
Table of Contents for Form Letter Comments and Responses

Form Letter Group	Page #		
	Comment and Response	List of Individuals Submitting Form Letters	Copies of Form Letters
For Project Form Letter	5-1	5-2	5-3
Against Project Form Letter	5-50	5-51	5-61
Click Me Cause Form Letter	5-502	5-503	5-506

For Project Form Letter

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. However, these alternative transportation options are less ideal than trucking as they include transporting by rail and marine, which are not the County's preferred methods of transport. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Response: This comment does not address an issue associated with the adequacy of the SEIR. The SEIR is a disclosure document for the County decision makers, responsible agencies, interest groups, and public. The Planning Commission and Board of Supervisors maintain approval jurisdiction over the Project and the public hearing process provides a forum for these decision-makers to determine the merits of the proposed Project.

For Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
1.	Traci Wilson	Bakersfield, CA 93312
2.	James Carlile	Bakersfield, CA 93312
3.	Jeff Lyon	Ojai, CA 93023
4.	Clint Hensley	Bakersfield, CA 93312
5.	Larry K. Blain	Lompoc, CA 93436
6.	Arle Koh	
7.	Barbara Martineau	
8.	Carmen Hendrickson	
9.	Cecil Mallatt	Santa Barbara, CA 93110
10.	Charles Portman	
11.	Coleman Hilliard	
12.	Edwin Ness	
13.	Eric Taylor	
14.	Ernie Martinez	
15.	Glenn Battles	Santa Maria, CA 93454
16.	Glenn Battles	
17.	James Folkrod	Arroyo Grande, CA 93420
18.	James R. Hunnicutt	
19.	Janet Lawson	
20.	Karen Long	
21.	Kathy Vandusen	
22.	Kevin Sillin	
23.	Nathanael Twine	
24.	Robert Trubey	
25.	Sarah Brady	Encinitas, CA 92024
26.	Shahira Ellaboudy	Goleta, CA 93117
27.	Shaunta Maney	
28.	Suzie Clary	
29.	Theresa Tucker	
30.	Todd Brand	Camarillo, CA 93012
31.	Todd Johnson	
32.	Ernie Martinez	
33.	Kyle Olason	Torrance, CA 90501
34.	William Nelson	
35.	Charles Little	
36.	Christine White	Oak View, CA 93022
37.	Christopher Millerick	
38.	Dwight Beard	Santa Barbara, CA 93101
39.	Linda Zavcer	
40.	Martha spencer	
41.	Melody Dewalt	
42.	Michael Butte	
43.	Michael jjohnson	
44.	Timothy Keeney	
45.	Bob Evans	
46.	Frances Angelo	
47.	Lori Shaw	

Dear Planner Lehr,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. However, these alternative transportation options are less ideal than trucking as they include transporting by rail and marine, which are not the County's preferred methods of transport. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Sincerely,

Traci Wilson
8616 Cape Flattery Dr
Bakersfield, CA 93312
traci.wilson@ecolab.com

Dear Planner Lehr,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. However, these alternative transportation options are less ideal than trucking as they include transporting by rail and marine, which are not the County's preferred methods of transport. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Sincerely,

James Carlile
8616 Cape Flattery Dr
Bakersfield, CA 93312
jscarlile33@gmail.com

Dear Planner Lehr,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. However, these alternative transportation options are less ideal than trucking as they include transporting by rail and marine, which are not the County's preferred methods of transport. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Sincerely,

Jeff Lyon
2385 Burnham Rd
Ojai, CA 93023
jeff.lyon@cdlyon.com

Dear Planner Lehr,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. However, these alternative transportation options are less ideal than trucking as they include transporting by rail and marine, which are not the County's preferred methods of transport. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Sincerely,

Clint Hensley
118 Tremont Way
Bakersfield, CA 93312
clint.hensley@ecolab.com

Dear Board Asst Supervisor Villalobos,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. However, these alternative transportation options are less ideal than trucking as they include transporting by rail and marine, which are not the County's preferred methods of transport. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit will also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission. I worked for ExxonMobil at SYU from 1992 till my retirement in 1999. I retired with 32 years with the company and ExxonMobil strives very hard to adhere to all safety rules and county regulations. All the employees take pride in our safety records and efforts to keep the environment clean and safe.

Sincerely,

Larry K. Blain
1016 W Fir Ave
Lompoc, CA 93436
larry.blain3@gmail.com

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Arle Koh
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Barbara Martineau
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Carmen Hendrickson
CC: David Villalobos,
John Parke

Dear Planner Lehr,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. The draft SEIR did review alternative transportation options such as rail and marine, but the County found trucking to be the environmentally superior option. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Sincerely,

Cecil Mallatt
999 Debra Dr
Santa Barbara, CA 93110
lee.mallatt@gmail.com

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Charles Portman
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Coleman hilliard
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Edwin Ness
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Eric Taylor
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Ernie Martinez
CC: David Villalobos,
John Parke

Dear Planner Lehr,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. The draft SEIR did review alternative transportation options such as rail and marine, but the County found trucking to be the environmentally superior option. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Sincerely,

Glenn Battles
922 E Evergreen Ave
Santa Maria, CA 93454
gjbattles@msn.com

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Glenn Battles
CC: David Villalobos,
John Parke

Dear Planner Lehr,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

This facility means a lot to me, my family, my co-workers, their families, and all county residents. Nowhere in the world do companies produce the energy that we need in such an environmentally protected way as Exxon Mobil does here.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. The draft SEIR did review alternative transportation options such as rail and marine, but the County found trucking to be the environmentally superior option. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Sincerely,

James Folkrod
2983 Branch Mill Rd
Arroyo Grande, CA 93420
jafolkrod@ecolab.com

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
James RHunnicut
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Janet Lawson
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Karen Long
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Kathy Vandusen
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Kevin Sillin
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Nathanael Twine
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Robert Trubey
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sarah Brady
Encinitas, CA 92024
sarahhbrady@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Shahira Ellaboudy
Goleta, CA 93117
shayellaboudy@gmail.com

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Shaunta Maney
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Suzie Clary
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Theresa Tucker
CC: David Villalobos,
John Parke

Dear Planner Lehr,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. The draft SEIR did review alternative transportation options such as rail and marine, but the County found trucking to be the environmentally superior option. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Sincerely,

Todd Brand
709 Hillcrest Dr
Camarillo, CA 93012
todd.brand@exxonmobil.com

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Todd Johnson
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Ernie Martinez
CC: David Villalobos,
John Parke

Dear Board Asst Supervisor Villalobos,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. The draft SEIR did review alternative transportation options such as rail and marine, but the County found trucking to be the environmentally superior option. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Sincerely,

Kyle Olason
1311 Sepulveda Blvd
Torrance, CA 90501
kyle.olason@ecolab.com

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
William Nelson
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Charles Little
CC: David Villalobos,
John Parke

Dear Planner Lehr,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. The draft SEIR did review alternative transportation options such as rail and marine, but the County found trucking to be the environmentally superior option. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Sincerely,

Christine White
268 Alto Dr
Oak View, CA 93022
ojaichristine@sbcglobal.net

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Christopher Millerick
CC: David Villalobos,
John Parke

Dear Planner Lehr,

Thank you to the county for putting together a thorough analysis for this temporary trucking permit. We believe you have appropriately determined the baseline for this project. This permit will allow production to restart while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

ExxonMobil has the ability to restart its SYU facilities at any time without approval by decision makers by availing itself of transportation options already allowed under its current permit. The draft SEIR did review alternative transportation options such as rail and marine, but the County found trucking to be the environmentally superior option. The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available

The temporary trucking permit will increase supplies of local energy, which will reduce the use of foreign imported oil and will help serve the large and existing demand for petroleum products. Approving this temporary trucking permit could also offset existing trucks that are taking longer and riskier routes.

I have included David Villalobos on this email to forward on to the Planning Commission.

Getting SYU going is a key for Santa Barbara to responsibly harvest our natural resources that the region needs for our everyday energy needs. The state of CA is one of the largest energy consumers in the world and we need to benefit from the extraction of the resources here in CA and SB counties rather than importing 70% of our oil needs annually from places like the middle east and south America. Energy security and employment for CA works are paramount for me!

Sincerely,

Dwight Beard
2032 Mountain Ave
Santa Barbara, CA 93101
dwight.beard@wolseleyind.com

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Linda Zavcer
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Martha spencer
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Melody Dewalt
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Michael Butte
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Michael Johnson
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Timothy Keeney
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Bob Evans
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Frances Angelo
CC: David Villalobos,
John Parke

Dear Kathryn Lehr,

Thank you to the county for putting together a thorough analysis of the temporary trucking permit for the Santa Ynez Unit (SYU).

