOR ACHIEVING CALIFORNIA'S 2030 GREENHOUSE GAS TARGET, Jan. 2017 at ES2, https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.
[30] *Id.*
[31] *Id*. The greenhouse gas targets established by California are not strong enough to meet the Paris Agreement.

2°C" requires that the vast majority of global and U.S. fossil fuels stay in the ground. The global carbon budget—the remaining amount of carbon that can be released into the atmosphere before we lose any reasonable chance of holding global temperature increases well below 2°C—is extremely limited and rapidly being consumed by continued fossil fuel use. For example, a recent study by Oil Change International entitled *The Sky's Limit*, shows that meeting the Paris climate goals requires a managed decline in *currently operating* fossil fuel production activities, such as coal, oil and gas extraction, transport and combustion.[32] Specifically:

- The potential carbon emissions from the oil, gas, and coal in the world's currently operating fields and mines would take us beyond 2°C of warming.
- The reserves in currently operating oil and gas fields alone, even with no coal, would take the world beyond 1.5°C.

The actions taken in California can impact oil consumption on a global scale. As the world's sixth-largest economy, California is uniquely positioned to lead the way on a future without fossil fuels.[33] For example, a recent study by the Stockholm Environment Institute confirmed that every barrel of California oil left in the ground will result in a net decrease of about half a barrel of oil consumption globally.[34] The County must consider how approving the Project will frustrate both the County's and the State of California's efforts to reduce greenhouse gas emissions.

B. <u>The County Must Consider and Mitigate the Greenhouse Gas Emissions from Drilling for, Transporting, Refining, and Consuming the Oil</u>

The County's EIR must consider *all* the greenhouse gas emissions from the Project. This includes the greenhouse gas emissions from the transport of the oil by the heavy-duty diesel trucks as well as the downstream greenhouse gas emissions from burning the crude oil cargo.

Climate change is a clear example of a cumulative effects problem, with emissions from numerous sources combining to create a significant environmental and public health issue. *See Kings County Farm Bureau v. City of Hanford* 221 Cal.App.3d 692, 720 (1990) ("Perhaps the best example [of a cumulative impact] is air pollution, where thousands of relatively small sources of pollution cause a serious environmental health problem."); *Los Angeles Unified School Dist. v. City of Los Angeles* 58 Cal.App.4th 1019, 1025 (1997) (impact sources may "appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact"). Therefore, any analysis of a Project's impact on climate change must take into account *all* potential sources of greenhouse gas emissions, no matter how small. Accounting for such emissions and incorporating them into the sum of emissions from the Project is necessary to adequately inform the public of the potential consequences of moving forward with a project.

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[32] Oil Change International, The Sky's Limit, Sept. 2016, http://priceofoil.org/content/uploads/2016/09/OCI_the_skys_limit_2016_FINAL_2.pdf.
[33] Letter from 26 Scientists to Governor Brown, July 12, 2018, https://www.biologicaldiversity.org/programs/climate_law_institute/energy_and_global_warming/pdfs/18-07-12-Scientist-letter-to-Gov-Brown-calling-for-phase-out-of-oil-and-gas-production.pdf
[34] Stockholm Environment Institute, How limiting oil production could help California meet its climate goals, 2018, https://www.sei.org/wp-content/uploads/2018/03/sei-2018-db-california-oil2.pdf.

Under CEQA, the Commission must analyze the environmental impacts of a future action if "(1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects." *Laurel Heights Improvement Ass'n of San Francisco v. Regents of University of Cal.*, 47 Cal. 3d 376, 396 (1998).

Here, refining and consumption of the oil to be extracted under ExxonMobil's proposal is certainly a reasonably foreseeable consequence of the Project. Indeed, the entire point of the project is to bring its offshore platforms back online so that ExxonMobil can get its product to market. The County must therefore consider and mitigate downstream greenhouse gas emissions.

VII. The County's EIR Must Consider the Numerous Harmful Impacts of Bringing Aging Oil and Gas Drilling Platforms Back Online

The County's EIR must consider and mitigate the numerous significant impacts from bringing ExxonMobil's aging offshore platforms back online. These impacts include oil spills, noise pollution, ship strikes, and harmful air and water pollution.

A. <u>The EIR Must Consider the Risks and Impacts of Oil Spills and other Accidents</u>

ExxonMobil's proposal would bring offshore oil and gas platforms that are decades-old back online and increase the risk of an oil spill. ExxonMobil's offshore platforms in the Santa Barbara Channel were installed in 1976 and 1989 and ExxonMobil began producing from these platforms in 1981 and 1993.[35] At the time the platforms were installed, ExxonMobil anticipated drilling from these platforms for 25-35 years,[36] meaning that the platforms and their associated infrastructure, including pipelines, are already beyond or approaching their expected lifespans.

1. Reliance on aging infrastructure significantly increases the risk of oil spills.

According to scientists, aging poses risks of corrosion, erosion, and fatigue stress to subsea pipelines.[37] Subsea pipeline corrosion appears to accelerate over time,[38] and can act synergistically with fatigue stress to increase the rate of crack propagation.[39] Marine environments are especially known to produce significant corrosion on steel surfaces, and when a steel structure is at or beyond its elastic limit, the rate of corrosion increases 10-15 percent.[40]

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[35] BOEM, Pacific OCS Region, https://www.boem.gov/pacific-ocs-map/.
[36] *See, e.g.*, Exxon Company, Development and Production Plan Santa Ynez Unit Development, Oct. 1982, at I-2, available at https://www.boem.gov/1982-10_Platforms_Harmony_Heritage_Hondo_Santa_Ynez_Unit_DPP/.
[37] Petroleum Safety Authority Norway. 2006. Material Risk – Ageing offshore installations. Prepared by Det Norske Veritas on request from Petroleum Safety Authority Norway. Available at http://www.psa.no/report-archive/category1033 html.
[38] Mohd, M.H. and J.K. Paik. 2013. Investigation of the corrosion progress characteristics offshore oil well tubes. Corrosion Science 67:130-141.
[39] PSA Norway 2006.
[40] Mohd, and Paik 2013; A. Igor, R.E. Melchers, Pitting corrosion in pipeline steel weld zones, Corros. Sci. 53 (12) (2011) 4026–4032; R.E. Melchers, M. Ahammed, R. Jeffrey, G. Simundic, Statistical characterization of surfaces of corroded, Mar. Struct. 23 (2010) 274–287.

One offshore pipeline study found that after 20 years the annual probability of pipeline failure increases rapidly, with values in the range of 0.1 to 1.0, which equates to a probability of failure of 10 percent *to 100 percent per year*.[41] Another study covering 1996-2010 found that accident incident rates, including spills, increased significantly with the age of infrastructure.[42]

The U.S. Department of Transportation itself found that offshore pipelines can be more vulnerable than onshore pipelines. They have a greater vulnerability to severe weather conditions than onshore pipelines, especially during hurricane events. And massive wave action can alter the pipeline stability, causing gradual displacement, especially in small diameter pipelines.[43] Offshore pipelines can also face more corrosion than onshore pipelines due to higher temperature and pressure conditions that occur during the laying of these pipelines.[44]

Consistent with these findings, a report published in 2010 found that the number of oil spills from offshore rigs and pipelines between 2000 and 2009 *more than quadrupled* the rate of spills in prior decades.[45] In particular, from the early 1970s through the 1990s, offshore rigs and pipelines averaged about four spills per year of at least 50 barrels (or 2,100 gallons). The average annual total skyrocketed to more than 17 from 2000 to 2009, and averaged 22 per year from 2005 to 2009 alone.[46] And the number of spills, as well as the quantity of spilled oil, grew significantly worse even when taking increased production in account.[47]

In addition, the age of the wells in the SYU also pose a risk of leakage. Studies have shown that 30 percent of offshore oil wells in the Gulf of Mexico experienced well casing damage in the first five years after drilling, and damage increased over time to 50 percent after 20 years.[48] This is a substantial concern for the SYU considering ExxonMobil has been drilling it for nearly 40 years.

2. An Oil Spill Could Have Devastating Consequences

Oil spills have a wide array of lethal and sublethal impacts on marine species, both

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[41] Bea, R., C. Smith, B. Smith, J. Rosenmoeller, T. Beuker, and B. Brown. 2002. Real-time Reliability Assessment & Management of Marine Pipelines. 21st International Conference on Offshore Mechanics & Arctic Engineering. ASME.

[42] Muehlenbachs, et al. 2013. The impact of water depth on safety and environmental performance in offshore oil and gas production. Energy Policy 55:699-705.

[43] U.S. Department of Transportation, Federal Highway Administration, Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: The Gulf Coast Study, Phase 2-Task 3:1: Screening for Vulnerability at 204 (June 2014).

[44] Keuter, J. (2014). In-line Inspection of Pipes Using Corrosion Resistant Alloys (CRA). Rosen Technology and Research Center GmbH, Rosen Group, Germany; Standard Oil Company (1981) Drilling fluid bypass for marine riser. U.S. Grant. US4291772 A.

[45] Alan Levin, *Oil Spills Escalated in this Decade*, USA Today, June 8, 2010, *available at* http://usatoday30.usatoday.com/news/nation/2010-06-07-oil-spill-mess_N htm.

[46] *Id.*

[47] *Id.*

[48] Vengosh, A. et al. 2014. A critical review of the risks to water resources from unconventional shale gas development and hydraulic fracturing in the United States. Environmental Science & Technology 48:8334-8348; Davies, R.J. et al. 2014. Oil and gas wells and their integrity: Implications for shale and unconventional resource exploitation. Marine and Petroleum Geology 56:239-254.

immediate and long-term.[49] Direct impacts to wildlife from exposure to oil include behavioral alteration, suppressed growth, induced or inhibited enzyme systems, reduced immunity to disease and parasites, lesions, tainted flesh, and chronic mortality.[50] Oil destroys the water-proofing and insulating properties of feathers and fur of birds and mammals, respectively, thereby compromising their buoyancy and ability to thermoregulate.[51]

Marine mammals can be exposed to oil internally by inhaling volatile compounds at the surface, swallowing oil, consuming oil-contaminated prey, and externally by swimming in oil.[52] Exposure to toxic fumes from petroleum hydrocarbons during oil spills have been recently linked to mortality in cetaceans, even years after such accidents.[53] A recent scientific study determined that the Deepwater Horizon oil spill caused adrenal and lung lesions in bottlenose dolphins which led to an unusual mortality event in which dolphins died from 2010 to 2014.[54]

ESA-listed sea otters are particularly vulnerable to contamination from oil spills. When sea otters come into contact with oil, it causes their fur to mat, which prevents the fur from insulating their bodies. Without this natural protection from the cold water temperature, sea otters can quickly die from hypothermia. The toxicity of oil can also be harmful to sea otters, causing liver and kidney failure and damage to their lungs and eyes.[55]

In addition, oiled shores can affect nesting and foraging areas of birds. Oiled adults returning to a nest can contaminate their eggs and chicks with oil. Studies on the effects of oil on eggs have shown significant mortality and developmental defects in embryos.[56] Oiled birds are also at high risk of ingesting oil when they preen their feathers. Ingested oil can damage the gastrointestinal tract, evidenced by ulcers, diarrhea, and a decreased ability to absorb nutrients, and inhibit proper hormone function.[57] ESA-listed western snowy plovers and the California least tern are extremely sensitive to disturbances such as oil spills, especially during the nesting season.[58]

Exposure to crude oil also adversely affects fish at all stages.[59] Early life stages of fish are particularly sensitive to the effects of toxic oil components such as polycyclic aromatic

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[49] Peterson, C. H., S. D. Rice, J. W. Short, D. Esler, J. L. Bodkin, B. E. Ballachey, and D. B. Irons. 2003. Long-term ecosystem response to the Exxon Valdez oil spill. Science 302:2082-2086; Venn-Watson, S. *et al.* Adrenal Gland and Lung Lesions in Gulf of Mexico Common Bottlenose Dolphins (Tursiops truncatus) Found Dead following the Deepwater Horizon Oil Spill. *PLoS ONE* 10, e0126538 (2015).

[50] Holdway, D. A. 2002. The acute and chronic effects of wastes associated with offshore oil and gas production on temperate and tropical marine ecological processes. Marine Pollution Bulletin 44:185-203.

[51] Jenssen, B. M. 1994. Review Article: Effects of oil pollution, chemically treated oil, and cleaning on the thermal balance of birds. Environmental Pollution 86:207-215; Peterson et al. 2003.

[52] NOAA. 2010. Analysis of Hydrocarbons in Samples Provided from the Cruise of the R/V WEATHERBIRD II, May 23-26, 2010, National Oceanic and Atmospheric Administration, Silver Spring, Maryland, 20910.

[53] Venn-Watson et al. 2015.

[54] *Id.*

[55] USFWS, Southern Sea Otter (*Enhydra lutris nereis*) 5-Year Review: Summary and Evaluation, Sept. 15, 2015.

[56] Jenssen 1994.

[57] *Id.*

[58] *Id*.

[59] Carls, M. G., S. D. Rice, and J. E. Hose. 1999. Sensitivity of fish embryos to weathered crude oil: part I. Low-level exposure during incubation causes malformations, genetic damage, and mortality in larval pacific herring (Clupea pallasi). Environmental Toxicology and Chemistry 18:481-493; Bernanke, J., and H.-R. Kohler. 2009. The

hydrocarbons which can cause larval deformation and death. Adult fish exposed to oil can suffer from reduced growth, enlarged liver, changes in heart and respiration rates, fin erosion, and reproductive impairment.[60] Additionally, fish and sharks are at risk from lethal coating of their gills with oil, and declines in and contamination of their food sources. Exposure to crude oil has also been linked to long-term population effects in fish. A recent study based on 25 years of research demonstrated that embryonic salmon and herring exposed to very low levels of crude oil can develop heart defects that impede their later survival, indicating that the spill may have had much more widespread impacts than previously thought.[61]

Oil spills can also adversely affect public health. For example, the 50,000 people involved in cleanup efforts following the Deepwater Horizon disaster suffer from an increased risk of physical and psychological injury.[62] Gulf residents are still suffering from increased symptoms of depression, anxiety, mental illness, and posttraumatic stress.[63] And oil spills can close beaches and commercial and recreational fishing grounds, which can cause significant economic harm through lost revenue.

B. <u>The EIR Must Consider the Risks and Impacts of Ship Strikes</u>

Bringing ExxonMobil's offshore platforms back online will increase ship traffic due to the need to bring supplies to and from the platforms. Increased ship traffic increases the risk of deadly ship strikes of marine mammals and sea turtles. The County's EIR must consider and mitigate against these harms.

Ship strike-related mortality is a documented threat to endangered Pacific coast populations of fin, humpback, blue, sperm, and killer whales. Ship strikes are an increasing problem in California.[64] Between 2001 and 2010, nearly 50 large whales off the California coast were documented as having been struck by ships.[65] And a recent report cites collision with ships as a reason blue whales have not recovered.[66]

Ship strikes are also a problem for ESA-listed sea turtles. Like cetaceans, sea turtles cannot breathe under water and must regularly ascent to the surface for air, which makes them particularly vulnerable to boat and vessel strikes.[67] Commercial vessels are thus major hazards to

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impact of environmental chemicals on wildlife vertebrates. Reviews of Environmental Contamination and Toxicology 198:1-47.

[60] Bernanke and Kohler 2009, USFWS 2010.

[61] Incardona, et al. 2015. Very low embryonic crude oil exposures cause lasting cardiac defects in salmon and herring. Scientific Reports 5, Article number: 13499, doi:10.1038/srep13499.

[62] *See e.g.*, Oceana, Time For Action Six Years After Deepwater Horizon, Apr. 2016, http://usa.oceana.org/sites/default/files/deepwater_horizon_anniversary_report_updated_4-28.pdf.

[63] *Id.*

[64] Zito, Kelly (2010) Whale deaths blamed on busy ship traffic, krill. *San Francisco Chronicle*, Oct. 10.

[65] National Marine Fisheries Service. 2010. Large Whale Strandings Reported to California Marine Mammal Stranding Network (2001 - Present), NMFS Southwest Regional Office, California Marine Mammal Stranding Network Database.

[66] Virginia Morrell, Blue whales being struck by ships, Science Magazine, Jul. 23, 2014, http://www.sciencemag.org/news/2014/07/blue-whales-being-struck-ships.

[67] NOAA Fisheries, Understanding Vessel Strikes, June 25, 2017, https://www.fisheries noaa.gov/insight/understanding-vessel-strikes.

sea turtles, particularly in shipping lanes and during peak tourism months when recreational boaters congregate in coastal areas. Injuries from propellers include amputated flippers, fractured shells, brain injuries, and broken bones. These injuries, if they do not result in immediate death, can increase stress, which ultimately affect a sea turtle's ability to forage, migrate, escape from predators, and reproduce.

C. The EIR Must Consider the Risks and Impacts of Increased Noise Pollution

ExxonMobil's proposal will bring three offshore drilling platforms back online, thereby increasing the amount of noise in the marine environment through drilling activities and increased vessel traffic, and related activities. The County's EIR must disclose, analyze, and mitigate the impacts of noise pollution on the marine environment, and marine mammals in particular.

Anthropogenic noise pollution can mask marine mammal communications at almost all frequencies these mammals use.[68] "Masking" is a "reduction in an animal's ability to detect relevant sounds in the presence of other sounds."[69] Vessel noise can cover important frequencies these animals use for more complex communications. The National Marine Fisheries Service has recognized that this masking may affect marine mammal survival and reproduction by decreasing these animals' ability to "[a]ttract mates, [d]efend territories or resources, [e]stablish social relationships, [c]oordinate feeding, [i]nteract with parents, or offspring, [and] [a]void predators or threats."[70] Studies have also found that chronic exposure to boat traffic and noise can cause whales to reduce their time spent feeding.[71]

In addition to masking effects, marine mammals have displayed a suite of stress-related responses from increased ambient and local noise levels. For example, research reveals that chronic stress in North Atlantic right whales is associated with exposure to low frequency noise from ship traffic.[72] Specifically, "the adverse consequences of chronic stress often include long-term reductions in fertility and decreases in reproductive behavior; increased rates of miscarriages; increased vulnerability to diseases and parasites; muscle wasting; disruptions in carbohydrate metabolism; circulatory diseases; and permanent cognitive impairment."[73] These findings have lead researchers to conclude that "over the long term, chronic stress itself can reduce reproduction, negatively affect health, and even kill outright."[74] Additionally, in a noise exposure study using a captive beluga, increased levels of stress hormones were documented.[75]

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[68] *See, e.g.*, Hildebrand, J.A., *Impacts of Anthropogenic Sound, in* MARINE MAMMAL RESEARCH: CONSERVATION BEYOND CRISIS (Reynolds, J.E. III et al., eds. 2006); Weilgart, L., 2007, The Impacts of Anthropogenic Ocean Noise on Cetaceans and Implications for Management, 85 CANADIAN J. ZOOLOGY 1091-1116 (2007).
[69] OCEAN NOISE AND MARINE MAMMALS, at 96.
[70] Jason Gadamke, Ocean Sound & Ocean Noise: Increasing knowledge through research partnerships, May 2014.
[71] *See* Williams, R. D., et al., 2006, Estimating relative energetic costs of human disturbance to killer whales (*Orcinus orca*), *Biological Conservation*, 133: 301-311.
[72] Rolland, R, S. Parks, K. Hunt, M. Castellote, P. Corkeron, D. Nowacek, S. Wasser, and S. Kraus. 2012. Evidence that ship noise increases stress in right whales. Proceedings of the Royal Society B. February 8, 2012.
[73] *Id.*
[74] *Id.*
[75] Romano, T.A. *et al.*, 2004, Anthropogenic sound and marine mammal health: measures of the nervous and immune systems before and after intense sound exposure, *Canadian Journal of Aquatic Science*, 61: 1124-1134.

Similar impacts would be expected for baleen and toothed whales in the vicinity of the SYU, including endangered blue whales, humpback whales, sperm whales, as well as dolphins, porpoises, and other animals. Stress due to noise can lead to long-term health problems, and may pose increased health risks for populations by weakening the immune system and potentially affecting fertility, growth rates, and mortality.[76]

D. The County's EIR Must Consider the Impacts of Acidizing from ExxonMobil's Offshore Platforms

ExxonMobil has previously used acidizing at its offshore platforms and has recently stated that it anticipates using these practices to bring its platforms back online.[77] The County's EIR must therefore disclose and analyze the impacts of acidizing on the marine environment and public health.

A recent study demonstrates that oil companies use dozens of extremely hazardous chemicals to acidize wells in California. Specifically, one study found that almost 200 different chemicals have been used and that at least 28 of these substances are F-graded hazardous chemicals—carcinogens, mutagens, reproductive toxins, developmental toxins, endocrine disruptors, or high acute toxicity chemicals.[78] Hydrofluoric acid, for example, has very high acute mammalian toxicity and neurotoxicity. The study notes that these chemicals can make up as much as 18 percent of the fluid used in these procedures.[79] Further, as much as 90,000 kg of these chemicals are used per treatment for matrix acidizing, and 50,000 kg used for well maintenance.[80] And the federal government allows ExxonMobil to dump the wastewater from acidizing into the Pacific Ocean, which can negatively impact marine life near these platforms.[81]

The County must also analyze the harmful air pollutants emitted during acidizing. Recent information indicates that acidizing releases toxic air pollutants. For example, one year after the South Coast Air Quality Management District began requiring the oil and gas industry to report the use of chemicals in certain well operations in the South Coast Air Basin, records show that oil companies used 44 different air toxic chemicals more than 5,000 times in Los Angeles and Orange counties in one year.[82] The known air toxics most frequently used by oil companies in the Los Angeles air basin include crystalline silica, hydrofluoric acid, and formaldehyde.[83] Formaldehyde harms the eyes and respiratory system and is classified as a cancer-causing substance by the International Agency for Research on Cancer and the California Air Resources

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[76] *Id.*
[77] *See, e.g., Ctr. for Biological Div. v. Bureau of Ocean Energy Mgmt.*, No. 2:16-cv-08473, ECF Doc. No. 23-3 at 3
[78] Khadeeja Abdullah, Timothy Malloy, Michael K. Stenstrom & I. H. (Mel) Suffet. 2016. Toxicity of acidization fluids used in California oil exploration, Toxicological & Environmental Chemistry.
[79] *Id.*
[80] *Id.*
[81] *See, e.g., id.* (noting that even the chemicals used in "routine" acidizing procedures can lead to a total accumulated load of hydrofluoric acid that is significant).
[82] An Analysis from the Center for Biological Diversity, Physicians for Social Responsibility – Los Angeles, Communities for a Better Environment, and the Center on Race, Poverty and the Environment et al. *Air Toxics One-Year Report: Oil Companies Used Millions of Pounds of Air-Polluting Chemicals in Los Angeles Basin Neighborhoods*, June 2014.
[83] *Id.*

Board.[84] Hydrofluoric acid is harmful to skin, eyes, and sensory organs, respiratory system, gastrointestinal system and liver, immune system, cardiovascular system, and blood.[85] Similarly, crystalline silica, classified a hazardous substance under the Occupational Safety and Health Act and the Comprehensive Environmental Response, Cleanup, and Liability Act, causes eye and skin burns, is harmful if swallowed, causes respiratory tract irritation, and is a cancer hazard.[86]

E. The County's EIR Must Adequately Consider or Mitigate Impacts to Cultural Resources

The County's EIR must adequately consider the direct, indirect, and cumulative impacts to cultural resources in and around the Santa Barbara Channel, and must adequately mitigate such impacts. Ocean waters in and around the Santa Barbara Channel protect ancient Chumash villages that lay under the ocean on the submerged lands of San Luis Obispo and Santa Barbara Counties.

The Channel Islands National Park was established "to protect nationally significant natural, scenic, wildlife, marine, ecological, archaeological, cultural, and scientific values of the Channel Islands,"[87] including "archaeological evidence of substantial populations of Native Americans."[88] And the Chumash Tribal Council has petitioned the federal government to designate additional areas in the Santa Barbara Channel as a National Marine Sanctuary because of its importance to Chumash heritage and culture.[89] The Channel is also home to resources of great cultural importance to the Chumash Peoples, including dolphins that are part of their creation story.[90] Impacts to such resources in the event of an oil spill or other accident could be severe.

VIII. The County's EIR Must Analyze a Reasonable Range of Alternatives, Including the No Project Alternative

The County's EIR must consider and analyze a reasonable range of feasible alternatives. Under CEQA, an EIR must "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." CEQA Guidelines, § 15126.6, subd. (a).

As courts have made clear, "[a] potential alternative should not be excluded from consideration merely because it 'would impede to some degree the attainment of the project objectives, or would be more costly.'" *Save Round Valley Alliance v. County of Inyo*, 157 Cal. App. 4th 1437, 1456-57 (2007) (quotations omitted). Although "an EIR need not consider every

[84] *Id.*
[85] *Id.*
[86] 78 Fed. Reg. 56,274 (Sept. 12, 2013).
[87] 16 U.S.C. § 410ff.
[88] *Id.*
[89] National Marine Sanctuary Nomination, http://www nominate.noaa.gov/nominations/nomination_chumash_heritage.pdf
[90] Hadley Meares, A Maritime People: The Chumash Tribes of Santa Barbara Channel, KCET, July 16, 2015, https://www kcet.org/shows/california-coastal-trail/a-maritime-people-the-chumash-tribes-of-santa-barbara-channel.

conceivable alternative to a project, . . . it must consider a reasonable range of potentially feasible alternatives that will foster informed decision decision-making and public participation." CEQA Guidelines § 15126.6(a).

Here, the County's EIR must consider an alternative that includes reducing the total number of trucks ExxonMobil is permitted to use and restricting the times of day that ExxonMobil's trucks can transport oil. The County's EIR must also consider an alternative that restricts the times of year in which ExxonMobil can truck its oil to protect endangered species along the truck route and near offshore platforms, such as prohibiting trucking when endangered coastal steelhead are migrating near or along the truck route or when endangered blue whales come to the Channel during the summer months.

In addition to analyzing a range of reasonable alternatives, the EIR must also examine a no project alternative. "The purpose of describing and analyzing a no project alternative is to allow decisionmakers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project." CEQA Guidelines, § 15126.6, subd. (e)(1).) "The 'no project' analysis shall discuss the existing conditions … as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." CEQA Guidelines, § 15126.6, subd. (e)(2). Here, the County must consider the no project alternative of rejecting ExxonMobil's application to truck oil.

X. Conclusion

Exxon's proposal to transport over 470,000 gallons of crude oil on 70 trucks through Santa Barbara County every day must be rejected. These ultra-hazardous trucks do not belong in California's coastal environment—they are inherently dangerous, and carry significant risk of accidents, fiery explosions, injuries, deaths and environmental destruction. If the County nevertheless moves forward with the proposal, it must prepare a comprehensive EIR that properly defines the environmental baseline, and adequately considers and mitigates the numerous significant impacts of the project including the risk of truck accidents, the impact of bringing aging platforms back online, and the downstream greenhouse gas emissions that result from refining and consuming the crude oil cargo. But the only true way to is to prevent the numerous significant impacts from occurring is to reject the project.

Sincerely,

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July 17, 2018

Re: Notice of Preparation of a Draft Supplement to an Environmental Impact Report for the ExxonMobil Interim Trucking for SYU Phased Restart Project

Dear Staff:

In the months since the devastating Plains Oil Spill, the public has been made aware of the shortcomings which resulted in this spill, and we are greatly concerned about any re-start of operations.

ExxonMobil's plan to truck oil until the pipeline situation is corrected, which might take several years, needs extensive study before it is even considered viable.

Citizens Planning Association would like to request the following information be included in the DSEIR for this proposal.

The DSEIR should evaluate impacts from the proposed trucking as well as the restart of the Santa Ynez Unit.

The DSEIR should analyze the full life cycle impacts from the restart, processing, trucking, refining, and consumption of the oil and gas from the SYU.

In terms of trucking, the DSEIR should examine impacts related to air quality, climate change, risk of spills and accidents, and traffic.

We have read and agree with the detailed requests and rationale in the comment letter submitted by the Environmental Defense Center.

Respectfully submitted,
Marell Brooks, co-President,Citizens Planning Association

July 16, 2018

Ms. Kathryn Lehr, Planner
Santa Barbara County
Planning & Development
123 East Anapamu Street
Santa Barbara, CA 93101

Re: Notice of Preparation of a Draft Supplement to an Environmental Impact Report for the ExxonMobil Interim Trucking for SYU Phased Restart Project

Dear Ms. Lehr:

Thank you for the opportunity to comment on the Notice of Preparation ("NOP") of a Draft Supplement to an Environmental Impact Report ("DSEIR") for the ExxonMobil Interim Trucking for SYU Phased Restart Project ("Project"). The following comments are submitted by the Environmental Defense Center ("EDC") on behalf of Get Oil Out! ("GOO!"). GOO! was formed in the wake of the 1969 Santa Barbara Oil Spill and continues to work to protect California from further oil and gas development and exploitation. EDC is a public interest environmental law firm that protects and enhances the local environment through education, advocacy, and legal action. GOO! and EDC seek to ensure that the DSEIR fully discloses the potential impacts of the proposed oil trucking and restart of the Santa Ynez Unit ("SYU").

The stated purpose of ExxonMobil's application is to allow the company to restart production from the SYU platforms, which have been shut down since the 2015 Refugio oil spill. If ExxonMobil is allowed to restart production, a whole host of activities – and related impacts – will ensue, starting with drilling and including extraction, production, transportation to shore, processing at Las Flores Canyon ("LFC"), transportation of crude oil to refineries and then to market, and ultimate consumption of the oil and gas. All of these activities and impacts must be analyzed and disclosed in the DSEIR.

The most significant concern we have regarding the trucking proposal is the risk of an oil spill or gas release. In addition, restarting the SYU will result in significant impacts to air and water quality, the climate, public health and safety, marine and terrestrial biological resources,

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and cultural resources. Allowing trucking would conflict with longstanding state and local policy regarding transportation of crude oil produced offshore California.

The following comments address the requirements necessary to ensure that the DSEIR fully informs the public and decision-makers regarding the potential impacts of the proposed Project.

I. PROJECT DESCRIPTION

ExxonMobil's application to the County describes the Project as allowing restart of SYU production. In fact, the name of the Project is "ExxonMobil Trucking *for SYU Restart Project*." The NOP properly identifies the purpose of the Project as allowing ExxonMobil to resume offshore oil and gas production at the SYU, and yet describes the *scope* of the DSEIR quite narrowly, i.e., only focused on the impacts from the proposed trucking operations. The DSEIR must include a complete Project Description so that all of the resulting impacts can be evaluated.

A. The Purpose of the Project is to Resume Production at the SYU.

The NOP states that the purpose of the Project is "*to resume offshore oil and gas production at the SYU, conduct a phased restart of the LFC Facility* and initiate the interim trucking of limited crude oil production as an interim solution until a pipeline alternative becomes available to transport crude oil to a refinery destination." (NOP at 1, emphasis added.) Accordingly, the DSEIR must include an analysis of the impacts associated with resumed offshore oil and gas production at the SYU and phased restart of the LFC, as well as impacts from trucking.

B. The Application Describes the Project as Including the Restart of SYU Production.

ExxonMobil's application describes the Project as "Initiate a phased restart of SYU production through use of interim trucking to transport SYU processed crude oil (product) from LFC to locations with existing unloading facilities until a pipeline transport option is available" and "Enable limited SYU production…" (Application Attachment A.3 – SYU Interim Trucking Description at pp. 3, 4.) The application further states, "As part of the interim trucking, SYU will begin production from the platforms and processing at the onshore facilities." (*Id*. at p. 7.) (See also Application Attachment A.4 – SYU LFC Interim Trucking Justification at p. 1 ("ExxonMobil Production Company…is submitting the LFC interim trucking application to allow production operations to re-start at the Santa Ynez Unit…") and p. 4 ("ExxonMobil plans to re-start the SYU facilities…").) Therefore, the DSEIR must analyze the impacts from "the whole of the action," including both trucking and restart of SYU production. CEQA Guidelines §§ 15003(h), 15378(a).

C. The DSEIR Must Update the Information in the 1983 EIR.

The NOP proposes to supplement the 1983 EIR for the SYU Project. Because that EIR is so old, it is important that the DSEIR provide complete and updated information regarding the Project, Environmental Setting, and Impacts.

D. The NOP Does Not Include an End Date.

ExxonMobil's application states that trucking would occur "for an extendable period of 7 years or until a pipeline alternative is available." (ExxonMobil Application, Attachment A.4 – SYU LFC Interim Trucking Justification, p. 4.) The NOP, however, simply states that "[t]rucking operations would continue until an alternative pipeline option becomes available." (NOP at 4.) This distinction is significant, and affects the impact analysis in the DSEIR. The Project Description in the DSEIR must be clear, stable, and accurate regarding the potential duration of the proposed Project. See, e.g., *County of Inyo v. City of Los* Angeles (1977) 71 Cal.App.3d 185, 193. The DSEIR should evaluate the reasonable worst-case scenario for the potential duration of trucking.

II. ENVIRONMENTAL SETTING

The NOP states that "the baseline conditions shall be considered at the LFC at pre-shutdown production levels and related operations prior to the Line 901 incident and subsequent facility shut down." (NOP at 4.)

According to CEQA, "[a]n EIR must include a description of the physical environmental conditions in the vicinity of the project, *as they exist at the time the notice of preparation is published*….This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." CEQA Guidelines § 15125(a) (emphasis added). In *Communities for a Better Environment v. SCAQMD* (2010) 48 Cal.App.4th 310, 320-22, the court held that the baseline for a proposed modification of a petroleum refinery should have been based on actual existing conditions, not permitted capacity.[1] In *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439, 457, the California Supreme Court held that an agency may only deviate from using a baseline based on existing physical conditions if it can "justify its decision by showing an existing conditions analysis would be misleading or without informational value." In this case, it would be misleading to utilize a baseline that includes SYU production because such production cannot occur without approval of trucking.