We believe you have appropriately determined the baseline for this project. This permit will allow production to restart at SYU while adhering to California's strict environmental regulations contained in the California Environmental Quality Act.

Currently, Santa Barbara County prefers not to transport crude oil by rail or boat. With no pipeline option available, trucking is the most efficient means of transport. The temporary trucking permit could also help offset trucks currently taking longer and riskier routes.

The trucking project includes minor modifications to the ExxonMobil facilities so that they can resume partial production and temporarily transport crude to refineries until a pipeline alternative becomes available.

The temporary trucking permit will increase supplies of local energy and will help serve the large and existing demand for petroleum products.

I have included David Villalobos on this email to forward on to the Planning Commission.

Thank you.

Sincerely,
Lori Shaw
CC: David Villalobos,
John Parke

Against Project Form Letter

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

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

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

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.

Response: This comment does not address an issue associated with the adequacy of the SEIR. The SEIR is a disclosure document for the County decision makers, responsible agencies, interest groups, and public. The Planning Commission and Board of Supervisors maintain approval jurisdiction over the Project and the public hearing process provides a forum for these decision-makers to determine the merits of the proposed Project.

Against Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
1	A Frankel	Richmond, CA 94804
2	Agnieszka Fulk	Atascadero, CA 93422
3	Amala Kohler	Antlers, OK 74523
4	Amanda Heinrich	Goleta, CA 93117
5	Andra Dillard	Santa Barbara, CA 93111
6	Andrea Brodtkin	Santa Monica, CA 90405
7	Andrew Philpot	Solvang, CA 93463
8	Anjoli Taratusky	Los Osos, CA 93402
9	Anne Almy	Santa Barbara, CA 93105
10	Barbara Dincau	Camarillo, CA 93012
11	Beth Merrill	Newbury Park, CA 91320
12	Blake Kopcho	San Francisco, CA 94131
13	Bobbie Offen	Carpinteria, CA 93013
14	Bonnie Thompson	Los Osos, CA 93402
15	Brian Girard	Ventura, CA 93004
16	Brth Anderson	Arroyo Grande, CA 93420
17	C Gorny	Santa Barbara, CA 93103
18	Camille Gilbert Gilbert	Santa Barbara, CA 93101
19	Carol Alcantar	Richmond, IN 47374
20	Cheryl Lewis	San Luis Obispo, CA 93401
21	Claudia Knudson	Santa Barbara, CA 93101
22	Connie Marquez	Santa Barbara, CA 93110
23	Craig Bowman	Arroyo Grande, CA 93420
24	Cybele Knowles	Tucson, AZ 85716
25	Cynthia Lewis	Templeton, CA 93465
26	Dan Morgan	Rosamond, CA 93560
27	Dana Bordegaray	Cayucos, CA 93430
28	Dana Puschell	Solvang, CA 93463
29	Daniel Holmberg	Seattle, WA 98105
30	David Broadwater	Atascadero, CA 93422
31	David Dennis	Santa Maria, CA 93454
32	Deb Wirkman	Santa Cruz, CA 95060
33	Debby Anderson	Santa Barbara, CA 93109
34	Debra Barringer	Santa Barbara, CA 93105
35	Delia Ridge Creamer	San Francisco, CA 94110
36	Denise Wood	Cincinnati, NY 13040
37	Dennis Young	Pismo Beach, CA 93449
38	Donald Webb	Santa Barbara, CA 93108
39	Donna Passero	Port Hueneme, CA 93041
40	Elaine Edell	Thousand Oaks, CA 91362
41	Elaine Eisner	Pismo Beach, CA 93449
42	Elda Poveda	Moorpark, CA 93021
43	Elizabeth Rowland	Arlington Heights, IL 60005
44	Felena Puentes	Bakersfield, CA 93312
45	Franco Mercado	Santa Barbara, CA 93105
46	Geness Lorian	Santa Barbara, CA 93101
47	Geraldine May	Creston, CA 93432
48	Grant Smith	Thousand Oaks, CA 91360

Against Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
49	Hali Rederer	Sacramento, CA 95820
50	Holly Ludwigson	Cambria, CA 93428
51	Holly Sletteland	Templeton, CA 93465
52	Jacqueline Ginsberg	Grover Beach, CA 93433
53	James Michael 'Mike' Henderson	San Luis Obispo, CA 93405
54	Jamie Green	Ventura, CA 93004
55	Jane Handel	Ojai, CA 93023
56	Janice E. Farry-Menke	Cambria, CA 93428
57	Janine Comrack	Ojai, CA 93023
58	Jeannie Pollak	Oxnard, CA 93036
59	Jenny Nicklin	Ojai, CA 93023
60	Jerami Prendiville	Camarillo, CA 93012
61	Jill Hamilton	Bremerton, WA 98311
62	Jo Offill	Ventura, CA 93004
63	John Dutton	Santa Barbara, CA 93110
64	John Hawkins	Newbury Park, CA 91320
65	John Kirk	Santa Barbara, CA 93109
66	Joseph Boone	San Luis Obispo, CA 93401
67	Joseph Pluta	Bakersfield, CA 93301
68	Josephine Black	Carpinteria, CA 93013
69	Judi Stauffer	Buellton, CA 93427
70	Judith Schaab	Morro Bay, CA 93442
71	Julia Di Sieno	Solvang, CA 93463
72	Justin Chernow	Paso Robles, CA 93446
73	Katharine Grantham	Ojai, CA 93023
74	Katherine Johnson	Santa Barbara, CA 93110
75	Kathleen Devaney	Solvang, CA 93463
76	kathleen Van Every	Atascadero, CA 93422
77	Kathlene Henry-Gorman	Cambria, CA 93428
78	Kathryn Reid	Atascadero, CA 93422
79	Kathy Kelly	Ventura, CA 93003
80	Kathy Yeomans	Ventura, CA 93001
81	Katie Barrett	Camarillo, CA 93010
82	katie fagan	Oak View, CA 93022
83	Kevin Reynolds	Bodfish, CA 93205
84	Kurt Harvey	Sunnyvale, CA 94089
85	Lacey Willburn	Alamosa, CO 81101
86	Laura Wild	Santa Barbara, CA 93103
87	Lawrence Friedrich	Simi Valley, CA 93063
88	Lesley Terwilliger	Ventura, CA 93001
89	leslie spoon	Los Osos, CA 93402
90	Linda Brophy	Santa Barbara, CA 93105
91	Linda Smith	Carmel By The Sea, CA 93921
92	Lisa Hunkler	Palm City, FL 34990
93	Lorraine Jones	Simi Valley, CA 93065
94	Louesa Roebuck	Ojai, CA 93023
95	Marge Schwartz	Santa Barbara, CA 93101
96	Mariano Lloret-Canosa	Ventura, CA 93003

Against Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
97	Marti Smith	Newbury Park, CA 91320
98	Martin Henderson	Goleta, CA 93117
99	Mary Brooks	Frazier Park, CA 93225
100	Mary Wiener	Carpinteria, CA 93013
101	Maryan Infield	Atascadero, CA 93422
102	Matthew Page	Newbury Park, CA 91320
103	Melanie Vollbrecht	Moorpark, CA 93021
104	Melissa Riparetti-Stepien	Santa Barbara, CA 93105
105	Michael Neiningner	Oak Park, CA 91377
106	Michael Pennette	Carpinteria, CA 93013
107	Michèle Haudebourg	Huntsville, TX 77340
108	Michelle Spruiell	93018
109	Mike Real	Newbury Park, CA 91320
110	Mikhail Vizel	Moorpark, CA 93021
111	Myra Toth	Ojai, CA 93024
112	Nancy Carter	Morro Bay, CA 93442
113	Nancy Miller	Santa Maria, CA 93455
114	Nancy Walter	San Luis Obispo, CA 93405
115	Nicholas Esser	Simi Valley, CA 93065
116	Patricia Matejcek	Freedom, CA 95019
117	Peggy Kersey	Arroyo Grande, CA 93420
118	Peggy Midling	Grover Beach, CA 93433
119	PENNY LUCE	Santa Barbara, CA 93111
120	Peter Dodsworth	Templeton, CA 93465
121	Polly Lewis	Frazier Park, CA 93225
122	Ray Smith	Santa Barbara, CA 93105
123	Rena Lewis	Ojai, CA 93023
124	Rhianna Lynch	00000
125	Richard Dovgin	Santa Barbara, CA 93105
126	Robert Mize	Inyokern, CA 93527
127	Robin Hutchinson	Santa Barbara, CA 93108
128	Ron Giddings	Los Osos, CA 93402
129	Ronald Partridge	Simi Valley, CA 93063
130	Ronit Corry	Santa Barbara, CA 93101
131	Ryan Whiteside	Oceano, CA 93445
132	Samuel Cohen	Pleasanton, CA 94588
133	Samuel Sweet	Goleta, CA 93117
134	Sandra Gamble	Ridgecrest, CA 93555
135	sara sexton	Sanger, TX 76266
136	Sarah Raskin	Ojai, CA 93023
137	Scott Romanowski	Simi Valley, CA 93063
138	Sheila Harkrider	Thousand Oaks, CA 91360
139	Sherry Schafer	Ventura, CA 93001
140	Shirley Ritter	San Luis Obispo, CA 93406
141	Sonja Malmuth	Santa Ynez, CA 93460
142	Stephanie Glatt	Santa Barbara, CA 93108
143	Susan Davenport	Simi Valley, CA 93063
144	Susan Ellard	Lompoc, CA 93436