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[1] See also *Citizens for East Shore Parks v. California State Lands Commission (Chevron)* (2012) 202 Cal.App.4th 549, 560, wherein the court held that it was appropriate for the State Lands Commission to use a baseline that included existing operations at a marine terminal because that was "'what was actually happening.'" In the instant case, the existing operations do not include production from the SYU.

SYU production ceased more than three years ago. Restart of production is part of the Proposed Project. Therefore, excluding impacts from the restart of SYU production will omit critical information and prejudice the ability of the public and decisionmakers to ascertain the true impacts of the proposed Project.

III. IMPACTS

The DSEIR must address the issues identified in the NOP, as well as impacts that may result from resumed SYU production. Because the stated purpose of the Project is to resume such production, the DSEIR must evaluate the full panoply of impacts that will result from such operations. The DSEIR should also disclose that in addition to conventional production, ExxonMobil has utilized well stimulation from the SYU platforms, and should analyze impacts associated with such practices.

A. Air Quality/Greenhouse Gases

In accordance with the comments above, the DSEIR should disclose emissions from the proposed trucking operations, as well as resumed SYU operations.

The DSEIR should also analyze the life cycle impacts of the Project, including impacts caused by refining, transporting, storing, and consuming the oil and gas produced and trucked from the SYU.

The NOP states that the proposed Project is expected to exceed the County's significance threshold for ROCs, and that ExxonMobil "has proposed to purchase applicable SB County Emission Reduction Credits (ERCs) for the ROC emission increases." (NOP at 5.) The DSEIR must identify the "applicable" ERCs to make sure that they are available, certain, and adequate.

Similarly, the DSEIR must identify and evaluate specific mitigation proposed for the greenhouse gas emissions from the Project. Any proposed mitigation must be certain, feasible, and enforceable. See, e.g., Pub. Res. Code § 21081.6(b); CEQA Guidelines § 15126.4(a)(2); *Federation of Hillside and Canyon Associations v. City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1261-62.

We encourage the County to require mitigation for *all* greenhouse gas emissions. More and more scientific studies have noted that previous predictions are outdated and do not reflect current knowledge concerning the level of carbon in the atmosphere and potential for climate change impacts due to factors such as feedback loops, sea ice melt, etc.[2] These papers point out

[2] Hanson J., et al. "Target atmospheric co2: where should humanity aim?" *Open Atmospheric Science Journal* 2 (2008): 217-231; Eby, M., Montenegro A., Zickfeld K., Archer D., Meissner K., & Weaver A. "Lifetime of anthropogenic climate change: millennial time scales of potential co2 and surface temperature perturbations." *Journal of Climate* 22, Special Collection (May 2008): 2501-2511; Matthews D., & Caldeira K.. "Stabilizing climate requires net zero emissions." *Geophysical Research Letters*, February 27, 2008: 1-5; Allison I., Bindoff N.L.,

that global greenhouse gas emissions have already reached a "tipping" point and that current emissions levels must be reduced. On September 23, 2016, Scripps Institution of Oceanography CO2 Program announced that the concentration of CO2 in the earth's atmosphere surpassed 400 ppm.[3] In 2018 that level increased to 410 ppm.[4] Obviously, *any* increase in greenhouse gas emissions will exacerbate a problem that is already significant. Although the County adopted a CEQA threshold of 1,000 $MTCO_2e$/year in 2015, current climate predictions are more dire, and the global amount of emissions continues to increase. Therefore, all greenhouse emissions should be mitigated.

A zero emission threshold is supported by the California Air Pollution Control Officer's Association ("CAPCOA"), which stated:

> The scientific community overwhelmingly agrees that the earth's climate is becoming warmer, and that human activity is playing a role in climate change. Unlike other environmental impacts, climate change is a global phenomenon in that all GHG emissions generated throughout the earth contribute to it. Consequently, both large and small GHG generators cause the impact. While it may be true that many GHG sources are individually too small to make any noticeable difference to climate change, it is also true that the countless small sources around the globe combine to produce a very substantial portion of total GHG emissions.
>
> A zero threshold approach is based on a belief that, 1) all GHG emissions contribute to global climate change and could be considered significant, and 2) not controlling emissions from smaller sources would be neglecting a major portion of the GHG inventory.

Bindschadler R.A., Cox P.M., de Noblet N., England M.H., et al. (2009). *The Copenhagen Diagnosis.* The University of New South Wales Climate Change Research Centre (CCRC). Sydney: CCRC; Lowe A., Huntingford C., Raper S., Jones C., Liddicoat S., & Gohar L. "How difficult is it to recover from dangerous levels of global warming?" *Environmental Research Letters*, March 11, 2009; Zickfeld K., E. M. (2009). Setting cummulative emissions targets to reduce the risk of dangerous climate change. *National Academy of Sciences of the United States , 106* (38), 16129-16134; England M., Alexander S.G., & Pitman A.J. "Constraining future greenhoues gas emissions by a cummalative target." *National Academy of Sciences of the United States of America* 106, no. 39 (September 2009): 16539-16540.

[3] Scripps Institution of Oceanography CO2 Program, *Note on Reaching the Annual Low Point.* September 23, 2016. Available at https://scripps.ucsd.edu/programs/keelingcurve/2016/09/23/note-on-reaching-the-annual-low-point/

[4] E&E News, "Atmospheric CO2 sets record high," May 3, 2018, referencing statement from Scripps Institution of Oceanography confirming that CO2 levels measured at the Mauna Loa Atmospheric Observatory in Hawaii exceeded 410 parts per million for the first time in recorded history.

> CEQA explicitly gives lead agencies the authority to choose thresholds of significance. CEQA defers to lead agency discretion when choosing thresholds. Consequently, a zero emission threshold has merits.[5]

The State Lands Commission has used a zero emission threshold for greenhouse gas emissions in its environmental review for the Lease 421 Project and Ellwood Marine Terminal Project.[6] GOO! and EDC urge the County to utilize the same threshold in its review of this Project.

The DSEIR should also evaluate the cumulative impacts from these emissions on public health and the climate.

B. Hazardous Materials/Risk of Upset

Much of the proposed trucking route is similar to that of the Plains All-American pipeline that ruptured in 2015. The impacts of that spill resonate today, and restoration has not begun. Trucking creates an unacceptable risk of another spill. In fact, on December 15, 2017, an oil tanker truck tipped over and spilled its contents on Highway 101 near Santa Barbara. (See attached EdHat news report and chronology.) That spill, which occurred from a truck carrying 8,700 gallons, closed the highway for nineteen hours during an important evacuation from the Thomas Fire. The trucks proposed in this case would carry a similar amount (up to 7,720 gallons). (NOP at 3.) The 2017 accident occurred on a straight, wide highway.

The DSEIR should disclose the unique risks associated with the route proposed by ExxonMobil, including the curves and winds in the Gaviota area, as well as the narrow Highway 166. Much of this route is significantly more dangerous than the location of the December 2017 truck oil spill.

The DSEIR should provide a list of historic oil truck spills in the country.

The DSEIR should provide a reasonable worst-case scenario analysis of the potential impacts of an oil spill. These impacts include public exposure to toxic chemicals and other hazards; odors; harm to biological, cultural, and water resources; and traffic and safety.

One of the tragic lessons learned from the Refugio oil spill was the fact that there wasn't any equipment or personnel immediately on-scene, as there would have been if the spill had occurred at a discrete facility such as a processing plant or refinery. In addition, although the

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[5] CAPCOA, *CEQA and Climate Change*, p. 27. (January 2008)

[6] Venoco Revised PRC 421 Recommissioning Project Final Environmental Impact Report, California State Clearinghouse (SCH) No. 2005061013, CSLC EIR Number 732, January 2014; Venoco Ellwood Marine Terminal Lease Renewal Project Final Environmental Impact Report, California State Clearinghouse (SCH) No. 2004071075, CSLC EIR No. 743, April 30, 2009. This threshold was also used in the Commission's Draft EIR for Venoco's South Ellwood Full Field Development Project.

spill emanated onshore, it travelled more than a quarter mile to the beach and then the ocean, where it was virtually impossible to contain and cleanup. A truck spill raises similar challenges, in that the spill could occur anywhere along the route where there would not be any response equipment or personnel available to quickly contain and recover the spilled oil. The DSEIR should disclose whether there is any oil spill response, containment, recovery, and cleanup equipment and personnel along the entirety of the proposed trucking route.

C. Traffic/Transportation

As noted above, the oil truck spill in December 2017 caused not only impacts directly related to the spill, but it also caused the closure of Highway 101 and disrupted a fire evacuation. A spill on either Highway 101 or 166 would result in closure of the Highway, with no viable alternative route. Members of the public could become trapped on one side of the spill for a very long time or have to spend hours finding an alternative route which will quickly become congested.

The DSEIR should also analyze the damage to roads that will result from the increase in heavy truck traffic.

D. Land Use

The NOP points out that ExxonMobil's application must comply with the County's Comprehensive Plan, Coastal Land Use Plan, and both the Inland and Coastal Zoning Ordinances.

Section 35-154, subsection 5(i) of the County's Coastal Zoning Ordinance ("CZO") provides as follows:

> Permits for expanding, modifying, or constructing crude oil processing or related facilities shall be conditioned to require that all oil processed by the facility shall be transported from the facility and the County by pipeline as soon as the shipper's oil refining center of choice is served by pipeline.
> Transportation by a mode other than pipeline may be permitted only:
> 1) Within the limits of the permitted capacity of the alternative mode; and
> 2) When the environmental impacts of the alternative transportation mode are required to be mitigated to the maximum extent feasible; and
> 3) When the shipper has made a commitment to the use of a pipeline when operational to the shipper's refining center of choice; and
> 4) When the County has determined use of a pipeline is not feasible by making one of the following findings:
>
> > a) A pipeline to the shippers' refining center of choice has inadequate capacity or is unavailable within a reasonable period of time;
> > b) A refinery upset has occurred, which lasts less than two months, precludes the use of a pipeline to that refinery, and requires temporary

> transportation of oil to an alternative refining center not served by pipeline;
> c) The costs of transportation of oil by common carrier pipeline is unreasonable taking into account alternative transportation modes, economic costs, and environmental impacts; or
> d) An emergency, which may include a national state of emergency, has precluded use of a pipeline.
> A permit based on finding b. or d. may be granted by the Director of the Planning and Development Department and shall be subject to appeal to the Planning Commission. A permit based on findings a. and c. may be granted by the Board of Supervisors. All permits in this section are subject to appeal to the Coastal Commission.
> All permits for the use of a non-pipeline mode of transportation may specify the duration for such permitted use. Such permit may be extended upon a showing of good cause based upon a consideration of the findings listed above. A permit based on finding b. shall be granted for two months only. If refinery upset conditions continue beyond two months and the shipper wishes to continue use of a non-pipeline transportation mode, the shipper must seek a new or modified permit that is based on a consideration of finding a., c., or d. In all cases, the burden of proof as to pipeline unavailability or inadequate capacity, unreasonable tariffs, and the need for and use of other transportation systems shall be on the shipper.

Of particular relevance to ExxonMobil's application, the County must determine whether impacts are mitigated to the maximum extent feasible, and whether a pipeline will be unavailable within a reasonable period of time. Plains has already submitted an application to replace Lines 901 and 903, which could transport the same oil to the same destinations. The application was deemed complete on April 20, 2018, and will be subject to environmental review concurrent with ExxonMobil's trucking application. Therefore, it is feasible that both projects could reach County decision-makers within a reasonably similar period of time.

In addition to the CZO, the DSEIR must analyze the Project's consistency with County, Air Pollution Control District, State, and Federal policies, plans, and regulations protecting air and water quality, biological and cultural resources, and public health and safety.

IV. CONCLUSION

Oil trucking is not a preferred mode of transporting crude oil in Santa Barbara County, and poses unacceptable risks of spills that affect public health and safety, as well as harm to the unique environmental resources of the Gaviota Coast and inland areas. The DSEIR must thoroughly analyze all potential impacts from trucking as well as the SYU Phased Restart.

Thank you for your consideration of these comments.

Sincerely,

Linda Krop
Chief Counsel

cc: Get Oil Out!

Attachments:

EdHat news report re 2017 oil tanker truck spill

Highway 101 at Turnpike Now Open

Highway 101 at Turnpike Now Open
Code Red
Dec 16 2017 03:30 PM
byRoger
20 Comments
Reads 13871

(Photos: SBCFD)

Update by Edhat Staff
4:00 p.m., December 16, 2017

The number two and three lanes of Highway 101 northbound near the Turnpike exit are now open. The number one lane is expected to open shortly.

Update by California Highway Patrol
3:30 p.m., December 16, 2017

On December 15, 2017, at approximately 9:00 p.m., California Highway Patrol Officers responded to Highway 101 northbound and found a fully-loaded, duel semi-tanker truck and trailer on its side, leaking gasoline onto the roadway.

A blue 2001 Lincoln LS traveling on Highway 101 northbound in an unknown lane collided into the center median. The Lincoln then traveled across all lanes of traffic and collided with the tanker-truck located in the #3 lane. That collision caused the tanker-truck to overturn on its side blocking the right-hand shoulder, number two, and three lanes.

One person in the Lincoln had a minor injury and was treated on scene. The driver of the tanker-truck was not injured. Northbound lanes of Highway 101 near Turnpike are completely shut down for public safety.

Gasoline leaked onto the freeway and into a french drain in the center divider. Hazmat crews are on scene working to clean up gasoline spills on the freeway and in the surrounding dirt areas. Highway 101 northbound at Turnpike will be expected to open at 5:00 p.m. on Saturday. If it is safe to do so the California Highway Patrol will open freeway lanes as permitted.

Caltrans is repaving sections of the roadway where gasoline disintegrated the concrete. Traffic is currently being rerouted off Highway 101 onto surface streets and then back onto Highway 101 around Patterson and Fairview Avenues.

California Highway Patrol is investigating the cause of this incident and Hazmat teams will remain on scene until the clean-up is completed.

Update by Edhat Staff
12:30 p.m., December 16, 2017

Officials are reporting Highway 101 northbound at Turnpike will be expected to open at 4:00 p.m. on Saturday.

Caltrans is repaving sections of the roadway that where gasoline disintegrated the concrete.

Traffic is currently being rerouted off Highway 101 onto surface streets and then back onto Highway 101 around Patterson and Fairview Avenues.

Update by Edhat Staff
10:40 p.m., December 15, 2017

Highway 101 northbound is at a complete standstill as a tanker-truck carrying 8,700 gallons of fuel has flipped over near Turnpike after colliding with a sedan on Friday evening.

At 9:00 p.m., Santa Barbara County firefighters responded to the scene and found a fully-loaded, duel semi-tanker truck and trailer on its side, leaking gasoline onto the roadway. After a collision with a sedan, the tanker-truck landed on its side in the number two lane and right-hand shoulder, said Public Information Officer Mike Eliason.

The couple inside the sedan was not injured while the driver of the tanker-truck suffered minor injuries and was being treated on scene.

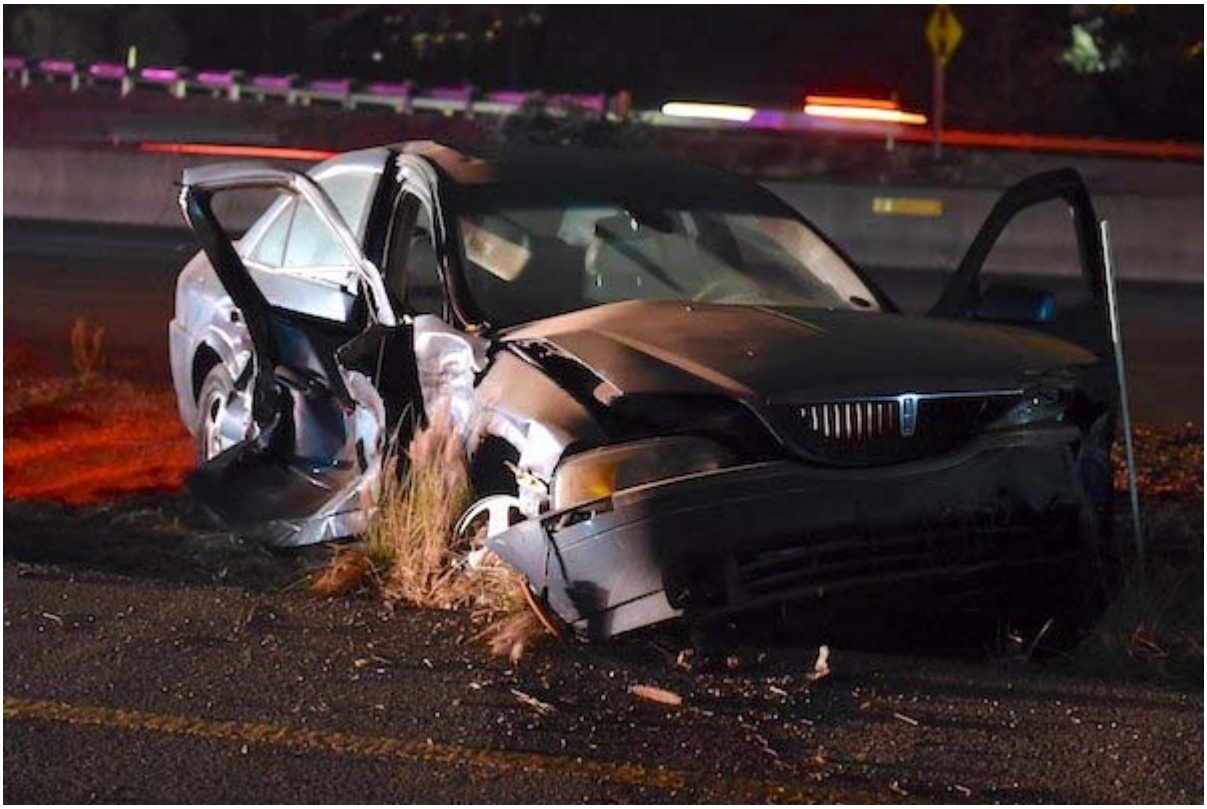
The northbound lanes of Highway 101 near Turnpike are completely shut down with traffic backed up. This area will be shut down for an extended period of time and motorists are encouraged to avoid the area, said Eliason.

The tanker-truck was carrying a total of 8,700 gallons of gasoline. The front trailer attached to the cab was carrying 3,900 gallons of gasoline that is now empty. The second trailer was carrying 4,800 gallons of gasoline and has the potential to lose about half that amount. Fire crews are estimating that 5,000 gallons of gasoline have spilled onto the roadway, said Eliason.

A french drain in the center divider caught some gasoline that had spilled. Hazmat crews are also working to clean up gasoline around the tanker and will clean the spills in the surrounding dirt areas.

The tanker-truck was en route from Long Beach and was scheduled to exit the freeway on Patterson Ave.

California Highway Patrol is investigating the cause of this incident and Hazmat teams will remain on scene for several hours.



Reported by Roger the Scanner Guy
9:07 p.m., December 15, 2017

Big Rig flipped over on Highway 101 Northbound at Turnpike.

CHP Reports

- 9:32 PM: Fluid leaking into drain at a fast pace
- 9:10 PM: Two vehicle traffic collision
- 9:06 PM: Hard lane closure, oil across all lanes
- 9:04 PM: All lanes blocked / Hazmat / Oil tanker on its side / Tanker itself leaking fuel
- 9:01 PM: Big rig on its side, debris all over the roadway
- 9:01 PM: Oil rig and several vehicles involved
- 9:00 PM: Big rig flipped over

Heal the Bay

1444 9th Street
Santa Monica, CA 90401

ph. 310-451-1500
fax 310-496-1902

info@healthebay.org
www.healthebay.org

Kathryn Lehr, Planner
Planning and Development Energy Division
123 E Anapamu Street
Santa Barbara, CA 93101

Sent via e-mail to: klehr@co.santa-barbara.ca.us

Re: Scoping comments opposing ExxonMobil's application to transport crude oil by tanker trucks [17RVP-00000-00081]

On behalf of Heal the Bay, an environmental nonprofit dedicated to making the coastal waters and watersheds of greater Los Angeles safe, healthy, and clean, we welcome the opportunity to submit these comments on the Notice of Preparation and Scoping Document (NOP) for the Draft Environmental Impact Report (DEIR) for ExxonMobil's application to truck crude oil. We ask you to consider the biological and water resource impacts to our waterways (rivers, streams, and ocean), as a separate issue area of concern in the DEIR, rather than the last thought in the list of concerns in the Hazardous Materials/Risk of Upset. We also ask you to consider including an "environmentally superior alternative" that will be taken into careful consideration to achieve similar energy goals using renewable energy sources.

It is dangerous to both the community and the environment to permit 70 tanker trucks holding nearly 500,000 gallons of crude oil to pass through Santa Barbara and San Luis Obispo County *daily*. Accidents can cause explosions, fires, injuries, deaths, property destruction, and can spill thousands of gallons of crude oil, potentially affecting the roads, vegetation, waterways, and wildlife. Moreover, restarting production at three previously offline offshore platforms would be taking steps backward in the progress made by the state of California.

In 1969, a well blowout off the Santa Barbara coastline pumped nearly 4 million gallons of crude oil into the Pacific and onto the beaches of Southern California. Since then, local lawmakers and Californians have worked tirelessly to prevent spills and leaks from ruining our environment and $18 billion coastal economy by rejecting any new oil and gas drilling leases offshore in state and federal waters**.**
More recently, a ruptured pipeline spewed over 100,000 gallons of crude oil onto the biologically diverse Santa Barbara coastline in 2015, just west of Refugio State Beach, with an estimated 21,000 gallons reaching the water. The Refugio spill killed hundreds of ocean creatures, closed popular beaches for weeks and shut down fisheries for 138 square miles, severely impacting the area's commercial and recreational anglers.[1]

Allowing ExxonMobil to truck crude oil and turn offshore platforms back online would undermine the deep investment that California has made to enhance our coastal ecosystems and economies. California has devoted extensive resources to improve water quality, restore wetlands, establish marine protected areas, and restore coastal habitat. Over the past few decades, the Santa Monica Bay has greatly rebounded from severely degraded water quality and declining marine life populations, due in large part

[1] NOAA DARRP Refugio Beach Oil Spill Website: https://darrp.noaa.gov/oil-spills/refugio-beach-oil-spill

Heal the Bay

1444 9th Street
Santa Monica, CA 90401

ph. 310-451-1500
fax 310-496-1902

info@healthebay.org
www.healthebay.org

to the upgrade of sewage treatment practices, improved fisheries management, coastal and marine habitat restoration, and the designation of Santa Monica Bay as a National Estuary.[2] The success of Marine Protected Areas along California's coast proves that making smart investments that protect our environment can benefit fisheries and tourism, while preserving ecological habitats.[3] Allowing ExxonMobil to reactivate the offshore platforms by permitting the trucking of crude oil would encourage and support infrastructure that is likely to harm coastal resources significantly, thereby putting California's vibrant coastal environment and economy at risk. Plus, the permit would only increase our dependence on fossil fuels, which is in direct conflict with goals of the County of Santa Barbara of reduced greenhouse gas emissions.[4]

As you well know, the Santa Barbara area has suffered devastation caused by wildfires. The Whittier fire occurred very late during the year, in December of 2017, a time of year when rain rather than fire used to be the expected event, and caused great devastation in Santa Barbara and Ventura Counties. Under a changing climate, driven by greenhouse gas emissions from the burning of fossil fuels, we can expect wildfires to be of higher intensity, and frequency, and droughts that only exacerbate fires even more in a feedback loop. We must work together on implementing solutions focused on renewable energy, electric vehicles and recycled water to reverse this warming trend that we have observed since the 1970's.[5]

At a time when clean renewable energies, such as solar and wind, are steadily growing, it is inconsistent with industry trends and the best interest of Californians, to threaten our ocean environment and economy by allowing offshore rigs to be turned back online. We ask the County to carefully consider the possible harmful effects to our waterways, economy, and public safety in the DEIR, and to encourage the inclusion of an alternative that examines the use of renewable energy projects.

Thank you for the opportunity to provide comment.

Sincerely,

Nancy Shrodes
Associate Director of Policy & Outreach

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[2] Urban Coast: State of the Bay (2015): http://www.santamonicabay.org/wp-content/uploads/2016/01/UrbanCoast_5.1_State-of-the-Bay-Report_revised_lower-res-1.pdf
[3] A Decade of Protection, 10 Years of Change at the Channel Islands: https://labs.eemb.ucsb.edu/caselle/jennifer/sites/labs.eemb.ucsb.edu.caselle.jennifer/files/pubs/ci_10-yr_brochure_web.pdf.
[4] County of Santa Barbara, Energy and Climate Action Plan, 2016 Progress Report: https://www.countyofsb.org/csd/asset.c/217
[5] Office of Environmental Health Hazard Assessment, California Environmental Protection Agency (2018). Indicators of Climate Change in California.

LEAGUE OF WOMEN VOTERS®
OF SANTA BARBARA
328 East Carrillo Street, Suite A TEL (805) 965-2422 league@lwv.santabara.org
Santa Barbara, California 93101 www.lwvsantabarbara.org

July 12, 2018

Kathryn Lehr, Planner
Santa Barbara County
Planning and Development

The League of Women Voters of Santa Barbara offers a few comments on the scoping of the SEIR for the Exxon Mobil trucking proposal.

We believe the baseline should be the current conditions, as required by CEQA.
The situation that existed three years ago is not the situation we are experiencing now ; the round trips of seventy trucks per day will be added to today's traffic on the roads and the attendant emissions will be added to today's air quality, not that of three years ago.

In analyzing the impact of the inevitable spills from tanker truck accidents, the SEIR should recognize the specialness of the Gaviota coast. This is a stretch of land that has been evaluated as worthy of being a national seashore; a near pristine coastal landscape is a rare phenomenon in Southern California. A possible mitigation for the risk of spills here (and elsewhere along the route) would be to require that the trucks used must meet safety standards. We also noted that adding a large number of tanker trucks to this scenic stretch of highway has a visual impact that is negative (and undesirable for tourism).

The League asks that particular attention be given to contributions to climate change. Mitigations above and beyond the minimum should be encouraged. The League believes this is our most serious environmental (and otherwise) problem.

Lindsey Baker

Co-President for Program and Action

• Center for Biological Diversity • California Coastal Protection Network •
• California League of Conservation Voters • Citizens For Responsible Oil and Gas – CFROG • Clergy and Laity United for Economic Justice – CLUE •
• Coalition to Protect San Luis Obispo County • Defenders of Wildlife •
• Food & Water Watch • Friends of the Earth – US •
• Natural Resources Defense Council • Ocean Conservation Research •
• Pacific Environment • Save Our Shores • Sierra Club Los Padres Chapter •
• Surfrider Santa Barbara • Wishtoyo Chumash Foundation • 350 Santa Barbara •

July 16, 2018

Kathryn Lehr, Planner
Santa Barbara County
Planning & Development
123 East Anapamu Street
Santa Barbara, CA 93101
klehr@co.santa-barbara.ca.us

Re: Scoping comments opposing ExxonMobil's application to transport crude oil by tanker trucks [17RVP-00000-00081]

On behalf of the organizations listed below, we urge you to deny ExxonMobil's Permit Application for Crude Oil Trucking. Exxon's proposal to put *70 tanker trucks* carrying nearly *500,000 gallons of crude oil* onto Santa Barbara and San Luis Obispo County roads *every day* is negligent and dangerous. The extraordinarily high rate of accidents makes trucking an incredibly dangerous way to transport oil. These accidents cause fires, explosions, injuries, deaths, and property destruction and spill thousands of gallons of crude oil onto roads, vegetation and into waterways.

Allowing a massive fleet of oil trucks onto our coastal highways is an unreasonable risk that will add to the damage caused by the 2015 oil spill. The Plains All American Pipeline disaster dumped over 120,000 gallons into Santa Barbara County's coastal environment, killed an estimated 640 marine mammals and birds, and contaminated shorelines over 90 miles away. Exxon's proposal would make a horrendous situation worse by sending 70 oil tanker trucks each day to travel between 60 and 145 miles on Highway 101 and Highway 166. The route passes through populated areas on scenic coastal roads and then continues to a dangerous, two-lane mountain road.

Transporting crude oil by truck is a hazard to public safety, and the County must predict the number of traffic accidents and evaluate the resulting public danger and environmental damage of the trucking proposal. In California alone, from 1997 to 2004 there were 1,786 incidents involving oil-trucks—an average of 255 per year.[1] These incidents included 159

[1] Oil Spills from Trucks: Prevention, Preparedness, and Response, Roundtable of Pacific States/British Columbia Oil Spill Task Force, Summary Notes, Portland, Oregon (Mar. 24, 2005), at 6, *available at* http://oilspilltaskforce.org/docs/project_reports/TruckingSpillsRtSummaryNotes.pdf.

overturned trucks, 132 of which involved oil spills.[2] According to a 2009 report by American Petroleum Institute, tanker trucks spill an average of 9,200 barrels of oil – or 386,400 gallons – per year.[3] These oil spills can cause fires and explosions, increasing the risk of injuries and fatalities.

Trucking oil will pollute the environment, and the County must provide a comprehensive analysis of the environmental impacts of the trucking permit. There are numerous sources of pollution from the proposed permit. The damage from inevitable oil spills must be considered, an oil spill from loading or traffic accidents could contaminate sensitive habitat, harm wildlife, and pollute river and ocean waters. Additionally, 24-hour per day light and noise pollution from the facilities and the trucks will disrupt and harass wildlife.

The trucking permit will contribute significantly to air pollution and climate change, and the County must provide a robust analysis of the air and greenhouse gas pollution from the proposal. The emissions from the tanker trucks must be quantified and corresponding air quality and health impacts must be disclosed. Both the greenhouse gas emissions from the vehicles and the downstream emissions from the crude oil cargo must be quantified and the concomitant environmental impacts disclosed. Exxon's offshore oil and gas platforms have been shut down since 2015, and the trucking permit would facilitate oil production that would significantly contribute to global warming and ocean acidification. The permit will deepen our dependence on fossil fuels, and it is inconsistent with Santa Barbara County's efforts to reduce greenhouse gas emissions.

In conclusion, we urge the County to reject Exxon's permit application because putting a massive fleet of trucks on the road carrying hundreds of thousands of gallons of oil is an unreasonable risk to public safety and the environment. To the extent that the County is taking the permit under consideration, it must provide a full disclosure of the climate, safety, and environmental damage that the oil trucking proposal entails. We believe that a comprehensive environmental review will reveal that there is no way to adequately avoid the harm from the proposal and that the only safe course of action is to deny the permit.

Sincerely,

Miyoko Sakashita
Oceans Program Director
Center for Biological Diversity

Susan Jordan
Executive Director
California Coastal Protection Network

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[2] *Id*.
[3] API, *Analysis of U.S. Oil Spillage* (Aug. 2009), *available at* http://www.api.org/environment-health-and-safety/clean-water/oil-spill-prevention-and-response/~/media/93371EDFB94C4B4D9C6BBC766F0C4A40.ashx.

Mike Young
Associate Director of Campaigns and Organizing
California League of Conservation Voters

Kimberly Rivers
Executive Director
Citizens For Responsible Oil and Gas – CFROG

Maureen Earls
Board Member
Clergy and Laity United for Economic Justice

Charles Varni
Co-Chair
Coalition to Protect San Luis Obispo County

Kim Delfino
California Program Director
Defenders of Wildlife

Alena Simon
Santa Barbara County Organizer
Food & Water Watch

Gary Hughes
Senior California Advocacy Campaigner
Friends of the Earth – US

Sandy Aylesworth
Oceans Advocate
Natural Resources Defense Council

Michael Stocker
Director
Ocean Conservation Research

Alex Levinson
Executive Director
Pacific Environment

Katherine O'Dea
Executive Director
Save Our Shores

Jim Hines
Chair
Sierra Club Los Padres Chapter

Emily Vizzo
Volunteer
Surfrider Santa Barbara

Mati Waiya
Executive Director
Wishtoyo Chumash Foundation

Sharon Broberg
Volunteer
350 Santa Barbara

July 16, 2018

Ms. Kathryn Lehr, Planner
Santa Barbara County
Planning and Development
123 East Anapamu Street
Santa Barbara, CA 93101

via email: klehr@co.santa-barbara.ca.us

Re: Notice of Preparation of a Draft Supplement to an Environmental Impact Report (83-EIR22)
ExxonMobil Interim Trucking for SYU Phased Restart Project

Dear Ms. Lehr:

On behalf of the Western States Petroleum Association (WSPA), thank you for the opportunity to share our comments on the Notice of Preparation (NOP) for the Draft Supplement to an Environmental Impact Report (EIR) for the ExxonMobil Interim Trucking for the Santa Ynez Unit Phased Restart Project.

The plan to allow for interim trucking and the restart of the Santa Ynez Unit is a project that is important for both economic and environmental reasons to the citizens of Santa Barbara County and California, in particular to the 300 workers and their families that have been displaced during the shutdown of the ExxonMobil facilities. Given the focus of this letter is to provide input on what potential environmental impacts should be analyzed in the Draft Supplemental EIR, we offer the following comments:

California uses nearly two million barrels of oil each day and only produces around 30 percent of that. The other 70 percent (over one million barrels each day) must be imported from out of state, most of which is coming in overseas by tanker ship. Not approving this project and continuing to rely on imports actually increases environmental impacts and our carbon footprint. Santa Barbara County oil and gas producers abide by some of the most stringent regulations in the world. CEQA doesn't exist outside of California. When we rely heavily on foreign imports for our oil and gas needs, we're supporting countries that don't have the same stringent regulatory framework or uphold our values for the environment. Conversely, allowing for the resumption of this local energy production will allow for us to reduce our importing of oil not produced in the most stringent, environmentally safe and sound way, under responsible regulations.