Against Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
145	Suzie Castle	Morro Bay, CA 93442
146	Sylvia Sullivan	Goleta, CA 93117
147	Tara Gonzales	Atascadero, CA 93422
148	Terri Fulton	Ventura, CA 93001
149	Thomas Knecht	Nipomo, CA 93444
150	Veronica Aguirre-Dutton	Carpinteria, CA 93013
151	William O'Neill	Los Angeles, CA 90066
152	Kenneth Meersand	Pismo Beach, CA 93448
153	Jane Daniels	Moorpark, CA 93021
154	Jane Daniels	Moorpark, CA 93021
155	Ron Riskin	Santa Barbara, CA 93103
156	Margaret Dayspring	Atascadero, CA 93422
157	Jim Ford	Newbury Park, CA 91320
158	Paul Marceau	Santa Barbara, CA 93108
159	Caryl Pearson	San Luis Obispo, CA 93406
160	Melissa Eddy	North Wales, PA 19454
161	David Clendenen	San Luis Obispo, CA 93401
162	Justina Keelean	Ventura, CA 93001
163	Nicole Mikals	Newbury Park, CA 91320
164	George Paul Backman	Santa Barbara, CA 93108
165	Alice Welchert	Los Osos, CA 93402
166	Duke Spalding	Bakersfield, CA 93308
167	Helen Manning-Brown	Atascadero, CA 93422
168	Maeve Brady	Santa Barbara, CA 93103
169	Richard Swift	Camarillo, CA 93010
170	Sophia Santitoro	Simi Valley, CA 93065
171	Marjorie Hoskinson	Thousand Oaks, CA 91360
172	Nancy Robinson	Ridgecrest, CA 93555
173	Jeannette Welling	Thousand Oaks, CA 91362
174	Pam Fisher	Los Alamos, CA 93440
175	Bruce Pollock	Oxnard, CA 93035
176	Gary Gall	Cambria, CA 93428
177	Jere Wilkerson	Avila Beach, CA 93424
178	Larry Barnes	San Luis Obispo, CA 93401
179	Kathy Kosinski	Goleta, CA 93117
180	N. J. Bast	Morro Bay, CA 93442
181	Paul Nelson	Camarillo, CA 93010
182	Gary Gall	Cambria, CA 93428
183	Marjorie Rogalski	Santa Barbara, CA 93111
184	Stephan Foley	Ojai, CA 93023
185	Roberta Cordero	Santa Barbara, CA 93105
186	Chuck Rocco	Simi Valley, CA 93065
187	Roberta Weissglass	Santa Barbara, CA 93160
188	Melissa Davis	Paso Robles, CA 93446
189	Ingrid Skei	Thousand Oaks, CA 91362
190	Camille Herrick	Santa Ynez, CA 93460
191	Amanda Frost	Santa Barbara, CA 93105
192	Andrea Chraft	Simi Valley, CA 93063

Against Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
193	Arnold Schildhaus	Santa Barbara, CA 93110
194	Bora Coskun	73230
195	Brooke Knight	Ventura, CA 93002
196	Cathy Halley	Ojai, CA 93023
197	Charles Tribbey	San Luis Obispo, CA 93405
198	Claudia. Gilman	Ventura, CA 93003
199	David Walker	Santa Barbara, CA 93105
200	Donna Shaw	Simi Valley, CA 93065
201	Elizabeth Ladiana	Ventura, CA 93003
202	Genevieve Herrick	Santa Ynez, CA 93460
203	Gina Mori	Arroyo Grande, CA 93420
204	Ingrid Brewer	Santa Barbara, CA 93103
205	Jennifer Cushnie	Santa Barbara, CA 93103
206	Jennifer Johnson	Oxnard, CA 93035
207	John Douglas	Santa Barbara, CA 93103
208	John Lucas	Los Osos, CA 93402
209	Judy Williams	Caliente, CA 93518
210	Kai Ewert	Oak View, CA 93022
211	Katherine Bernhardt	Santa Barbara, CA 93109
212	Lauren Simone	Ojai, CA 93023
213	LINDA JONES	Bakersfield, CA 93387
214	Linda Penrose	Morro Bay, CA 93442
215	Lori Bates	Oxnard, CA 93035
216	Louise Brew	Ojai, CA 93023
217	marci Smith	Los Osos, CA 93402
218	Marianne Hairgrove	San Luis Obispo, CA 93401
219	Mark Ogonowski	Ventura, CA 93003
220	Mark Truscinski	Newbury Park, CA 91320
221	Martha Aubin	Santa Barbara, CA 93109
222	Marvin Sperlin	Ventura, CA 93001
223	Pamela Miller	Tolar, TX 76476
224	Paul Ramos	Santa Ynez, CA 93460
225	Penelope Prochazka	Simi Valley, CA 93063
226	Perla Sandoval	Lompoc, CA 93436
227	Rich Moser	Santa Barbara, CA 93111
228	Robert Crum	Fillmore, CA 93016
229	Rose Ann Witt	Thousand Oaks, CA 91362
230	Rose Bryan	Lebec, CA 93243
231	Rosemary Thompson	Santa Barbara, CA 93110
232	Ruth Leary Millington	Somis, CA 93066
233	Shana Lauer	Santa Barbara, CA 93105
234	Shelley Strohm	Lake Isabella, CA 93240
235	Stacey McDonald	Westlake Village, CA 91361
236	Susan Balthasar	Los Osos, CA 93402
237	Susan Jorgensen	Santa Ynez, CA 93460
238	Susan Larson	Paso Robles, CA 93446
239	tami mccready	Simi Valley, CA 93063
240	Teresa Risinger	Santa Maria, CA 93455

Against Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
241	alinda Ambrose	Warren, PA 16365
242	Angela DiNicola	Lebanon, PA 17046
243	Anne-Marie Boyce	San Francisco, CA 94121
244	Aubrey Wilson	Englewood, CO 80111
245	Bev Vanderstar	Geneva, FL 32732
246	Carol Millar	Santa Barbara, CA 93105
247	Catherine Newman	Santa Barbara, CA 93108
248	Christine B.	Gastonia, NC 28056
249	Dennis Brand	Santa Barbara, CA 93101
250	Elizabeth Chen	Goleta, CA 93117
251	eric weiss	Atascadero, CA 93422
252	Gregory Williams	Nipomo, CA 93444
253	Helen Livingston	Atascadero, CA 93422
254	James Odling	Los Angeles, CA 90032
255	Jamie Perry	Providence, RI 02908
256	Jennice Dobroszczyk	Clovis, CA 93612
257	Jill Acree	Conway, AR 72032
258	Joan Hansen	Beckley, WV 25801
259	Lisa Hunkler	Palm City, FL 34990
260	Lisa Travis	Littleton, CO 80129
261	Lora Fults	Durango, CO 81301
262	Lucy Clark	Bakersfield, CA 93308
263	Lynn Wallace	Manteca, CA 95336
264	Mara Wright	Hermitage, TN 37076
265	Margaret Steurer	Santa Barbara, CA 93105
266	Marsha Lucero	Nipomo, CA 93444
267	Nancy Black	Santa Barbara, CA 93105
268	Patty Viers	Toledo, OH 43615
269	Pen Wright	Gardnerville, NV 89460
270	Penelope Melko	Tehachapi, CA 93561
271	Sandra Rakestraw	Atascadero, CA 93422
272	Sara Hayes	Long Beach, CA 90814
273	Sophie Roome	Columbus, OH 43221
274	Susan Elvira Floran-Bernier	Boulder, CO 80304
275	Yuru Feng	Santa Barbara, CA 93111
276	Cher Clarke	Beverly Hills, CA 90210
277	Christiane Schlumberger	Santa Barbara, CA 93101
278	Christopher Tull	Oxnard, CA 93030
279	Colleen Lobel	San Diego, CA 92126
280	Crystal Cardiel	Ventura, CA 93003
281	David Councilman	Minneapolis, MN 55426
282	Freya Harris	Atlanta, GA 30342
283	gail furillo	Ojai, CA 93023
284	Harry Knapp	Riverside, CA 92507
285	Isabel M Fuica	Port Chester, NY 10573
286	Jennifer Blum	Santa Barbara, CA 93105
287	Joan Paul and PJ Sullivan	Ventura, CA 93003
288	Linda Warren	Camarillo, CA 93012