Hence, the global impacts of foreign oil and gas production should be analyzed to truly understand the potential environmental impacts related to this project. To accomplish this, it is necessary to study a "reduced project alternative" and a "no project alternative" in the CEQA analysis. Should this project not go forward as proposed, the reality is the oil that won't be produced will still be imported into California from elsewhere and the

environmental impacts of that certain consequence must be understood and compared by both the decision makers and the general public.

Of particular importance is the need to understand both impacts and mitigation options related to greenhouse gases (GHGs). As a global issue, the Draft Supplemental EIR must look at more than local GHG emissions and should include an analysis of the net global impacts the proposed project would have on GHG emissions by both any curtailment below full approval and for non-approval, effectively either partially or wholly perpetuating the import of foreign oil.

Factors to include in this part of the study should include:

- The net GHG impacts from importing crude from foreign sources that could otherwise be produced and then refined and used locally and regionally. This analysis should include a look at practices and procedures in areas such as transportation and production from foreign sources versus those same aspects under California and local laws and regulations. A life cycle analysis approach is necessary to realistically capture the actual carbon intensity comparisons and other impacts of both oil produced elsewhere in California and from foreign sources where California currently imports. The California Air Resources Board reports annually on the lifecycle carbon intensity of crude oils refined in California refineries. This data should provide the foundation for the crude lifecycle comparative analysis of SYU-produced crude oil versus imports. Link to CARB Crude Oil Lifecycle Report: https://www.arb.ca.gov/fuels/lcfs/crude-oil/crude-oil.htm

- While our industry members make every effort to manage, reduce and mitigate GHG emissions at our facilities and in our operations locally, regional, state and federal agencies recognize the need to reduce GHG emissions is a global issue to which jurisdictions can contribute to, but not solve alone. Requiring local mitigation of GHG emissions must be tempered / balanced by the realities of scale and the feasibility/limitations of local opportunities.

In conclusion, we believe the inclusion/consideration of these issues in the CEQA analysis for approval of a reduced project alternative and the denial (no project alternative) of the project is critical to a fair assessment by Santa Barbara County and it residents of the Santa Ynez Unit Phased Restart Project. Thank you for your consideration of our comments of the Draft Supplemental EIR. We look forward to a robust study and review of the proposed project.

Sincerely,

Bob Poole
Director

WSPA

From: John Douglas <jed805@gmail.com>
Sent: Wednesday, July 11, 2018 11:54 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: Reject Exxon-Mobil petition

Kathryn Lehr
Santa Barbara County

Ms. Lehr:

I urge the Board of Supervisors to reject Exxon-Mobil's petition to truck oil through Santa Barbara County. We need to stop extracting oil and leave it in the ground, period.

Thanks for considering my concerns.

John E. Douglas
259 Loma Media Road
Santa Barbara, CA 93103

--
John Enrico Douglas
(805) 284-2082
jed805@gmail.com

From: Perky Fisher <perk4me@me.com>
Sent: Wednesday, July 11, 2018 2:25 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: Exxon Mobile Oil by trucking, just say NO!

Just read that Exon is at it again, now they want to truck oil on our busy roads, Betteravia for one. I guess they think time makes it OK and we will forgive all the damage they did last time.
No amount of time would make it safe. No amount of jobs is worth the danger of 142,00 gallons of crude on our beautiful beaches. No amount of time should let us forget the danger.
That was enough! Their greed knows no bounds.
Please put me down as a resounding no vote recommendation!

BJ Fisher,
1948 Eucalyptus Rd
Nipomo, Ca 93444
805-219-0242

From: STANLEY FISHER <silverfish13@me.com>
Sent: Wednesday, July 11, 2018 1:43 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: Stop Exxon Mobile

Kathryn Lehr
1-805-568-3560
Thank you for publishing the Exxon Mobile effort to re-opening land and off-shore oil platforms in the SLO Tribune and providing your email so we can help dislodge and feed the permits required. I hope you get many phone calls or emails response to your effort.
We live in Nipomo on highway one next to the Phillips 66 plants and for now have successfully delayed crude by rail. It appears Phillips 66 is aggressively pursuing new options for their 60 year-old plant which is in disrepair as is their pipeline to Rodeo, CA running through many communities.
Thousands are against any addition of new oil wells or pipeline.
A truly dangerous option is to increase the transport of crude by trucking to the Phillips 66 plant in Nipomo.
We are against this option as it will create a huge environmental impact hazard as well as the public safety on our highways.
Please lodge my disapproval of any action to increase the production of oil on the central coast -on shore or offshore. Please do not allow additional oil transport by trucking to the Phillips 66 plant. Truck transporting is extremely dangerous to all those who live by the highways or drive on the highways.
Thank you for forwarding my message to the proper authorities.

Stanley Fisher
1948 Eucalyptus Road
Nipomo, CA 93444
Sent from my iPhone

From: Alan Fletcher <alanf@oilfld.com>
Sent: Thursday, July 19, 2018 1:04 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: Exxon EIR

Kathryn,

I attended the Exxon EIR meeting recently, and I commend the county staff for what you have to deal with.

As a result of the presentation and some of the presenters, I did have some suggestions that I would like to offer. Not being intimately knowledgeable about EIR reports, I recognize that some or all of my comments may not be pertinent.

- Is approval of the new pipeline that has been proposed considered in the evaluation of this permit, based upon EIR comparisons? The two projects probably cannot be considered together, but I am sure that the pipeline project would mitigate a number of the problems that are under consideration that would result from approval of the increased trucking permit
- Is there any evaluation of traffic hazards that take into account daytime vs nighttime driving? Driving at night is more hazardous due to fatigue and reduced visibility.
- Can an EIR of this nature take into account environmental effects from outside our area? Studies have shown that a majority of our air pollution actually come from China, due to global prevailing wind patterns. If so, shifting crude processes from the tight controls of the US to another country without these controls may actually increase our air pollution. This is counter-intuitive, but seems worth looking into if appropriate.

Thank you for your time.

Alan D. Fletcher
President
alanf@oilfld.com
Oilfield Electric & Motor
1801 N Ventura Ave, Ventura, CA 93001

From: Gail Freeman <gailfreeman9@gmail.com>
Sent: Tuesday, October 30, 2018 10:44 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: Acceleration Lane

Dear Kathryn,

This email is in response to the temporary trucking of oil from Las Flores Canyon.

Building an acceleration lane on the freeway at the bottom of Las Flores Canyon going North is a safer option than sending trucks up the frontage road. First, because they often don't completely stop at the Refugio Rd stop sign, and secondly they enter the freeway at the top of the on ramp at a very slow speed, where there are typically trucks parked on the shoulder, as well as a traffic trying to merge back down from 3 lanes to 2. You also possibly avoid an accident on the ramp if taken to fast that could impact Refugio creek if there was to be a spill.

Thank you for your consideration.

Sincerely, Leslie D Freeman

From: Francesca Galt <frangalt@cox.net>
Sent: Sunday, March 31, 2019 8:38 PM
To: sbcob <sbcob@co.santa-barbara.ca.us>
Subject: Exxon Mobil Plan

Dear Santa Barbara County Supervisors,

I urge you to deny the ExxonMobil plan to truck oil on our roads. It's obviously extremely dangerous to put these tankers where citizens drive and live nearby. This is something the vast population is against in Santa Barbara.

In places like North Dakota these tanker trucks destroy the air, water, traffic and any decent quality of life. They have an excuse because there's nothing else in those god forsaken towns. If you go there you can't wait to get out.

Please don't let a few folks who may profit from this disaster waiting to happen persuade your vote.

Santa Barbara County should know better.

Thank you for all the work you do on our behalf.

Sincerely,
Francesca Galt
980 Andante Rd Santa Barbara CA 93105
805 563 3872

From: jeffkubran@everyactioncustom.com <jeffkubran@everyactioncustom.com>
Sent: Monday, July 9, 2018 7:23 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard.

Oil spills near the Santa Barbara Channel threaten a wide range of federally protected endangered species, including blue whales, sea otters and leatherback sea turtles. Spilled oil persists in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jeff Kubran
Carpinteria, CA 93013
jeffkubran@gmail.com

From: alissa maddren <alissamaddren@gmail.com>
Sent: Wednesday, July 11, 2018 8:35 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: Oil trucks

Hello Ms. Lehr,

I am a central coast resident and I am strongly opposed to ExxonMobil's plans to resume drilling and transport crude oil by trucks. These trucks will essentially be masssive bombs on wheels ready to explode in a collision. Our roads are already risky due to speeding and negligent drivers and it will only take one incident to cause a major catastrophe.

Thank you for your consideration.

Alissa Maddren
San Luis Obispo

Comment to Exxon and Government of Santa Barbara

Henry N. Mooney

July 11, 2018

Good evening ladies and gentlemen,

My name is Henry Mooney. A little about myself, I am a resident of Ojai, and have recently obtained a master's degree in sustainable development, with a focus in renewable energy development from Stellenbosch University in South Africa. For the past two years I have been studying utility-scale energy projects on the African continent, one that is historically known for colonial extractive industry practices, containing many countries that rely on raw resource exports as their main contribution to their national GDP. I think it is important to keep in mind that not all extractive industry practices are inherently bad. It depends on who is conducting them, what they are being used for, how they are being allocated, and the rate at which extraction takes place. Sustainable, then, would not be *no* extractive industry, but to extract and use natural resources at a rate at which the natural world may replenish itself. At the present, 97% of the world's leading scientists agree that we may be overdoing it. I say this because though I recognize my own bias as an environmentalist first, rather than creating a highly polarizing environment resultant in a time-consuming dispute, I would far rather this forum be a highly productive and collaborative process, at the end of which we arrive at the best solution with all perspectives weighed equally.

The project in discussion is for Exxon to update their Las Flores Canyon onshore processing facility in order to facilitate the trucking of oil from Las Flores Canyon to their distribution network. The reason for doing so is that their main pipeline for distribution, Plains Line 901, broke in the recent past. As many of you may remember, this was responsible for the Refugio Oil Spill in 2015. Now, Exxon needs a new way to distribute oil harvested from their three offshore units in Santa Barbara: Hondo, Heritage, and Harmony. The three platforms have not been in use since 2017. The project proposal is just to modify an existing facility, but I am here to further shed light on the fact that this project possesses significantly larger implications on revamping a part of the offshore oil industry in California, which poses significant risks related to human and environmental health, traffic, and oil spills.

As explicitly stated in the Notice of Preparation, Exxon will resume oil pipeline usage and eliminate the fleet of trucks once Line 901 or an alternative line is open again. The same Notice of Preparation states that it is unknown when that will be. Thus, by this logic, oil trucking 24/7, 7 days per week into and out of this facility could occur indefinitely. Our line of thinking is also subject to question if we choose to encourage industries to repeat their behaviors which have contributed to environmental disasters, armed conflict, economic volatility, and war. Oil spills have occurred in Santa Barbara alone in 1966, 1969, and 2015. The platforms themselves are from the 60s, and it is no mystery that equipment gets old or pressured by geological forces, contracted companies get rushed, and history is undoubtedly bound to repeat itself.

In 1987, Exxon U.S.A. produced a 356-page report on the history of development of these three platforms and the Las Flores Canyon Unit. The land for the onshore unit was purchased in 1968 from the Bureau of Land Management. Yet not a page of this document refers to anything regarding public engagement over ocean or land use (Exxon U.S.A. Unit Operator, 1987). Referring back to my own findings on African resource grabbing, I am curious to know which

stakeholder and public consultation guidelines Exxon has been or is currently following with the development of this project, aside from this forum.

On page 122 of Santa Barbara County's Air Pollution Control District Permit to Operate, for this onshore Las Flores Canyon oil and gas plant, it clearly states that this Exxon onshore project would exceed the county's 25 tons per year threshold for reactive organic compounds, nitrogen oxides, sulfur oxides, PM10 and PM2.5 (SBCAPCD, 2018). Exxon has requested to purchase emissions reductions credits to make up for this. However, academic literature has made clear the multiplicity of problems with relying on voluntary carbon trading programs, namely that they rarely succeed in actually reducing the emissions produced. Voluntarily purchasing emissions reductions in another part of the globe was born out of the Kyoto Protocol in 1997, some would say the world's first United Nations summit on emissions reductions. However, voluntary emissions reduction programs like those sought for this project only work on the condition that the project at the other end actually takes a course of action to reduce emissions. If there are any political, corporate, financial, or temporal hindrances, the credits become worthless, supply exceeds demand, and no emissions are actually capped (Davies, 2007).

The Notice of Preparation also states the following:

> *"Alternatives will be designed to avoid and/or substantially reduce any impacts that cannot otherwise be mitigated to a level below significance."*

This is a highly subjective statement. It does not specify by whom, when, for how long, or what "substantially," "impacts," or "significance" means. I would like to know what alternatives are being considered, by whom they are being considered, and to remind those listening that saying "no" to this project proposal is still a completely valid alternative option. From my own research in Africa, it has been shown that high levels of interpretability in resource law or project guidelines are commonly correlated with conflict, project failure, or manipulative and predatory resource control.

That said, I would like to propose an alternative. As of last year, in response to President Trump's withdrawal from the Paris Agreements, the Santa Barbara City Council has committed to moving toward meeting 100% of its electricity demand with renewable sources (Yamamura and Hayden, 2017). My proposal for an alternative is the decommissioning of these three platforms for extractive industry, and instead transforming them into California's first offshore wind project. Several of the world's most successful key oil and gas players are already decommissioning oil and gas platforms in the North Sea between Scotland and Norway, and converting them to be used to implement offshore wind farms, as the technology becomes more financially viable and publicly supported. Statoil, Ørsted, and Shell have all committed to decommissioning oil platforms in the North Sea and converting them for offshore wind operations. A step in this direction would be to take after the world-renowned innovation strategies of Scandinavian countries in renewables development. I even attended the Offshore Energy Exhibition and Conference in Amsterdam in 2016, with lectures from the world's leading offshore energy industry professionals. According to the conference, North America and Europe will be the fastest-paced growth areas in offshore wind, with Bloomberg New Energy Finance's projections to support this idea (Gilpin, 2018). In fact, the Block Island Wind Farm in Rhode

Island just became the United States' first offshore wind farm last December. The transition is far simpler since the platforms are already out there, transmission cables are already laid, and the grid already connected.
And, Santa Barbara has the wind and ocean resources to make this financially viable. According to an article in the LA Times, it's estimated that nearly a terrawatt of electricity could be generated off the coast of California with wind energy, a whopping 13 times more capacity than all the land-based wind farms across the country generate (Nikolewski, 2018). 13 times more capacity than all the land-based wind farms across the country!

In fact, according to a report by the US Department of Energy, wind speeds at 90 meters above sea level directly over the Harmony, Heritage, and Hondo platforms average at about 8.5 to 9 meters per second, putting this patch of ocean among some of the highest average velocity winds in the state, and definitely Southern California (USDOE, 2018). The Federal Bureau of Ocean Energy Management has even identified this location as one of the six viable sites in California for offshore wind production on the basis of not only average wind velocity and water depth, but also lowest use conflict (Musial *et al.*, 2016). Santa Barbara aims to be 100% renewable by the year 2030, and according to a cost prediction model developed in the UK, this specific location (Channel Islands North) has the potential to drop down to a levelized cost of $97/MWh even without any subsidization by that same year. An endeavor such as this could not only prove profitable for Exxon, but could greatly expedite the rate at which Santa Barbara achieves its 100% renewable goal. Running calculations using the Bureau of Ocean Energy Management's estimated wind energy potential of this site compared to Santa Barbara County's energy demand, just 37 turbines would completely supply Santa Barbara County's energy demand even at just 60% availability.

Again, my background comes from studying conflict around utility-scale energy projects in Sub-Saharan Africa. I was also recently the keynote speaker on an internationally broadcast television program regarding energy and water governance. Conflict around ocean space transformation and stakeholders involved in multi-use sections of open water can be preemptively mitigated, a discussion in which I would love to engage at another time.

To recap:

- First, the encouragement of the re-booting of the same oil operations that resulted in the Refugio Oil Spill just three years ago must call into question our line of thinking and the degree to which we value the health of our coastal ecosystems, global environment, and our physical health.
- Second, the permission of Exxon's project proposal would not only re-spur a significant level of offshore oil drilling in Santa Barbara County, but could also produce a potentially large opportunity cost by not expediting the County of Santa Barbara in their goal of going 100% renewable by 2030.
- Finally, the introduction of offshore wind could potentially be groundbreaking as North America's first offshore wind farm on the West Coast, to diversify the economic portfolio of the county, state, and federal government's energy mix, eliminate the risk of oil spills from these platforms, and capitalize on Southern California's renewable resources while simultaneously achieving the City Council's promise to go 100% renewable by 2030.

Ladies and Gentlemen of the council, Exxon U.S.A., and audience, it is your responsibility to your constituents to hold Exxon, the government of Santa Barbara, and yourselves accountable for a sustainable future. In merely the short time I have been speaking, I hope I have provided influential thought and trust that you will all act responsibly.

Thank you.

References

Davies, N. (2007) *The inconvenient truth about the carbon offset industry, The Guardian*.

Exxon U.S.A. Unit Operator (1987) 'DEVELOPMENT AND PRODUCTION PLAN {CUMULATIVE UPDATES) SANTA YNEZ UNIT DEVELOPMENT'.

Gilpin, L. (2018) *Oil Giants See a Future in Offshore Wind Power. Their Suppliers Are Investing, Too., Inside Climate News*.

Musial, W., Beiter, P., Tegen, S. and Smith, A. (2016) 'Potential Offshore Wind Energy Areas in California: An Assessment of Locations, Technology, and Costs', *BOEM*, p. US Bureau of Ocean Energy Management.

Nikolewski, R. (2018) 'Offshore wind farms are planned for California — but the Navy says no to large sections of the coast', *LA Times*.

SBCAPCD (2018) *PERMIT TO OPERATE 5651-R6 AND PART 70 OPERATING PERMIT 5651 EXXONMOBIL – SYU PROJECT LAS FLORES CANYON OIL & GAS PLANT*.

USDOE (2018) *Wind Energy in California*.

Yamamura, J. and Hayden, T. (2017) 'Santa Barbara Votes for 100 Percent Renewable Energy', *Santa Barbara Independent*.

-----Original Message-----
From: IsupportOILANDGAS OandGsupporter <oilandgaspays@everyactioncustom.com>
Sent: Friday, July 13, 2018 1:11 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - APPROVE

Dear Santa Barbara Planning and Development Commission,

New pipelines spur thousands of manufacturing jobs building pipe and components.

Sincerely,
IsupportOILANDGAS OandGsupporter
Schenectady, NY 12345
oilandgaspays@gmail.com

From: Thomas Pope <tlpopejr@aol.com>
Sent: Wednesday, July 11, 2018 9:40 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: Exon oil platforms

Please prevent the Santa Barbara oil platforms from restarting. There will, inevitably, be a major oil spill, and it will impact the citizens and ocean of the Central Coast at a terrible cost.

Sent from my iPhone

From: Rosemary Remacle <rosemary@rosemaryremacle.com>
Sent: Wednesday, July 11, 2018 11:24 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: Exxon Mobil Oil trucks

Ms. Klehr,

I live within a mile or so of the Phillips 66 refinery on the Nipomo Mesa. I am very opposed to allowing the oil tankers to drive on County/State roads and highways. They pose a threat to our roadways (they are big and heavy) that would take taxpayer dollars to repair. They can be involved in accidents with dire results. They will contribute to air and noise pollution. Please just say "no" to Exxon. They can wait until the pipeline is restored to ship their oil to the Phillips refinery.

Thank you,
Rosemary Remacle
1091 Danni Court
Nipomo, CA 93444

From: Cynthia Replogle <cynthia.replogle@gmail.com>
Sent: Tuesday, October 23, 2018 8:20 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: No to Exxon's plans to reactivate offshore oil

SLO County does not want more pollution and more traffic on our roads, more dirty air and carcinogens. Big Oil is a dinosaur of the past and we cannot risk more harm to our environment through spills and global warming.

Best,
Cynthia Replogle
1501 24th St, Oceano, CA 93445

From: Rouvaishyana <rwhale1@charter.net>
Sent: Wednesday, July 11, 2018 8:13 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>; Rouvaishyana <rwhale1@charter.net>
Subject: Moving crude oil with trucks

Good morning Ms. Lehr,

I'm writing with input for tonight's meeting (7/11) on movement of oil with trucks through SB, SLO, and Kern counties.

Many of us in this area have strong environmental concerns, but we have to be realistic also. All or most of us use oil and oil products. Oil is going to be moved one way or another. The pipeline damaged in 2015 has not yet been repaired or replaced.

Oil spill response agencies provide fast and thorough service once on the scene of a spill, but often must be deployed from long distances from the scene of a truck spill. Simple prudence demands that oil tanker trucks carry at least a minimum of oil spill response equipment, just as they carry fire extinguishers, first aid kits, repair kits, and in many cases, tire chains for winter use. Trucking companies may counter that this is an additional expense and that they already carry the above equipment, some of it required by law or statute.

We need to consider the time leg if there is a truck collision and attendant oil spill on Hwy. 166 or a county back road, or for that matter on US-101. An oil spill team could take quite a while to reach the site. If each truck carries a small spill kit, the driver can begin a "first response" to his or her own spill. Yes, this will require additional equipment and training, but this is part of the price paid by companies engaged in businesses with risks. Every business has at least some risks. I think these measures will reduce spill risks, at least in part, and will provide a small backup plan to protect land and water in case of an unintended oil spill.

Please consider it.

Thank you,

Rouvaishyana

Los Osos, San Luis Obispo county

November 30, 2018

Mark Tautrim
Orella Ranch
12750 Calle Real
Goleta, CA 93117

Kathryn Lehr
Energy & Minerals Division
123 E. Anapamu Street, Third Floor,
Santa Barbara, CA 93101

Re: ExxonMobil Emergency Trucking Permit Application

Dear Ms. Lehr:

I previously wrote a letter to you on January 18, 2016 on this very subject.

I am restating a portion of what I included in that letter.

My property is in close proximity to the ExxonMobil Las Flores facility "Canyon". Because of the All American Pipeline spill in 2015 and the ensuing transportation of contaminated soil into the facility, my family and employees suffered harm not only from the oil spill itself but from that transportation. Hundreds of trucks passed in front of my property for months on end.

I realize that the proposed trucking of oil now will be in enclosed tanker trucks and the oil itself should not affect us; however, the actual trucking is with what I am concerned.

From my January 16, 2016 letter:

"The route of the trucks passed directly in front of our properties, along Calle Real. Besides the noise, dirt, exhaust and fumes we endured, many of the truck drivers used their Jake brakes (compression release engine brakes) in order to slow their vehicles. These types of brakes are very loud and can be very disturbing to people when heard over and over.

To help alleviate some of the above problems associated with the trucking of the stored oil, we are suggesting that the loaded trucks from the Canyon be given access to Highway 101 directly across from the entrance to the ExxonMobil facility. We realize this part of the 101 is a freeway and we are not suggesting an at-grade crossing. Only northbound trucks would use the "new" entrance to the freeway via a new at-grade acceleration lane. Stop signs would need to be installed at the Calle Real and the Canyon entrance. Empty trucks coming from the north would still use the Refugio exit and proceed to the facility via Calle Real.

By using this new entrance to the freeway, the trucks could reach highway speeds much more quickly than having to go up the very steep Refugio on-ramp to 101; one stop sign (at Refugio Road) would be bypassed; the use of Jake brakes would not be needed; fuel economy would be improved; and traffic along Calle Real would be cut in half since only empty trucks coming from the north would be using Calle Real."

The suggestion above still is applicable today.

Thank you for considering this proposal.

Mark Tautrim

Mark Tautrim

RECEIVED
DEC 03 2018
S B COUNTY
PLANNING & DEVELOPMENT

Caller Name	Organization	Comment	Date Received (may differ from sent)
Charles Varni (805) 459-6698	Co-chair for Coalition to Protect SLO County	Organization opposes ExxonMobil's project. Not responsibility of County or obligation of public to put itself at risk because of Exxon's decision and corrosion of pipeline. Do not approve application.	07/11/2018

From: Cindyvix <cindyvixslo@gmail.com>
Sent: Wednesday, July 11, 2018 6:24 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Cc: Cindy Vix <cindyvixslo@gmail.com>
Subject: Exxon Mobil

Dear Kathryn,

I am unable to attend the meeting on Wednesday, and I want to voice my deep concern and opposition to the proposal of off shore drilling to resume. Not only are the drilling sites old, but trucking the highly flammable crude oil is a dangerous threat to the Central Coast.

Thank you,

Cindy Vix
cindyvixslo@gmail.com

Sent from my iPhone

From: Patrick Williams <patrickwilliams326@gmail.com>
Sent: Thursday, October 25, 2018 6:16 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: ExxonMobil reopening offshore pumping

Oil is ruining this beautiful sea community. Have you seen Santa Barbara beaches lately, it is black grime washing ashore, people can't even get in the water. If you decide to take money over lives then this place will be one ugly smelly dump town. House prices will take a dive because who will want to live next to a blackened beach.

Already there are oil globs all over ventura and Oxnard beaches, children are walking on them and it's hard to wash it off. God forbid if they swallow a glob. This community should be touting green energy, solar, wind and wave power. We should be the leader of the world in green energy, brown water system and recycling. Not an oil community. Dont forget the abandoned platforms Exxon left here for us to foot the bill to tear down. They came, used abused and left wreckage for us to clean. Kathryn please dont sell out before our children health.

Thank you.

From: cybeleknowles@everyactioncustom.com <cybeleknowles@everyactioncustom.com>
Sent: Monday, July 02, 2018 2:49 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

Oil spills near the Santa Barbara Channel threaten a wide range of federally protected endangered species, including blue whales, sea otters and leatherback sea turtles. Spilled oil persists in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

Further, if Exxon is granted this permit, its three aging offshore platforms (Harmony, Heritage, and Hondo) will be brought back online for the first time since the Plains All American Pipeline spill in 2015. Allowing oil trucks to serve three decrepit offshore drilling platforms 24 hours a day is a recipe for environmental disaster.

We shouldn't have to choose between coastal oil pipelines and oil tanker trucks on coastal highways. Both are dangerous and neither belongs in a state that understands the threat fossil fuels pose to our oceans and coastal community. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Cybele Knowles
Tucson, AZ 85716
cybeleknowles@gmail.com

From: soysegura@everyactioncustom.com <soysegura@everyactioncustom.com>
Sent: Monday, July 02, 2018 3:50 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Marta Segura
Los Angeles, CA 90043
soysegura@gmail.com

From: cybeleknowles@everyactioncustom.com <cybeleknowles@everyactioncustom.com>
Sent: Friday, June 29, 2018 10:52 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

Oil spills near the Santa Barbara Channel threaten a wide range of federally protected endangered species, including blue whales, sea otters and leatherback sea turtles. Spilled oil persists in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

Further, if Exxon is granted this permit, its three aging offshore platforms (Harmony, Heritage, and Hondo) will be brought back online for the first time since the Plains All American Pipeline spill in 2015. Allowing oil trucks to serve three decrepit offshore drilling platforms 24 hours a day is a recipe for environmental disaster.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Cybele Knowles
Tucson, AZ 85716
cybeleknowles@gmail.com

From: b.kopcho@everyactioncustom.com <b.kopcho@everyactioncustom.com>
Sent: Monday, July 02, 2018 2:09 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Blake Kopcho
San Francisco, CA 94117
b.kopcho@gmail.com

From: katharinecarter11@everyactioncustom.com <katharinecarter11@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 8:00 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] NO TO ExxonMobil interim trucking application

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Katharine Carter
Santa Barbara, CA 93109
katharinecarter11@gmail.com

From: nature2design@everyactioncustom.com <nature2design@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 9:16 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] NO! NO! NO! ExxonMobil interim trucking application. OPPOSE

Dear Santa Barbara Planning and Development Commission,

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Terre Dunivant
San Luis Obispo, CA 93401
nature2design@yahoo.com

From: connieandbobhannah@everyactioncustom.com
<connieandbobhannah@everyactioncustom.com>
Sent: Wednesday, July 4, 2018 4:51 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

Oil spills near the Santa Barbara Channel threaten a wide range of federally protected endangered species, including blue whales, sea otters and leatherback sea turtles. Spilled oil persists in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

Further, if Exxon is granted this permit, its three aging offshore platforms (Harmony, Heritage, and Hondo) will be brought back online for the first time since the Plains All American Pipeline spill in 2015. Allowing oil trucks to serve three decrepit offshore drilling platforms 24 hours a day is a recipe for environmental disaster.

We shouldn't have to choose between coastal oil pipelines and oil tanker trucks on coastal highways. Both are dangerous and neither belongs in a state that understands the threat fossil fuels pose to our oceans and coastal community. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Connie Hannah
Goleta, CA 93117
connieandbobhannah@gmail.com

From: beadscapes@everyactioncustom.com <beadscapes@everyactioncustom.com>
Sent: Wednesday, July 4, 2018 3:42 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Shelly Skoog-Smith
Goleta, CA 93117
beadscapes@gmail.com

Sent: Wednesday, July 4, 2018 3:07 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Anna Kokotovic Phd
Goleta, CA 93117
anna48k@gmail.com

From: anna48k@everyactioncustom.com <anna48k@everyactioncustom.com>
Sent: Wednesday, July 4, 2018 3:02 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Anna Kokotovic Phd
Goleta, CA 93117
anna48k@gmail.com

Sent: Wednesday, July 4, 2018 10:38 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Grace Feldmann
Santa Barbara, CA 93105
morgainele@gmail.com

Sent: Tuesday, July 3, 2018 9:46 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Daniel Holland
Arroyo Grande, CA 93420
dth6@charter.net

From: andrewphilpot@everyactioncustom.com <andrewphilpot@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 9:26 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Andrew Philpot
Solvang, CA 93463
andrewphilpot@verizon.net

From: sbhearon@everyactioncustom.com <sbhearon@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 9:25 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Sarah Hearon
Santa Barbara, CA 93130
sbhearon@hotmail.com

From: marcismith0217@everyactioncustom.com <marcismith0217@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 9:18 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
marci Smith
Los Osos, CA 93402
marcismith0217@msn.com

From: dddollar@everyactioncustom.com <dddollar@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 9:03 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Ellen Dollar
San Luis Obispo, CA 93401
dddollar@yahoo.com

From: murdock_ls@everyactioncustom.com <murdock_ls@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 8:59 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Lauren Murdock
Santa Barbara, CA 93110
murdock_ls@hotmail.com

From: gary_gall@everyactioncustom.com <gary_gall@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 8:33 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Gary Gall
Cambria, CA 93428
gary_gall@hotmail.com

From: ricocaravalho@everyactioncustom.com <ricocaravalho@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 8:06 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Rico Caravalho
Los Osos, CA 93402
ricocaravalho@gmail.com

From: beechcleener@everyactioncustom.com <beechcleener@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 7:56 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Martin Henderson
Goleta, CA 93117
beechcleener@gmail.com

From: sattvasu@everyactioncustom.com <sattvasu@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 7:27 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Su Wyatt FNP MSN
Goleta, CA 93117
sattvasu@gmail.com

From: ljpenrose@everyactioncustom.com <ljpenrose@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 6:59 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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We shouldn't have to choose between coastal oil pipelines and oil tanker trucks on coastal highways. Both are dangerous and neither belongs in a state that understands the threat fossil fuels pose to our oceans and coastal community. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Linda Penrose
Morro Bay, CA 93442
ljpenrose@gmail.com

From: tikibirdgreen@everyactioncustom.com <tikibirdgreen@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 6:34 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
leslie spoon
Los Osos, CA 93402
tikibirdgreen@yahoo.com

From: janegranskog@everyactioncustom.com <janegranskog@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 6:19 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jane Granskog
Los Osos, CA 93402
janegranskog@att.net

From: drlewis@everyactioncustom.com <drlewis@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 5:56 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Cynthia Lewis
Templeton, CA 93465
drlewis@lewisassoc.com

From: aubinms@everyactioncustom.com <aubinms@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 4:55 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Martha Aubin
Santa Barbara, CA 93109
aubinms@gmail.com

From: avantkern1@everyactioncustom.com <avantkern1@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 12:58 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Patricia Avant-Kern
Los Osos, CA 93402
avantkern1@aol.com

From: dwightlowell@everyactioncustom.com <dwightlowell@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 11:35 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Dwight Lowell
Santa Barbara, CA 93108
dwightlowell@me.com

From: Misstp@everyactioncustom.com <Misstp@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 10:32 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Tatjana Patitz
Los Olivos, CA 93441
Misstp@mac.com

From: vsemonsen@everyactioncustom.com <vsemonsen@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 10:29 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Vincent Semonsen
Santa Barbara, CA 93101
vsemonsen@earthlink.net

From: sefriedline@everyactioncustom.com <sefriedline@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 9:58 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Skyler Friedline
Santa Barbara, CA 93111
sefriedline@gmail.com

From: csi@everyactioncustom.com <csi@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 9:38 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
David Broadwater
Atascadero, CA 93422
csi@thegrid.net

From: dhthegidget@everyactioncustom.com <dhthegidget@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 9:07 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

It's time to move forward to green or energy and move away from fossil fuels.