Against Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
289	Mark Thormahlen	San Diego, CA 92128
290	Michael Friedmann	Bronx, NY 10461
291	Molly Gordon	Santa Barbara, CA 93109
292	paulo reeson	Pasadena, MD 21122
293	ROBERT MARDIS	Tarpon Springs, FL 34689
294	Allen Olson	Minneapolis, MN 55409
295	Animae Chi	Gainesville, FL 32607
296	Ann Breuer	Centralia, IL 62801
297	Annie Wei	48700
298	Barbara Greenwood	Walnut Creek, CA 94596
299	Barbara Tacker	Camarillo, CA 93012
300	Betsy Germanotta	Cambridge, MA 02140
301	Bobbie Flowers	New York, NY 10011
302	Bonnie Lynn MacKinnon	Georgetown, TX 78626
303	Carol Jurczewski	Riverside, IL 60546
304	Carol Thompson	South Park, PA 15129
305	Christine Schneebeli	Albany, NY 12241
306	colonel meyer	North Port, FL 34286
307	Constance Garcia-Barrio	Philadelphia, PA 19119
308	cristina nagy	00000
309	Danuta Watola	42660
310	David Councilman	Minneapolis, MN 55426
311	Deborah Voves	Anchorage, AK 99516
312	Diana Stokes	Chicago, IL 60637
313	Ejay Clark	Westport, CT 06880
314	Eugene Kiver	Anacortes, WA 98221
315	Fran Fulwiler	Portland, OR 97213
316	freddie williams	Blackstone, MA 01504
317	Gail McMullen	Los Angeles, CA 90027
318	Heather Little	01234
319	Hristina Boncheva	Phoenix, AZ 85001
320	Jane Engelsiepen	Carpinteria, CA 93013
321	Javier Rivera	Brooklyn, NY 11249
322	Jelica Roland	52420
323	Jill Davine	Culver City, CA 90232
324	Joann Koch	Lebanon, CT 06249
325	John Deddy	Miami, FL 33176
326	jon spar	Albuquerque, NM 87106
327	Judy Childers	Madison, WI 53714
328	Julie Martin	Frederic, WI 54837
329	Julie Sasaoka	Concord, CA 94518
330	Karen Raccio	Maple Grove, MN 55311
331	Lenore Reeves	Mokena, IL 60448
332	Lisa Mazzola	Tampa, FL 33612
333	Lisa Neste	High Point, NC 27265
334	Marc Grawunder	49492
335	Maria Reis	70862
336	Matthew Taylor	Grapevine, TX 76051

Against Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
337	mauricio carvajal	92915
338	Mel Green	Dravosburg, PA 15034
339	michelle taylor	Boise, ID 83725
340	Nena Sinclair	00000
341	Noelle Pellowski	Brea, CA 92821
342	Patricia Vazquez	15900
343	Peter Cummins	00000
344	R Dean James	Conway, AR 72034
345	Raleigh koritz	Minneapolis, MN 55442
346	rehana vn	New Derry, PA 15671
347	Rob Seltzer	Malibu, CA 90265
348	Robert Sanders	Temple, GA 30179
349	Romney Shiffer Taylor	Cottage Grove, OR 97424
350	Ronald Ratner	Sioux Falls, SD 57104
351	S Jitreun	Ann Arbor, MI 48104
352	Sandra Boylston	Sanford, FL 32773
353	Stephen Green	Burlington, WA 98233
354	Steve Prince	Eugene, OR 97405
355	Susan Jorgensen	Santa Ynez, CA 93460
356	Tami Palacky	Springfield, VA 22153
357	Twyla Meyer	Pomona, CA 91767
358	Vanessa Weeks	Downey, CA 90240
359	Veronica B.	Placerville, CA 95667
360	Vickey Baker	Harlan, IA 51537
361	Allen Olson	Minneapolis, MN 55409
362	Annie Wei	48700
363	Bobbie Flowers	New York, NY 10011
364	Carol Thompson	South Park, PA 15129
365	Christine Schneebeli	Albany, NY 12241
366	colonel meyer	North Port, FL 34286
367	Danuta Watola	42660
368	Deborah Voves	Anchorage, AK 99516
369	Fran Fulwiler	Portland, OR 97213
370	Gillian Van Wyk	Van Lear, KY 41265
371	Greg Spooner	San Francisco, CA 94110
372	ISABEL CERVERA	Salisbury, NC 28147
373	James Mulcare	Clarkston, WA 99403
374	Jill Denton	Los Osos, CA 93402
375	Judy Childers	Madison, WI 53714
376	Julie Martin	Frederic, WI 54837
377	Kimberly Wiley	Rochester, NY 14612
378	Lisa Mazzola	Tampa, FL 33612
379	Marc Grawunder	49492
380	Martin Comerford	Thousand Oaks, CA 91362
381	Matthew Taylor	Grapevine, TX 76051
382	mauricio carvajal	92915
383	michelle taylor	Boise, ID 83725
384	Nena Sinclair	00000

Against Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
385	Patricia Vazquez	15900
386	Peter Cummins	00000
387	rehana vn	New Derry, PA 15671
388	Robert Sanders	Temple, GA 30179
389	Romney Shiffer Taylor	Cottage Grove, OR 97424
390	Ronald Ratner	Sioux Falls, SD 57104
391	S Jitreun	Ann Arbor, MI 48104
392	Sandra Boylston	Sanford, FL 32773
393	Susan Jorgensen	Santa Ynez, CA 93460
394	Twyla Meyer	Pomona, CA 91767
395	Vanessa Weeks	Downey, CA 90240
396	Veronica B.	Placerville, CA 95667
397	Sergio Padilla	Dravosburg, PA 15034
398	Crow White	Los Osos, CA 93402
399	Millie O'Connor	Cocoa, FL 32927
400	Kimberly Wiley	Rochester, NY 14612
401	Sue Lannin	Los Angeles, CA 90006
402	claudia correia	Baltimore, MD 21250
403	Kimberly Wiley	Rochester, NY 14612
404	Brad Nelson	Oxnard, CA 93035
405	Araceli Chipres-Jimenez	Goleta, CA 93117
406	Bonnie Su	Santa Barbara, CA 93106
407	Brooke Russell	Goleta, CA 93117
408	Ella Boyce	Encinitas, CA 92024
409	Emily Schroeder	Santa Barbara, CA 93107
410	Hal Trufan	Matthews, NC 28104
411	Hunter Buckhorn	Goleta, CA 93117
412	igor skubera	Goleta, CA 93117
413	Jared Melvin	Goleta, CA 93117
414	Jordan Barr	Goleta, CA 93117
415	Kelly Gates	Oceanside, CA 92057
416	kimberly medina	Goleta, CA 93117
417	Kirstin Walton	Santa Barbara, CA 93101
418	Lara Winn	Portland, OR 97214
419	Luciano Graniello	Metairie, LA 70010
420	Maya De La Cruz	Goleta, CA 93117
421	Megan Hattar	Santa Cruz, CA 95060
422	Nick Lynch	Goleta, CA 93117
423	Paige Belcher	Goleta, CA 93117
424	Pranavi Gandham	Goleta, CA 93117
425	Sam Steuart	Santa Barbara, CA 93101
426	Sydney Casey	Goleta, CA 93117
427	Taylor Altenbern	Santa Cruz, CA 95060
428	Tori Leatherman	Goleta, CA 93117
429	Angelica Perez	Beaumont, CA 92223
430	Jonathan Leong	Culver City, CA 90230
431	Richard Hieber	87700
432	sara sexton	Sanger, TX 76266

Against Project Form Comment Letters on ExxonMobil Interim Trucking Draft SEIR

#	Name	City
433	Daria Zagorski	Nashville, KS 67112
434	André Henrique Bacci	Wilmington, DE 19880
435	jeff hopkins	Lake Villa, IL 60046
436	Melissa Perez	Goleta, CA 93117
437	Roberta R Czarnecki	Everett, WA 98204
438	sara sexton	Sanger, TX 76266
439	Tessa Rife	San Francisco, CA 94109
440	Urvashi Balasubramaniam	00000
441	Zelma Fishman	Los Osos, CA 93402

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

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

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

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,
A Frankel
Richmond, CA 94804
akfrankel@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Agnieszka Fulk
Atascadero, CA 93422
as8169@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Amala Kohler
Antlers, OK 74523
Amala.s.kohler@onlinehome.de

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Amanda Heinrich
Goleta, CA 93117
cybele_h@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Andra Dillard
Santa Barbara, CA 93111
andradillard@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Andrea Brodtkin
Santa Monica, CA 90405
archappell@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Anjoli Taratusky
Los Osos, CA 93402
operasinger23@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

I urge you further to move toward a world that is not dependent on oil. Study the wind farm in Lompoc. Consider expanding the solar farms in Cuyama. Allow this County to be current with the direction of the State.