Sincerely,
Donna Hunt
Atascadero, CA 93422
dhthegidget@gmail.com

From: jw@everyactioncustom.com <jw@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 8:15 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
John Warner
Goleta, CA 93117
jw@sbnatives.com

From: cathmasi@everyactioncustom.com <cathmasi@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 7:47 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Catherine Masi
Santa Barbara, CA 93101
cathmasi@yahoo.com

From: teddyfan4ever@everyactioncustom.com <teddyfan4ever@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 7:15 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Kathleen M Devaney
Solvang, CA 93463
teddyfan4ever@msn.com

From: dbordegaray@everyactioncustom.com <dbordegaray@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 7:06 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Dana Bordegaray
Cayucos, CA 93430
dbordegaray@att.net

From: mbw565@everyactioncustom.com <mbw565@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 6:46 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Mary Wiener
Carpinteria, CA 93013
mbw565@gmail.com

From: ericsama2@everyactioncustom.com <ericsama2@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 6:27 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
eric weiss
Atascadero, CA 93422
ericsama2@sbcglobal.net

From: winamarieag@everyactioncustom.com <winamarieag@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 6:25 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Gina Mori
Arroyo Grande, CA 93420
winamarieag@aol.com

From: monarchsrule@everyactioncustom.com <monarchsrule@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 6:15 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Christina Lange
Santa Barbara, CA 93101
monarchsrule@yahoo.com

From: bodhababe@everyactioncustom.com <bodhababe@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 6:06 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Ann Gould Massoubre
Los Osos, CA 93402
bodhababe@hotmail.com

From: jeremykeithneill@everyactioncustom.com <jeremykeithneill@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 4:43 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jeremy Neill
Goleta, CA 93117
jeremykeithneill@gmail.com

From: hslettel@everyactioncustom.com <hslettel@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 3:27 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Holly Sletteland
Templeton, CA 93465
hslettel@calpoly.edu

From: judithfalckmadsen@everyactioncustom.com <judithfalckmadsen@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 3:16 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Judith Falck-Madsen
Carpinteria, CA 93013
judithfalckmadsen@gmail.com

From: blairce@everyactioncustom.com <blairce@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 1:49 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Charles Blair
Lompoc, CA 93436
blairce@sbceo.org

From: bluesunflowersb@everyactioncustom.com <bluesunflowersb@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 1:37 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Lisa Ann Kelly Family
Santa Barbara, CA 93101
bluesunflowersb@gmail.com

From: bigsurunified@everyactioncustom.com <bigsurunified@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 1:32 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Susan Perry
Cambria, CA 93428
bigsurunified@gmail.com

From: im@everyactioncustom.com <im@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 1:29 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Cass Warner
Santa Barbara, CA 93101
im@warnersisters.com

From: mjf@everyactioncustom.com <mjf@everyactioncustom.com>
Sent: Tuesday, July 3, 2018 12:03 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Michael Frey
Santa Barbara, CA 93108
mjf@dslextreme.com

From: vicsiris1@everyactioncustom.com <vicsiris1@everyactioncustom.com>
Sent: Monday, July 2, 2018 11:35 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
V.S. Roberts
Grover Beach, CA 93483
vicsiris1@gmail.com

From: jane@everyactioncustom.com <jane@everyactioncustom.com>
Sent: Monday, July 2, 2018 11:02 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

Santa Barbara County MUST deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jane Engelsiepen
Carpinteria, CA 93013
jane@viewstudio.com

From: judysfinag@everyactioncustom.com <judysfinag@everyactioncustom.com>
Sent: Monday, July 2, 2018 10:55 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

Oil spills near the Santa Barbara Channel threaten a wide range of federally protected endangered species, including blue whales, sea otters and leatherback sea turtles. Spilled oil persists in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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We shouldn't have to choose between coastal oil pipelines and oil tanker trucks on coastal highways. Both are dangerous and neither belongs in a state that understands the threat fossil fuels pose to our oceans and coastal community. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Judy Fukunaga
Arroyo Grande, CA 93421
judysfinag@aol.com

From: carlos.arnold39@everyactioncustom.com <carlos.arnold39@everyactioncustom.com>
Sent: Monday, July 2, 2018 10:35 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Carlos Arnold
Santa Maria, CA 93455
carlos.arnold39@gmail.com

From: noellemcgivern@everyactioncustom.com <noellemcgivern@everyactioncustom.com>
Sent: Monday, July 2, 2018 10:35 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Noelle McGivern
Santa Barbara, CA 93110
noellemcgivern@yahoo.com

From: shellbeachgirl@everyactioncustom.com <shellbeachgirl@everyactioncustom.com>
Sent: Monday, July 2, 2018 10:27 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Connie Wilkinson
Pismo Beach, CA 93449
shellbeachgirl@sbcglobal.net

From: dallen@everyactioncustom.com <dallen@everyactioncustom.com>
Sent: Monday, July 2, 2018 10:18 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Dennis Allen
Santa Barbara, CA 93103
dallen@buildallen.com

From: dbordegaray@everyactioncustom.com <dbordegaray@everyactioncustom.com>
Sent: Monday, July 2, 2018 10:16 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Dana Bordegaray
Cayucos, CA 93430
dbordegaray@att.net

From: tinsleyrc@everyactioncustom.com <tinsleyrc@everyactioncustom.com>
Sent: Monday, July 2, 2018 10:08 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Rebecca Tinsley
Santa Barbara, CA 93108
tinsleyrc@aol.com

From: msladyjulia@everyactioncustom.com <msladyjulia@everyactioncustom.com>
Sent: Monday, July 2, 2018 10:00 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Julia Di Sieno
Solvang, CA 93463
msladyjulia@hotmail.com

From: jennieherrick@everyactioncustom.com <jennieherrick@everyactioncustom.com>
Sent: Monday, July 2, 2018 9:50 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Genevieve Herrick
Santa Ynez, CA 93460
jennieherrick@gmail.com

From: dlpotc@everyactioncustom.com <dlpotc@everyactioncustom.com>
Sent: Monday, July 2, 2018 9:48 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Terry S.C.
Santa Maria, CA 93455
dlpotc@gmail.com

From: missddh@everyactioncustom.com <missddh@everyactioncustom.com>
Sent: Monday, July 2, 2018 9:38 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Diane Hilts
Santa Barbara, CA 93103
missddh@icloud.com

From: Artistsb2@everyactioncustom.com <Artistsb2@everyactioncustom.com>
Sent: Monday, July 2, 2018 9:28 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
George Small
Santa Barbara, CA 93105
Artistsb2@gmail.com

From: swishner22@everyactioncustom.com <swishner22@everyactioncustom.com>
Sent: Monday, July 2, 2018 9:25 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Susan Wishner
Nipomo, CA 93444
swishner22@yahoo.com

From: mettier.pam@everyactioncustom.com <mettier.pam@everyactioncustom.com>
Sent: Monday, July 2, 2018 9:14 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
pam mettier
Cambria, CA 93428
mettier.pam@gmail.com

From: franshan42@everyactioncustom.com <franshan42@everyactioncustom.com>
Sent: Monday, July 2, 2018 9:01 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit. I do not want these trucks despoiling our ecosystem. We need to fund research into alternative forms of energy instead of dirty oil.

Sincerely,
Frances Marsh
Santa Barbara, CA 93108
franshan42@gmail.com

From: Genesslorien@everyactioncustom.com <Genesslorien@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:59 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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Further, if Exxon is granted this permit, its three aging offshore platforms (Harmony, Heritage, and Hondo) will be brought back online for the first time since the Plains All American Pipeline spill in 2015. Allowing oil trucks to serve three decrepit offshore drilling platforms 24 hours a day is a recipe for environmental disaster.

We shouldn't have to choose between coastal oil pipelines and oil tanker trucks on coastal highways. Both are dangerous and neither belongs in a state that understands the threat fossil fuels pose to our oceans and coastal community. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Geness Lorien
Santa Barbara, CA 93101
Genesslorien@gmail.com

From: Nocona81@everyactioncustom.com <Nocona81@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:54 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Tara Gonzales
Atascadero, CA 93422
Nocona81@hotmail.com

From: johnaklucas@everyactioncustom.com <johnaklucas@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:51 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
John Lucas
Los Osos, CA 93402
johnaklucas@gmail.com

From: ingridbrewer8@everyactioncustom.com <ingridbrewer8@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:49 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Ingrid Brewer
Santa Barbara, CA 93103
ingridbrewer8@gmail.com

From: celesteanacker@everyactioncustom.com <celesteanacker@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:49 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Celeste Anacker
Santa Barbara, CA 93105
celesteanacker@gmail.com

From: bkiku@everyactioncustom.com <bkiku@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:35 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Kiku Bartschi
Santa Barbara, CA 93111
bkiku@hotmail.com

From: jack@everyactioncustom.com <jack@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:26 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jack Meyers
Cambria, CA 93428
jack@fourbostons.com

From: ferdy01@everyactioncustom.com <ferdy01@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:16 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Bill Greene
Pismo Beach, CA 93448
ferdy01@aol.com

From: raynjulie1048@everyactioncustom.com <raynjulie1048@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:14 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Julie Smith
Los Osos, CA 93402
raynjulie1048@sbcglobal.net

From: bobbiteubner@everyactioncustom.com <bobbiteubner@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:07 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Roberta Teubner
Atascadero, CA 93422
bobbiteubner@gmail.com

From: gpgreatglobe@everyactioncustom.com <gpgreatglobe@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:05 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
George Paul Backman
Santa Barbara, CA 93108
gpgreatglobe@gmail.com

From: jamaps@everyactioncustom.com <jamaps@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:04 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Arnold Schildhaus
Santa Barbara, CA 93110
jamaps@gmail.com

From: pasodave925@everyactioncustom.com <pasodave925@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:03 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
David Anderson
Paso Robles, CA 93446
pasodave925@gmail.com

From: Kmmk@everyactioncustom.com <Kmmk@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:01 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Kathy Kosinski
Goleta, CA 93117
Kmmk@cox.net

From: jchernow2@everyactioncustom.com <jchernow2@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:52 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Justin Chernow
Paso Robles, CA 93446
jchernow2@yahoo.com

From: rich.jo.dovgin@everyactioncustom.com <rich.jo.dovgin@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:48 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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We shouldn't have to choose between coastal oil pipelines and oil tanker trucks on coastal highways. Both are dangerous and neither belongs in a state that understands the threat fossil fuels pose to our oceans and coastal community. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Richard Dovgin
Santa Barbara, CA 93105
rich.jo.dovgin@cox.net

From: marceauunlimited@everyactioncustom.com <marceauunlimited@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:41 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Paul Marceau
Santa Barbara, CA 93108
marceauunlimited@gmail.com

From: elizabethbettenhausen@everyactioncustom.com
<elizabethbettenhausen@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:39 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Elizabeth Bettenhausen
Cambria, CA 93428
elizabethbettenhausen@gmail.com

From: nydoc@everyactioncustom.com <nydoc@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:39 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Annette Grieco
Paso Robles, CA 93446
nydoc@tcsn.net

From: nanpage@everyactioncustom.com <nanpage@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:34 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Nancy Page
San Luis Obispo, CA 93405
nanpage@charter.net

From: wdkoch3@everyactioncustom.com <wdkoch3@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:32 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Walter Koch
Santa Barbara, CA 93105
wdkoch3@hotmail.com

From: nancyheck1@everyactioncustom.com <nancyheck1@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:25 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Nancy Heck
Santa Maria, CA 93454
nancyheck1@aol.com

From: morgainele@everyactioncustom.com <morgainele@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:22 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Grace Feldmann
Santa Barbara, CA 93105
morgainele@gmail.com

From: janettheplanetjanet@everyactioncustom.com <janettheplanetjanet@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:22 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Janet Lee Beatty
San Luis Obispo, CA 93401
janettheplanetjanet@aol.com

From: acusurfdoc@everyactioncustom.com <acusurfdoc@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:19 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Ron Riskin
Santa Barbara, CA 93103
acusurfdoc@cox.net

From: firestone500@everyactioncustom.com <firestone500@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:13 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Santa Barbara has committed to using 100% renewable energy by 2030. We have adopted a Socially Responsible Investment Policy that weighs against investing city funds in oil projects.

Allowing this dangerous project to move forward would be against the spirit of what SB City Council has decided in these two instances, both in response to public demands.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Loren Mindell
Goleta, CA 93117
firestone500@gmail.com

From: wenertina@everyactioncustom.com <wenertina@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:08 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Tina Marie Wener
Morro Bay, CA 93442
wenertina@gmail.com

From: paulmshires@everyactioncustom.com <paulmshires@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:56 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Paul Shires
Arroyo Grande, CA 93420
paulmshires@gmail.com

From: Jenniferesahn@everyactioncustom.com <Jenniferesahn@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:55 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jennifer Sahn
Santa Barbara, CA 93105
Jenniferesahn@gmail.com

From: ronit@everyactioncustom.com <ronit@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:54 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Ronit Corry
Santa Barbara, CA 93101
ronit@worldshare.net

From: jkirk@everyactioncustom.com <jkirk@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:52 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
John Kirk
Santa Barbara, CA 93109
jkirk@geartrains.com

From: dallen@everyactioncustom.com <dallen@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:51 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Dennis Allen
Santa Barbara, CA 93103
dallen@buildallen.com

From: jasha@everyactioncustom.com <jasha@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:42 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

Oil spills near the Santa Barbara Channel threaten a wide range of federally protected endangered species, including blue whales, sea otters and leatherback sea turtles. Spilled oil persists in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jasha Stanberry
Santa Barbara, CA 93108
jasha@studioluminous.net

From: kintrublu@everyactioncustom.com <kintrublu@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:36 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Kinsey Service
Goleta, CA 93117
kintrublu@cox.net

From: applebaum@everyactioncustom.com <applebaum@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:34 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

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Sincerely,
Ted Applebaum
Santa Barbara, CA 93111
applebaum@cox.net

From: summer3347@everyactioncustom.com <summer3347@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:34 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jan Oldham
Santa Barbara, CA 93105
summer3347@aol.com

From: knotundn416@everyactioncustom.com <knotundn416@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:34 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
John McLaurin
Paso Robles, CA 93446
knotundn416@gmail.com

From: satchelljohn29@everyactioncustom.com <satchelljohn29@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:31 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
John Satchell
San Miguel, CA 93451
satchelljohn29@gmail.com

From: risingercat@everyactioncustom.com <risingercat@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:30 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Teresa Risinger
Santa Maria, CA 93455
risingercat@gmail.com

From: drderhammer@everyactioncustom.com <drderhammer@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:28 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Randy Derhammer
Paso Robles, CA 93446
drderhammer@sbcglobal.net

From: camillegilbert@everyactioncustom.com <camillegilbert@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:26 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Camille Gilbert
Santa Barbara, CA 93101
camillegilbert@aol.com

From: mcsherman@everyactioncustom.com <mcsherman@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:10 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Marcia Sherman
Santa Barbara, CA 93110
mcsherman@gmail.com

From: 474m.bay@everyactioncustom.com <474m.bay@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:59 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Gayle Harvey
Morro Bay, CA 93442
474m.bay@gmail.com

From: sonnieagomez@everyactioncustom.com <sonnieagomez@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:58 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Sonnie Gomez
Goleta, CA 93117
sonnieagomez@gmail.com

From: ecsb@everyactioncustom.com <ecsb@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:57 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Elizabeth Colon
Santa Barbara, CA 93105
ecsb@live.com

From: lbrophy26@everyactioncustom.com <lbrophy26@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:55 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Linda Brophy
Santa Barbara, CA 93105
lbrophy26@gmail.com

From: kathy@everyactioncustom.com <kathy@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:54 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Kathy Reid
Atascadero, CA 93422
kathy@reidcm.com

From: katherinejohnson1@everyactioncustom.com <katherinejohnson1@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:51 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

Oil spills near the Santa Barbara Channel threaten a wide range of federally protected endangered species, including blue whales, sea otters and leatherback sea turtles. Spilled oil persists in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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We shouldn't have to choose between coastal oil pipelines and oil tanker trucks on coastal highways. Both are dangerous and neither belongs in a state that understands the threat fossil fuels pose to our oceans and coastal community. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Katherine Johnson
Santa Barbara, CA 93110
katherinejohnson1@cox.net

From: kyle_schlopy@everyactioncustom.com <kyle_schlopy@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:48 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Kyle Schlopy
Goleta, CA 93117
kyle_schlopy@me.com

From: roberta.cordero@everyactioncustom.com <roberta.cordero@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:46 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Roberta Cordero
Santa Barbara, CA 93105
roberta.cordero@gmail.com

From: eddysclub@everyactioncustom.com <eddysclub@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:45 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Melissa Eddy
Santa Barbara, CA 93105
eddysclub@gmail.com

From: ekaplan1995@everyactioncustom.com <ekaplan1995@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:44 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Emily Kaplan
Santa Barbara, CA 93110
ekaplan1995@gmail.com

From: jblack@everyactioncustom.com <jblack@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:43 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Josephine Black
Carpinteria, CA 93013
jblack@ilrc-trico.org

From: mpeck5@everyactioncustom.com <mpeck5@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:43 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Margaret Peck
Santa Barbara, CA 93160
mpeck5@cox.net

From: retrogirl1954@everyactioncustom.com <retrogirl1954@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:40 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Beth Anderson
Arroyo Grande, CA 93420
retrogirl1954@gmail.com

From: rich@everyactioncustom.com <rich@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:39 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

As a resident of Santa Barbara County for over 30 years, I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Rich Moser
Santa Barbara, CA 93111
rich@transcendentalastrology.com

From: huerhuero@everyactioncustom.com <huerhuero@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:39 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Geraldine May
Creston, CA 93432
huerhuero@aol.com

From: tristan.wells@everyactioncustom.com <tristan.wells@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:38 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Tristan Wells
Santa Barbara, CA 93109
tristan.wells@gmail.com

From: hgreenwa@everyactioncustom.com <hgreenwa@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:38 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Evelyn Greenwald
San Luis Obispo, CA 93401
hgreenwa@calpoly.edu

From: hiwandada@everyactioncustom.com <hiwandada@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:37 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Sincerely,
Wanda Hendrix
Morro Bay, CA 93442
hiwandada@gmail.com

From: cambriawellness@everyactioncustom.com <cambriawellness@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:36 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Please protect our coastal community, marine ecosystems and climate by rejecting this permit!