Sincerely,
Anne Almy
Santa Barbara, CA 93105
annealmy@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Barbara Dincau
Camarillo, CA 93012
barbaradincau@me.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Beth Merrill
Newbury Park, CA 91320
emerrill4@verizon.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Blake Kopcho
San Francisco, CA 94131
b.kopcho@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

The proliferation of cannabis cultivation in the Carpinteria Valley has already made a very detrimental affect on our air and quality of life along the Highway 101 corridor. To allow Exxon Mobil to truck oil along our coast through Carpinteria would just be putting the final nail in what was originally a great place to live and a desired vacation destination.

Board of Supervisors, wake up! What are you doing to us? You were elected to protect this county, not destroy it because of greed for the almighty dollar.

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

Sincerely,
Bobbie Offen
Carpinteria, CA 93013
Bobbieo@cox.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Bonnie Thompson
Los Osos, CA 93402
bthompson.xyz@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Brian Girard
Ventura, CA 93004
briangirard264@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Brth Anderson
Arroyo Grande, CA 93420
retrogirl1954@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,

C Gorny

Santa Barbara, CA 93103

gorca699@student.otago.ac.nz

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Camille Gilbert Gilbert
Santa Barbara, CA 93101
camillegilbert@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Carol Alcantar
Richmond, IN 47374
carolalcantar_3@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Cheryl Lewis
San Luis Obispo, CA 93401
Cmlnp50@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Claudia Knudson
Santa Barbara, CA 93101
caknud@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Connie Marquez
Santa Barbara, CA 93110
dancingrannie@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Craig Bowman
Arroyo Grande, CA 93420
craigdbowman@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

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

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Dan Morgan
Rosamond, CA 93560
nasaduck@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Dana Puschell
Solvang, CA 93463
ddpcare@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

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

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

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,
Daniel Holmberg
Seattle, WA 98105
danielholmberg@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
David Dennis
Santa Maria, CA 93454
ddennis@mac.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Deb Wirkman
Santa Cruz, CA 95060
debawirkman@sbcglobal.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Debby Anderson
Santa Barbara, CA 93109
debventure@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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 communities. 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.

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

Sincerely,
Debra Barringer
Santa Barbara, CA 93105
debrabarringer2@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Delia Ridge Creamer
San Francisco, CA 94110
dcreamer@biologicaldiversity.org

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Denise Wood
Cincinnati, NY 13040
everest105@hotmail.co.uk

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Dennis Young
Pismo Beach, CA 93449
photodennis44@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Donald Webb
Santa Barbara, CA 93108
sdwebb@cox.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Donna Passero
Port Hueneme, CA 93041
donnap1126@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Elaine Edell
Thousand Oaks, CA 91362
elaine@edellproductions.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Elaine Eisner
Pismo Beach, CA 93449
justaddh20@me.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Elda Poveda
Moorpark, CA 93021
efernandezsosaya@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

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

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

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,
Elizabeuth Rowland
Arlington Heights, IL 60005
baat1935@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Felena Puentes
Bakersfield, CA 93312
fpuentes19@att.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Franco Mercado
Santa Barbara, CA 93105
famercado@verizon.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Geraldine May
Creston, CA 93432
huerhuero@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Grant Smith
Thousand Oaks, CA 91360
smithgrant.la@gmail.com

Dear Kathryn Lehr,

Santa Barbara County Must deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Hali Rederer
Sacramento, CA 95820
hiking_fool@mac.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Holly Ludwigson
Cambria, CA 93428
holly.ludwigson@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline. Your decision will affect us in San Luis Obispo as well.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jacqueline Ginsberg
Grover Beach, CA 93433
chezjacq5@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
James Michael 'Mike' Henderson
San Luis Obispo, CA 93405
mhenderson13@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jamie Green
Ventura, CA 93004
springhead.jg@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit. I live in the neighboring community of Ojai and this outrageous proposal impacts everyone in the vicinity of Santa Barbara. It's outrageous that, in this day and age and knowing what we now know about the dangers of off-shore drilling and transport of oil, that this is even under consideration. KEEP IT IN THE GROUND!!!

Sincerely,
Jane Handel
Ojai, CA 93023
janehandel@att.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Janice E. Farry-Menke
Cambria, CA 93428
jhmenke@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Janine Comrack
Ojai, CA 93023
janine@ojaimail.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jeannie Pollak
Oxnard, CA 93036
jeannie22ster@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jenny Nicklin
Ojai, CA 93023
Chameleonojai@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jerami Prendiville
Camarillo, CA 93012
Jerami@rebar-vfx.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

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

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

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,
Jill Hamilton
Bremerton, WA 98311
jckress@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jo Offill
Ventura, CA 93004
jodyoffill@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
John Dutton
Santa Barbara, CA 93110
john.dutton@patagonia.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
John Hawkins
Newbury Park, CA 91320
John.Hawk7@verizon.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

Let's phase oil out of California.

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Joseph Boone
San Luis Obispo, CA 93401
jboone@calpoly.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Joseph Pluta
Bakersfield, CA 93301
jpluta2@att.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081 because transporting oil in this manner is inherently dangerous and poses unacceptable risks to our highways, communities, and coastline.

If Exxon is granted this permit, the three aging offshore platforms (Harmony, Heritage and Hondo) will be brought back online for the first time since the Plains All American Pipeline oil spill in 2015.

Allowing oil trucks to serve three decrepit offshore drilling platforms 24 hours a day is a recipe for environmental disaster.

It is a well documented fact that trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires, explosions, and increased traffic accidents and fatalities.

As we all too well have learned, oil spills near our Santa Barbara Channel threaten a wide range of species, including federally protected one such as blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles.

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 communities. Continuing the expansion of oil transportation will only deepen the climate crisis. Besides, denying Exxon's permit is consistent with California's emergence as a champion against the current administration's plan to expand oil development off the California coast.

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

Sincerely,
Judi Stauffer
Buellton, CA 93427
rjshow@me.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Judith Schaab
Morro Bay, CA 93442
judith.schaab@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Katharine Grantham
Ojai, CA 93023
trinagrantham@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
kathleen Van Every
Atascadero, CA 93422
bupkat@charter.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kathlene Henry-Gorman
Cambria, CA 93428
khenrygo@calpoly.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kathryn Reid
Atascadero, CA 93422
kathy@reidcm.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kathy Kelly
Ventura, CA 93003
kasiakelly@att.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kathy Yeomans
Ventura, CA 93001
kathyyeo@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Katie Barrett
Camarillo, CA 93010
horseygirlkt@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
katie fagan
Oak View, CA 93022
katie.fagan@roadrunner.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kevin Reynolds
Bodfish, CA 93205
reykevster@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

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

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

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,
Kurt Harvey
Sunnyvale, CA 94089
khphotos@mac.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has increased because of increased 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 threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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,
Lacey Willburn
Alamosa, CO 81101
snapfire69@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Laura Wild
Santa Barbara, CA 93103
laurajwild@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lawrence Friedrich
Simi Valley, CA 93063
larryfriedrich@sbcglobal.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lesley Terwilliger
Ventura, CA 93001
Lellyt@me.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

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

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

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 Smith
Carmel By The Sea, CA 93921
lachmund@pacbell.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

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

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

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,
Lisa Hunkler
Palm City, FL 34990
kirby1936@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lorraine Jones
Simi Valley, CA 93065
dragonkingsdaughter@earthlink.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Louesa Roebuck
Ojai, CA 93023
louesa@louesaroebeck.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Marge Schwartz
Santa Barbara, CA 93101
marge105@verizon.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Mariano Lloret-Canosa
Ventura, CA 93003
dorrego77@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Thank you for your consideration.

Sincerely,
Marti Smith
Newbury Park, CA 91320
marti02@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Mary Brooks
Frazier Park, CA 93225
mbrooks2521@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Maryan Infield
Atascadero, CA 93422
maryan.infield@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Matthew Page
Newbury Park, CA 91320
southern.pacific.9735@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Melanie Vollbrecht
Moorpark, CA 93021
dispatch@axicom.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Melissa Riparetti-Stepien
Santa Barbara, CA 93105
melissa@experlogix.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Michael Neining
Oak Park, CA 91377
mikeneining@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Michael Pennette
Carpinteria, CA 93013
michael@ktpdesigngroup.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Michèle Haudebourg
Huntsville, TX 77340
michelehaudebourg@sfr.fr

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Michelle Spruiell
93018
miesjes@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Mike Real
Newbury Park, CA 91320
mykey1r@mac.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Mikhail Vizel
Moorpark, CA 93021
ddbvizel@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Myra Toth
Ojai, CA 93024
radtoth@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Nancy Carter
Morro Bay, CA 93442
njcr95@gmail.com

Dear Kathryn Lehr,

Do the right thing.

Deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Nancy Miller
Santa Maria, CA 93455
Sistergh1976@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Nancy Walter
San Luis Obispo, CA 93405
walterfam4@charter.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Nicholas Esser
Simi Valley, CA 93065
nichorus@pacbell.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a major public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year which can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Patricia Matejcek
Freedom, CA 95019
patachek3@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Peggy Kersey
Arroyo Grande, CA 93420
peggygoes1@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Peggy Midling
Grover Beach, CA 93433
pegmidling@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
PENNY LUCE
Santa Barbara, CA 93111
penny216@cox.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Peter Dodsworth
Templeton, CA 93465
mariaypeter@att.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Polly Lewis
Frazier Park, CA 93225
pelewisIII@yahoo.com

Dear Kathryn Lehr,

Climate change is real and intelligent response to the warming of the earth is essential to all life. ALL this oil should stay in the ground - not be extracted and moved thru our county. Please say NO to this plan.

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ray Smith
Santa Barbara, CA 93105
ray@eri.ucsb.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Rena Lewis
Ojai, CA 93023
relew7@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Rhianna Lynch
00000
ranimerat@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Robert Mize
Inyokern, CA 93527
1doorgunner@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Robin Hutchinson
Santa Barbara, CA 93108
rkhhutchinson@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ron Giddings
Los Osos, CA 93402
rand1625@charter.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ronald Partridge
Simi Valley, CA 93063
raturon@sbcglobal.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ryan Whiteside
Oceano, CA 93445
ryandegrunt@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Samuel Cohen
Pleasanton, CA 94588
samuel.cohen@outlook.com

Dear Kathryn Lehr,

Please reject ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline. All parties involved have terrible records.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Samuel Sweet
Goleta, CA 93117
sweet@lifesci.ucsb.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sandra Gamble
Ridgecrest, CA 93555
sl.gamble@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
sara sexton
Sanger, TX 76266
ssexton@sangertexas.org

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sarah Raskin
Ojai, CA 93023
sahraskin@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Scott Romanowski
Simi Valley, CA 93063
scott.411dude@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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.

Exposing this fragile and pristine area to the inevitable oil spills that this project would cause is costs in lives and dollars our communities and state cannot afford.

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

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

Respectfully submitted,

Sincerely,
Sheila Harkrider
Thousand Oaks, CA 91360
sharkrider@health-law.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sherry Schafer
Ventura, CA 93001
sherry@west.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Shirley Ritter
San Luis Obispo, CA 93406
shirlritter@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sonja Malmuth
Santa Ynez, CA 93460
malmuth@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Stephanie Glatt
Santa Barbara, CA 93108
stephanieglatt@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Susan Davenport
Simi Valley, CA 93063
suedcpa@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Susan Ellard
Lompoc, CA 93436
sellard1@telus.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

I value our natural world and our wildlife and want it and them protected. I also consume seafood that I purchase at my local harbor in Morro Bay. I don't want this natural resource that is important for human health endangered. I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit. Thank you.

Sincerely,
Suzie Castle
Morro Bay, CA 93442
smyczynska@protonmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sylvia Sullivan
Goleta, CA 93117
sylvia805@cox.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Tara Gonzales
Atascadero, CA 93422
nocona81@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Terri Fulton
Ventura, CA 93001
fultonterri@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Thomas Knecht
Nipomo, CA 93444
th.pa.knecht@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Veronica Aguirre-Dutton
Carpinteria, CA 93013
dazzlevdesigns@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

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

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

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,
William ONeill
Los Angeles, CA 90066
woneill12@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit. Future generations of Californians will thank you for it.

Sincerely,
Kenneth Meersand
Pismo Beach, CA 93448
kenmeer@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jane Daniels
Moorpark, CA 93021
quack@drewdaniels.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jane Daniels
Moorpark, CA 93021
quack@drewdaniels.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Margaret Dayspring
Atascadero, CA 93422
marspring2002@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jim Ford
Newbury Park, CA 91320
jfoaviator@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Caryl Pearson
San Luis Obispo, CA 93406
wolfcoyotedeereik@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Melissa Eddy
North Wales, PA 19454
eddysclub@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
David Clendenen
San Luis Obispo, CA 93401
dclenden@calpoly.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Justina Keelean
Ventura, CA 93001
ashleighkeeleen@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Nicole Mikals
Newbury Park, CA 91320
n_vitale@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Alice Welchert
Los Osos, CA 93402
alicewelchert@ymail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Duke Spalding
Bakersfield, CA 93308
dukespalding@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Helen Manning-Brown
Atascadero, CA 93422
helenmb@verizon.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Maeve Brady
Santa Barbara, CA 93103
maevesinead@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Richard Swift
Camarillo, CA 93010
rdswift1@verizon.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sophia Santitoro
Simi Valley, CA 93065
sophia@santitoro.com

Dear Kathryn Lehr,

Thank you for reading this. As I am sure you know, and as we Californians are well aware, oil spills are deadly to humans and wildlife. It is foolhardy to make it likely that another major spill will happen.

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Marjorie Hoskinson
Thousand Oaks, CA 91360
hoskinml@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Nancy Robinson
Ridgecrest, CA 93555
nancyeprobinson@outlook.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jeannette Welling
Thousand Oaks, CA 91362
bongodrum@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Pam Fisher
Los Alamos, CA 93440
pam@ruffianstables.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Bruce Pollock
Oxnard, CA 93035
imset@pacbell.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jere Wilkerson
Avila Beach, CA 93424
jerewilk@icloud.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Larry Barnes
San Luis Obispo, CA 93401
lbarnes78@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,

N. J. Bast

Morro Bay, CA 93442

fairviewnancyb@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Paul Nelson
Camarillo, CA 93010
pdnelson22@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Marjorie Rogalski
Santa Barbara, CA 93111
marjorie890@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Stephan Foley
Ojai, CA 93023
salexfoley@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Chuck Rocco
Simi Valley, CA 93065
crocco1250@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Roberta Weissglass
Santa Barbara, CA 93160
rwactivist@cox.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Melissa Davis
Paso Robles, CA 93446
melissadavis_2000@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ingrid Skei
Thousand Oaks, CA 91362
skeiing@gmail.com

Dear Kathryn Lehr,

We have a serious climate crisis, and it's time to cease all new fossil fuel projects. Please see the relationship between fossil fuels and the alarming build up of CO2 in our atmosphere. I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081.

Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline. If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Camille Herrick
Santa Ynez, CA 93460
greendragon4peas@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Amanda Frost
Santa Barbara, CA 93105
ACFSB@AOL.COM

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Andrea Chraft
Simi Valley, CA 93063
akchraft@sbcglobal.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Bora Coskun
73230
bora.coskun@t-online.de

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Brooke Knight
Ventura, CA 93002
BKnight3@Mailbox.Org

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Cathy Halley
Ojai, CA 93023
heartcats1@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Charles Tribbey
San Luis Obispo, CA 93405
cltquest@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Claudia. Gilman
Ventura, CA 93003
trufflehounds@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
David Walker
Santa Barbara, CA 93105
walkercreations@verizon.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Donna Shaw
Simi Valley, CA 93065
dshaw77708@sbcglobal.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Elizabeth Ladiana
Ventura, CA 93003
lizzard55@gmail.com

Dear Kathryn Lehr,

I have lived in Santa Barbara County since 1978, and I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jennifer Cushnie
Santa Barbara, CA 93103
dallen4191@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jennifer Johnson
Oxnard, CA 93035
jj17@earthlink.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
John Douglas
Santa Barbara, CA 93103
jed805@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Judy Williams
Caliente, CA 93518
twinoaks1@wildblue.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kai Ewert
Oak View, CA 93022
kaiewert@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Katherine Bernhardt
Santa Barbara, CA 93109
emailkateasap@gmail.com

Dear Kathryn Lehr,

SB County must deny ExxonMobil's trucking permit application 17RVP-00000-00081 because it is dangerous and poses unacceptable risks to our highways and coastline.