Sincerely,
Jeannine Jacobs
Cambria, CA 93428
cambriawellness@gmail.com

From: sdwebb@everyactioncustom.com <sdwebb@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:34 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Don Webb
Santa Barbara, CA 93108
sdwebb@cox.net

From: morgainele@everyactioncustom.com <morgainele@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:31 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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We shouldn't have to choose between coastal oil pipelines and oil tanker trucks on coastal highways. Both are dangerous and neither belongs in a state that understands the threat fossil fuels pose to our oceans and coastal community. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Grace Feldmann
Santa Barbara, CA 93105
morgainele@gmail.com

From: cmkr@everyactioncustom.com <cmkr@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:28 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Carol Reiche
Santa Barbara, CA 93108
cmkr@cox.net

From: MickeyPRowe@everyactioncustom.com <MickeyPRowe@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:27 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Mickey Rowe
Lompoc, CA 93436
MickeyPRowe@gmail.com

From: elgenasci@everyactioncustom.com <elgenasci@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:25 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Elaine Genasci
San Luis Obispo, CA 93405
elgenasci@gmail.com

From: moach831@everyactioncustom.com <moach831@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:24 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Michelle Kosinski
Goleta, CA 93117
moach831@cox.net

From: jeridanderson@everyactioncustom.com <jeridanderson@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:24 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jerid Anderson
Santa Maria, CA 93454
jeridanderson@gmail.com

From: anna48k@everyactioncustom.com <anna48k@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:24 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Anna Kokotovic Phd
Goleta, CA 93117
anna48k@gmail.com

From: boros1@everyactioncustom.com <boros1@everyactioncustom.com>
Sent: Monday, July 2, 2018 6:38 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose!!!!!!

Dear Santa Barbara Planning and Development Commission,

We cannot jeopardize our land and beaches that are crucial to our economic sustainability not to mention the vulnerable marine life that will be destroyed by even one spill.

m writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Barbara Boros
Santa Barbara, CA 93105
boros1@mac.com

From: debmiller91@everyactioncustom.com <debmiller91@everyactioncustom.com>
Sent: Wednesday, July 4, 2018 5:14 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Deborah Miller
Santa Barbara, CA 93108
debmiller91@gmail.com

From: staff@everyactioncustom.com <staff@everyactioncustom.com>
Sent: Monday, July 2, 2018 7:48 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - STRONGLY OPPOSE

Dear Santa Barbara Planning and Development Commission,

Exxon, Be Gone!

I'm writing to fervently urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
David Walker
Santa Barbara, CA 93105
staff@walkercreations.com

From: mleaston@everyactioncustom.com <mleaston@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:34 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Mary Louise Labadie
Nipomo, CA 93444
mleaston@charter.net

From: dmarquezlaw@everyactioncustom.com <dmarquezlaw@everyactioncustom.com>
Sent: Monday, July 2, 2018 8:49 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: Opposition to ExxonMobil interim trucking application

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Daniel Marquez
Torrance, CA 90504
dmarquezlaw@yahoo.com

From: swk9815chats@everyactioncustom.com <swk9815chats@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:33 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Scott Kirby
Lompoc, CA 93436
swk9815chats@socal.rr.com

From: bodhababe@everyactioncustom.com <bodhababe@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:24 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Ann Gould Massoubre
Los Osos, CA 93402
bodhababe@hotmail.com

From: pauldramos@everyactioncustom.com <pauldramos@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:21 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Paul Ramos
Santa Ynez, CA 93460
pauldramos@gmail.com

From: Bc@everyactioncustom.com <Bc@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:21 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Bob Cunningham
Santa Barbara, CA 93101
Bc@arcadiastudio.com

From: soysegura@everyactioncustom.com <soysegura@everyactioncustom.com>
Sent: Monday, July 2, 2018 3:50 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

Oil spills near the Santa Barbara Channel threaten a wide range of federally protected endangered species, including blue whales, sea otters and leatherback sea turtles. Spilled oil persists in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

Further, if Exxon is granted this permit, its three aging offshore platforms (Harmony, Heritage, and Hondo) will be brought back online for the first time since the Plains All American Pipeline spill in 2015. Allowing oil trucks to serve three decrepit offshore drilling platforms 24 hours a day is a recipe for environmental disaster.

We shouldn't have to choose between coastal oil pipelines and oil tanker trucks on coastal highways. Both are dangerous and neither belongs in a state that understands the threat fossil fuels pose to our oceans and coastal community. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Marta Segura
Los Angeles, CA 90043
soysegura@gmail.com

From: b.kopcho@everyactioncustom.com <b.kopcho@everyactioncustom.com>
Sent: Monday, July 2, 2018 2:09 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Blake Kopcho
San Francisco, CA 94117
b.kopcho@gmail.com

From: bullscs2@everyactioncustom.com <bullscs2@everyactioncustom.com>
Sent: Monday, July 2, 2018 5:51 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
David Bull
Lompoc, CA 93436
bullscs2@gmail.com

From: sheila.blake@everyactioncustom.com <sheila.blake@everyactioncustom.com>
Sent: Saturday, July 21, 2018 5:57 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Sheila Blake
Pismo Beach, CA 93449
sheila.blake@att.net

From: Laurel Ebert <laurelrebert@everyactioncustom.com>
Sent: Saturday, July 7, 2018 12:23 PM
To: Lehr, Kathryn klehr@co.santa-barbara.ca.us

Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application – Oppose

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I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Laurel Ebert
Santa Barbara, CA 93111
laurelrebert@gmail.com

From: Jennifer Hernandez cjdez89@everyactioncustom.com

Sent: Monday, July 9, 2018 5:20 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application – Oppose

Dear Santa Barbara Planning and Development Commission,

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jennifer Hernandez
Santa Maria, CA 93458
cjdez89@gmail.com

From: Cybele Knowles cybeleknowles@everyactioncustom.com

Sent: Monday, July 9, 2018 8:03 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application – Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Cybele Knowles
Tucson, AZ 85716
cybeleknowles@gmail.com

From: cybeleknowles@everyactioncustom.com <cybeleknowles@everyactioncustom.com>
Sent: Monday, August 06, 2018 1:21 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Cybele Knowles
Tucson, AZ 85716
cybeleknowles@gmail.com

From: kenmeer@everyactioncustom.com <kenmeer@everyactioncustom.com>
Sent: Sunday, August 05, 2018 2:55 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Ken Meersand
Pismo Beach, CA 93448
kenmeer@yahoo.com

From: garrett.p.ahern@everyactioncustom.com <garrett.p.ahern@everyactioncustom.com>
Sent: Sunday, July 8, 2018 11:04 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Garrett Ahern
San Luis Obispo, CA 93405
garrett.p.ahern@gmail.com

From: mleesp@everyactioncustom.com <mleesp@everyactioncustom.com>
Sent: Saturday, July 7, 2018 4:36 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Michelle Sparks-Gillis
Solvang, CA 93463
mleesp@gmail.com

From: koleen@everyactioncustom.com <koleen@everyactioncustom.com>
Sent: Saturday, July 7, 2018 11:09 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

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For the continuation of life on earth, for all. Please reconsider.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Koleen Wolfe
Summerland, CA 93067
koleen@westernalum.org

From: ChristinaHeon@everyactioncustom.com <ChristinaHeon@everyactioncustom.com>
Sent: Saturday, July 7, 2018 6:22 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Christina Heon
Arroyo Grande, CA 93420
ChristinaHeon@gmail.com

From: budunion4tuber@everyactioncustom.com <budunion4tuber@everyactioncustom.com>
Sent: Friday, July 6, 2018 10:20 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Kathleen Fox
Grover Beach, CA 93433
budunion4tuber@gmail.com

From: kkr1510@everyactioncustom.com <kkr1510@everyactioncustom.com>
Sent: Friday, July 6, 2018 9:36 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Kristie Ritter
Santa Barbara, CA 93110
kkr1510@me.com

From: auntiem@everyactioncustom.com <auntiem@everyactioncustom.com>
Sent: Thursday, July 5, 2018 7:39 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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Further, if Exxon is granted this permit, its three aging offshore platforms (Harmony, Heritage, and Hondo) will be brought back online for the first time since the Plains All American Pipeline spill in 2015. Allowing oil trucks to serve three decrepit offshore drilling platforms 24 hours a day is a recipe for environmental disaster.

We shouldn't have to choose between coastal oil pipelines and oil tanker trucks on coastal highways. Both are dangerous and neither belongs in a state that understands the threat fossil fuels pose to our oceans and coastal community. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We need to end dirty drilling off our coast, not invite a steady stream of tanker trucks onto our roadways.

Denying Exxon's permit is consistent with California's emergence as a champion against the Trump administration's plan to expand offshore oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jerome Passman
Creston, CA 93432
auntiem@tcsn.net

From: noracnm@everyactioncustom.com <noracnm@everyactioncustom.com>
Sent: Thursday, July 5, 2018 7:19 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

As a native of Santa Barbara, I remember the 1969 oil spill well.

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is a public safety hazard. Tanker trucks spill hundreds of thousands of gallons of oil per year, and these spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of new oil and gas drilling found that fatalities in traffic accidents have more than quadrupled since 2004 in some counties.

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Sincerely,
Nora Lewis
Nipomo, CA 93444
noracnm@verizon.net

From: chevygirlluvsrnh@everyactioncustom.com <chevygirlluvsrnh@everyactioncustom.com>
Sent: Thursday, July 5, 2018 7:19 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Christina Whittemore
Oceano, CA 93445
chevygirlluvsrnh@gmail.com

From: msmarshmellow1@everyactioncustom.com <msmarshmellow1@everyactioncustom.com>
Sent: Thursday, July 5, 2018 3:07 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Marsha Lucero
Nipomo, CA 93444
msmarshmellow1@gmail.com

From: kellylcbaker@everyactioncustom.com <kellylcbaker@everyactioncustom.com>
Sent: Thursday, July 12, 2018 2:09 AM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: [DO NOT CLICK, Likely malicious content, contact your Departmental IT] RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Kelly Baker
San Luis Obispo, CA 93405
kellylcbaker@gmail.com

From: cjdez89@everyactioncustom.com <cjdez89@everyactioncustom.com>
Sent: Monday, July 9, 2018 5:20 PM
To: Lehr, Kathryn <klehr@co.santa-barbara.ca.us>
Subject: RE: ExxonMobil interim trucking application - Oppose

Dear Santa Barbara Planning and Development Commission,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

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I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jennifer Hernandez
Santa Maria, CA 93458
cjdez89@gmail.com

Attachment D

State Clearinghouse NOP Form

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

June 15, 2018

To: Reviewing Agencies

Re: ExxonMobil Interim Trucking for SYU Phased Restart Project
SCH# 2018061035

Attached for your review and comment is the Notice of Preparation (NOP) for the ExxonMobil Interim Trucking for SYU Phased Restart Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Kathryn Lehr
Santa Barbara County
123 E. Anapamu Street
Santa Barbara, CA 93101

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

RECEIVED
JUN 21 2018
S B COUNTY
PLANNING & DEVELOPMENT

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
1-916-445-0613 FAX 1-916-558-3164 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2018061035
Project Title ExxonMobil Interim Trucking for SYU Phased Restart Project
Lead Agency Santa Barbara County

Type NOP Notice of Preparation

Description ExxonMobil is proposing this project to resume offshore oil and has production at the SYU, conduct a phased restart of the LFC; Facility and initiate the interim trucking of limited crude oil production as an interim solution until a pipeline alternative becomes available to transport crude oil to a refinery destination. The project request is a revision to Development Plan 87-DP-32cz and will be evaluated under a SEIR. Trucking will occur seven days per week, 24 hours per day, with no more than 70 trucks leaving the facility within a 24-hour period to one or both of the two identified receiver sites located in Santa Maria and Maricopa. The project will include minor modifications to the LFC facilities including the installation of hour Lease Automatic Custody Transfer (LACT) Units, associated piping, electrical and communication connections, pipe and equipment supports, truck loading racks, operator shelter, paving of selected areas and minor containment and drainage grading.

Lead Agency Contact

Name Kathryn Lehr
Agency Santa Barbara County
Phone (805) 568-3560 **Fax**
email
Address 123 E. Anapamu Street
City Santa Barbara **State** CA **Zip** 93101

Project Location

County Santa Barbara
City Santa Barbara
Region
Cross Streets 12000 Calle Real Rd
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Air Quality; Other Issues; Toxic/Hazardous; Traffic/Circulation; Landuse

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; California Energy Commission; Native American Heritage Commission; California Highway Patrol; Caltrans, District 5; Air Resources Board, Major Industrial Projects; Regional Water Quality Control Board, Region 3

Date Received 06/15/2018 **Start of Review** 06/15/2018 **End of Review** 07/16/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: Santa Barbara

SCH# 2018061035

Resources Agency

- ■ **Resources Agency**
  Nadell Gayou
- ☐ **Dept. of Boating & Waterways**
  Denise Peterson
- ☐ **California Coastal Commission**
  Allyson Hitt
- ☐ **Colorado River Board**
  Elsa Contreras
- ☐ **Dept. of Conservation**
  Crina Chan
- ☐ **Cal Fire**
  Dan Foster
- ☐ **Central Valley Flood Protection Board**
  James Herota
- ☐ **Office of Historic Preservation**
  Ron Parsons
- ■ **Dept of Parks & Recreation**
  Environmental Stewardship Section
- ☐ **S.F. Bay Conservation & Dev't. Comm.**
  Steve Goldbeck
- ■ **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- ☐ **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- ☐ **Fish & Wildlife Region 1**
  Curt Babcock
- ☐ **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- ☐ **Fish & Wildlife Region 2**
  Jeff Drongesen
- ☐ **Fish & Wildlife Region 3**
  Craig Weightman
- ☐ **Fish & Wildlife Region 4**
  Julie Vance
- ■ **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6 I/M**
  Heidi Calvert
  Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Wildlife M**
  William Paznokas
  Marine Region

Other Departments

- ☐ **California Department of Education**
  Lesley Taylor
- ☐ **OES (Office of Emergency Services)**
  Monique Wilber
- ☐ **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- ☐ **Dept. of General Services**
  Cathy Buck
  Environmental Services Section
- ☐ **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- ☐ **Delta Protection Commission**
  Erik Vink
- ☐ **Delta Stewardship Council**
  Anthony Navasero
- ■ **California Energy Commission**
  Eric Knight
- ■ **Native American Heritage Comm.**
  Debbie Treadway
- ☐ **Public Utilities Commission**
  Supervisor
- ☐ **Santa Monica Bay Restoration**
  Guangyu Wang
- ☐ **State Lands Commission**
  Jennifer Deleong
- ☐ **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- ☐ **Caltrans - Division of Aeronautics**
  Philip Crimmins
- ☐ **Caltrans – Planning HQ LD-IGR**
  Christian Bushong
- ■ **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- ☐ **Caltrans, District 1**
  Rex Jackman
- ☐ **Caltrans, District 2**
  Marcelino Gonzalez
- ☐ **Caltrans, District 3**
  Susan Zanchi - North
- ☐ **Caltrans, District 4**
  Patricia Maurice
- ■ **Caltrans, District 5**
  Larry Newland
- ☐ **Caltrans, District 6**
  Michael Navarro
- ☐ **Caltrans, District 7**
  Dianna Watson
- ☐ **Caltrans, District 8**
  Mark Roberts
- ☐ **Caltrans, District 9**
  Gayle Rosander
- ☐ **Caltrans, District 10**
  Tom Dumas
- ☐ **Caltrans, District 11**
  Jacob Armstrong
- ☐ **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- ☐ **Airport & Freight**
  Jack Wursten
  - ☐ **Transportation Projects**
    Nesamani Kalandiyur
  - ■ **Industrial/Energy Projects**
    Mike Tollstrup
- ☐ **California Department of Resources, Recycling & Recovery**
  Kevin Taylor/Jeff Esquivel
- ☐ **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- ☐ **State Water Resources Control Board**
  Cindy Forbes – Asst Deputy
  Division of Drinking Water
- ☐ **State Water Resources Control Board**
  Div. Drinking Water #_____
- ☐ **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- ☐ **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- ☐ **Dept. of Toxic Substances Control Reg. #_____**
  CEQA Tracking Center
- ☐ **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- ☐ **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- ■ **RWQCB 3**
  Central Coast Region (3)
- ☐ **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- ☐ **RWQCB 5S**
  Central Valley Region (5)
  - ☐ **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - ☐ **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- ☐ **RWQCB 6**
  Lahontan Region (6)
  - ☐ **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- ☐ **RWQCB 7**
  Colorado River Basin Region (7)
- ☐ **RWQCB 8**
  Santa Ana Region (8)
- ☐ **RWQCB 9**
  San Diego Region (9)

☐ **Other** _____

☐ _____
Conservancy

Last Updated 5/22/18