It would bring 3 aging offshore platforms will be brought back online for the first time since the spill in 2015. Allowing oil trucks to serve three decrepit offshore drilling platforms 24 hours a day is an inevitable environmental disaster waiting.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill thousands of gallons of oil per year, causing fires and explosions and have shown traffic accident fatalities more than quadrupling since 2004.

Oil spills near the SB Channel last for years and threaten a wide range of federally protected species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles.

Both coastal oil pipelines and tanker trucks are dangerous and pose a threat to our oceans and communities. Continuing the expansion of oil deepens the climate crisis with hurricanes and forest fires and accelerating sea-level rise.

Denying Exxon's permit is consistent with California's championship against expanding oil development off the California coast.

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

Sincerely,
Lauren Simone
Ojai, CA 93023
laurenedie@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
LINDA JONES
Bakersfield, CA 93387
whitefurrybears@sbcglobal.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lori Bates
Oxnard, CA 93035
vivaaloha@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Louise Brew
Ojai, CA 93023
louiesunshine@mac.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Marianne Hairgrove
San Luis Obispo, CA 93401
mah67512@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Mark Ogonowski
Ventura, CA 93003
mogo666@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Mark Truscinski
Newbury Park, CA 91320
markt@laube.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Marvin Sperlin
Ventura, CA 93001
Marv@sperlin.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Pamela Miller
Tolar, TX 76476
pamz@pamelazmiller.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Penelope Prochazka
Simi Valley, CA 93063
propen@sbcglobal.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Perla Sandoval
Lompoc, CA 93436
Perla.isabel.sandoval@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Robert Crum
Fillmore, CA 93016
rgcbob@yahoo.com

Dear Kathryn Lehr,

I'm writing as a concerned biologist, parent of a child who suffers from asthma, California taxpayer, and Woolsey Fire survivor, to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways, coastline and climate.

If Exxon is granted this permit, the 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, 7 days a week is a recipe for an environmental, health and climate disaster.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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, communities, climate & children. 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 oil development off the California coast.

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

Sincerely,
Rose Ann Witt
Thousand Oaks, CA 91362
rawitt@verizon.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Rose Bryan
Lebec, CA 93243
rmr27@me.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

I am a marine biologist who has lived and worked in Santa Barbara for 47 years. I have studies and seen the damage oil spills can have on the environment. I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Rosemary Thompson
Santa Barbara, CA 93110
rosie@nbdca.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ruth Leary Millington
Somis, CA 93066
atrarescue@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Shana Lauer
Santa Barbara, CA 93105
shanalauer@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Shelley Strohm
Lake Isabella, CA 93240
sdy@sdyc.org

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Stacey McDonald
Westlake Village, CA 91361
staceyca@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Susan Balthasar
Los Osos, CA 93402
susanb@nickb.org

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Susan Jorgensen
Santa Ynez, CA 93460
susanjorgensen@ranchozorra.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Susan Larson
Paso Robles, CA 93446
4susanlarson@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
tami mccready
Simi Valley, CA 93063
stevenmccready@roadrunner.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
alinda Ambrose
Warren, PA 16365
aambrose@atlanticbb.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Angela DiNicola
Lebanon, PA 17046
angelamarie1972@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

I urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit. Please stop the Insanity. Is there nothing that Exxon won't do to endanger the lives of everyone because their profits are all they care about. Money! Profit! & damn everything else!! Exxon only cares about themselves and damn everything else! Exxon you know exactly what you're doing. You are despicable!!!

Sincerely,
Anne-Marie Boyce
San Francisco, CA 94121
anne-mariboyce@att.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Aubrey Wilson
Englewood, CO 80111
linnchris2003@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Bev Vanderstar
Geneva, FL 32732
bevvanderstar@gmail.com

Dear Kathryn Lehr,

RE: ExxonMobil interim trucking application - Oppose Dear Santa Barbara Planning & Development Commission, I am writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous, and poses unacceptable risks to our highways and coastline.

I recently talked to someone who worked for a large oil company for many years. His defense about transporting oil was that safeguards were always in place. The problem is that human beings aren't machines. Inevitably, accidents happen. And for an accident to sully our city or the natural beauty around us, or, for that matter, kill people should there be an explosion, for a product which shouldn't be used anymore is doubly unacceptable.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions.

Further, oil spills near the Santa Barbara Channel threaten a wide range of federally protected threatened and endangered species, including blue whales, sea otters, steelhead, California tiger salamanders 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.

I'm a 57-year old native Santa Barbaran, and have watched with horror and sadness as the tidepools I knew to have creatures in them have become more and more desolate. I attribute some of this depopulation to the various oil disasters that have happened.

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,

Carol Millar

Sincerely,
Carol Millar
Santa Barbara, CA 93105
carol@maconstruction.us

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Catherine Newman
Santa Barbara, CA 93108
okemo.bv@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Christine B.
Gastonia, NC 28056
christinebiela@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Dennis Brand
Santa Barbara, CA 93101
chachmonkey@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Elizabeth Chen
Goleta, CA 93117
emeraldcelestial@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

We can't have children but I would love if other beings grandchildren could enjoy the ocean when it's year 2060.

Best regards,
Gregory Williams

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Gregory Williams
Nipomo, CA 93444
DJRawIntentions@me.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Helen Livingston
Atascadero, CA 93422
randhlivi@webtv.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
James Odling
Los Angeles, CA 90032

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

This should be an easy answer. We have more than enough evidence to prove that we should be moving away from this type of energy source. Do the right thing and protect our coastal community, marine ecosystems and climate by rejecting this permit.

Sincerely,
Jamie Perry
Providence, RI 02908
mrsavp14@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jennice Dobroszczyk
Clovis, CA 93612
jennice90245@outlook.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jill Acree
Conway, AR 72032
acree@ymail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Joan Hansen
Beckley, WV 25801
joan13056@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lisa Hunkler
Palm City, FL 34990
lisahunkler@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lisa Travis
Littleton, CO 80129
LSurrey@comcast.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lora Fults
Durango, CO 81301
LFults204@gmail.com

Dear Kathryn Lehr,

As someone who frequently drives to Goleta to visit friends, I'm writing to urge Santa Barbara County to deny Exxon-Mobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lucy Clark
Bakersfield, CA 93308
lucyg391@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lynn Wallace
Manteca, CA 95336
lwally13@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Mara Wright
Hermitage, TN 37076
marawright241@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Margaret Steurer
Santa Barbara, CA 93105
mjsteurer@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Marsha Lucero
Nipomo, CA 93444
msmarshalucero@gmail.com

Dear Kathryn Lehr,

I've lived through some oil spills in Santa Barbara. My kids are new drivers on the 101 that Exxon would like to send oil trucks on, 24 hours a day, every day. My business suffered with the Refugio Spill, and was never compensated for losses. We haven't forgotten the horrific Santa Barbara Oil Spill of 1969. This plan to restart drilling and truck the oil is a horrific insult to our community, who has been through too much disaster and does not need any more.

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Nancy Black
Santa Barbara, CA 93105
nancy@mercurypress.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Patty Viers
Toledo, OH 43615
awviers@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Pen Wright
Gardnerville, NV 89460
melwoodonly@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Penelope Melko
Tehachapi, CA 93561
pjmelko@gmail.com

Dear Kathryn Lehr,

"No" is the best answer!

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sandra Rakestraw
Atascadero, CA 93422
srakestraw@charter.net

Dear Kathryn Lehr,

As a Californian for about 40 years, I'm writing to urge Santa Barbara County strongly to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

I strongly urge you to protect our coastal community, marine ecosystems and climate by rejecting this permit. I also want you to think about this, keep it in mind, that Exxon has known since the 60s that they are exacerbating climate change. Also something to keep in mind, the Exxon Valdez & its oil spill disaster. Is that even cleaned up? Thus my argument to stop anything that Exxon wants is sound. They are a clear and present danger to us and to this planet. I do hope you take my comments seriously, and act responsibly which means saying no to Exxon. Thank you.

Sincerely,
Sara Hayes
Long Beach, CA 90814
bluwndzdancing@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sophie Roome
Columbus, OH 43221
orangesvegazoo@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Susan Elvira Floran-Bernier
Boulder, CO 80304
elviraflora@icloud.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Yuru Feng
Santa Barbara, CA 93111
feng.yuru@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Cher Clarke
Beverly Hills, CA 90210
cher2_99@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Christiane Schlumberger
Santa Barbara, CA 93101
c.schlumberger@me.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Christopher Tull
Oxnard, CA 93030
ctull17@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Colleen Lobel
San Diego, CA 92126
clobel1@san.rr.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Crystal Cardiel
Ventura, CA 93003
crystal.cardiel.dragon@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
David Councilman
Minneapolis, MN 55426
dlcouncilman@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Freya Harris
Atlanta, GA 30342
cyberkedi@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
gail furillo
Ojai, CA 93023
gfurillo4147@roadrunner.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Harry Knapp
Riverside, CA 92507
h.knapp@charter.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Isabel M Fuica
Port Chester, NY 10573
vilu53@gmail.com

Dear Kathryn Lehr,

I'm a Santa Barbara County homeowner and I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jennifer Blum
Santa Barbara, CA 93105
jennifer.g.blum@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

They have hurt busines along the coast line from SANTA Barbara to L.A.! This has hurt enough people & their families! Put our people, wildlife and the future of our communities first, not the profits of the enegry industry!

Sincerely,
Joan Paul and PJ Sullivan
Ventura, CA 93003
punkinsullivan4@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Linda Warren
Camarillo, CA 93012
Lwarren2@roadrunner.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Mark Thormahlen
San Diego, CA 92128
mthormahlen@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Michael Friedmann
Bronx, NY 10461
mmtfriedman@gmail.com

Dear Kathryn Lehr,

My boyfriend Dana Johnson and I strongly oppose Exxon's presence in Santa Barbara county. We already have had to deal with enough horrific spills and we are a town that could and should be a LEADER in the clean energy future. Please do not allow this to happen!

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Molly Gordon
Santa Barbara, CA 93109
molly1gordon@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
paulo reeson
Pasadena, MD 21122
pauloreeson@outlook.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
ROBERT MARDIS
Tarpon Springs, FL 34689
bmardis1950@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Allen Olson
Minneapolis, MN 55409
tctcdaboyz@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Animae Chi
Gainesville, FL 32607
wolfgangbear1@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ann Breuer
Centralia, IL 62801
annbreuer@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Annie Wei
48700
travel_pet2@Hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Barbara Greenwood
Walnut Creek, CA 94596
barbaragreenwood14@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Barbara Tacker
Camarillo, CA 93012
moosemama@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Betsy Germanotta
Cambridge, MA 02140
betsydanteg@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Bobbie Flowers
New York, NY 10011
bobbie_flowers@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Bonnie Lynn MacKinnon
Georgetown, TX 78626
bmackinnonwitherspoon@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

****Please reject this dirty oil proposal! It's bad for the environment!****

Sincerely,
Carol Jurczewski
Riverside, IL 60546
cjurczewski@sbcglobal.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Carol Thompson
South Park, PA 15129
mcact8@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Christine Schneebeil
Albany, NY 12241
c_schneebeil@bluewin.ch

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
colonel meyer
North Port, FL 34286
ronm430@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Constance Garcia-Barrio
Philadelphia, PA 19119
cgarcia-barrio@wcupa.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
cristina nagy
00000
nagysud@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Danuta Watola
42660
facebok@op.pl

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
David Councilman
Minneapolis, MN 55426
dlcouncilman@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Deborah Voves
Anchorage, AK 99516
dkvoves@gci.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Diana Stokes
Chicago, IL 60637
dastokes@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ejay Clark
Westport, CT 06880
ejay19@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Eugene Kiver
Anacortes, WA 98221
froghollow@sisna.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Fran Fulwiler
Portland, OR 97213
frannyf11@comcast.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
freddie williams
Blackstone, MA 01504
fwilliams@tiscali.co.za

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Gail McMullen
Los Angeles, CA 90027
gjmcm48@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Heather Little
01234
yapper@nbnet.nb.ca

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Hristina Boncheva
Phoenix, AZ 85001
hboncheva92@gmail.com

Dear Kathryn Lehr,

I STRONGLY urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and our beautiful, vulnerable coastline.

If Exxon is granted this permit, the 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 - THIS IS UNACCEPTABLE! Allowing oil trucks to serve three decrepit offshore drilling platforms 24 hours a day is a recipe for environmental disaster.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Javier Rivera
Brooklyn, NY 11249
javierocker@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jelica Roland
52420
jroland@email.t-com.hr

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jill Davine
Culver City, CA 90232
jsdavine@aol.com

Dear Kathryn Lehr,

I'm writing to strongly urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Joann Koch
Lebanon, CT 06249
jmjkla@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
John Deddy
Miami, FL 33176
jmdeddy@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,

jon spar

Albuquerque, NM 87106

jsparkkuli@yahoo.com.au

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Judy Childers
Madison, WI 53714
judy.childers@etconnect.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Julie Martin
Frederic, WI 54837
julamartin10@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Julie Sasaoka
Concord, CA 94518
sasaokaj@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Karen Raccio
Maple Grove, MN 55311
kfraccio@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lenore Reeves
Mokena, IL 60448
lerves@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lisa Mazzola
Tampa, FL 33612
lmazzola@tampabay.rr.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lisa Neste
High Point, NC 27265
lilmouse1213@earthlink.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. You need to end dirty drilling off your 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 oil development off the California coast.

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

Sincerely,
Marc Grawunder
49492
strangerdays@hotmail.de

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Maria Reis
70862

socorro.reis499@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Matthew Taylor
Grapevine, TX 76051
matthew.taylor1999@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
mauricio carvajal
92915
carvaggro666@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Mel Green
Dravosburg, PA 15034
reptmmp@yahoo.es

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
michelle taylor
Boise, ID 83725
lesmond@bigpond.net.au

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Nena Sinclair
00000
nenasinclair@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Noelle Pellowski
Brea, CA 92821
noelle33@me.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Patricia Vazquez
15900
patvazven@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,

Peter Cummins

00000

cummins.peter@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
R Dean James
Conway, AR 72034
hippo0845@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Raleigh koritz
Minneapolis, MN 55442
tabbykat728@q.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
rehana vn
New Derry, PA 15671
rehanajvn@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Rob Seltzer
Malibu, CA 90265
rsscpa@earthlink.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Robert Sanders
Temple, GA 30179
bsanders@westga.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Romney Shiffer Taylor
Cottage Grove, OR 97424
sojournerrose4566@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ronald Ratner
Sioux Falls, SD 57104
bessythree@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
S Jitreun
Ann Arbor, MI 48104
sjitreun@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sandra Boylston
Sanford, FL 32773
cyclinsandy@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Stephen Green
Burlington, WA 98233
malogatos@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Steve Prince
Eugene, OR 97405
cands78@comcast.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Susan Jorgensen
Santa Ynez, CA 93460
susanjorgensen@ranchozorra.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Tami Palacky
Springfield, VA 22153
tpalacky@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Twyla Meyer
Pomona, CA 91767
tmmacc15@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Vanessa Weeks
Downey, CA 90240
nomnuevo@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Veronica B.
Placerville, CA 95667
fadavero@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Vickey Baker
Harlan, IA 51537
doghaven@harlannet.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Allen Olson
Minneapolis, MN 55409
tctcdaboyz@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Annie Wei
48700
travel_pet2@Hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Bobbie Flowers
New York, NY 10011
bobbie_flowers@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Carol Thompson
South Park, PA 15129
mcact8@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Christine Schneebeli
Albany, NY 12241
c_schneebeli@bluewin.ch

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
colonel meyer
North Port, FL 34286
ronm430@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Danuta Watola
42660
facebok@op.pl

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Deborah Voves
Anchorage, AK 99516
dkvoves@gci.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Fran Fulwiler
Portland, OR 97213
frannyf11@comcast.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Gillian Van Wyk
Van Lear, KY 41265
shackleton1@telkomsa.net

Dear Kathryn Lehr,

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

Trucking oil is a dangerous process. It poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, three old offshore platforms (Harmony, Heritage and Hondo) will be brought back online for the first time since the 2015 Plains All American Pipeline spill. Allowing oil trucks to serve three decaying offshore drilling platforms 24 hours a day is going to produce an environmental disaster.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. Oil spills cause fires and explosions. An Associated Press study of six states where truck traffic has grown due to increased oil and gas drilling found that traffic accident fatalities more than quadrupled since 2004 in some counties.

Oil spills near the Santa Barbara Channel threaten a wide range of federally protected species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years, continuing to harm wildlife long after cleanup teams have finished their work.

Why are you making us 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, our communities and our climate. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. We WILL end dirty drilling off our coast. We WILL 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 oil development off the California coast.

Protect our coastal community. Protect our marine ecosystems. Protect our climate. Reject this permit!

Sincerely,
Greg Spooner
San Francisco, CA 94110
girspooner@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
ISABEL CERVERA
Salisbury, NC 28147
isabellacer@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
James Mulcare
Clarkston, WA 99403
xsecretsx@cablone.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jill Denton
Los Osos, CA 93402
jillgdfnd@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Judy Childers
Madison, WI 53714
judy.childers@etconnect.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Julie Martin
Frederic, WI 54837
julamartin10@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kimberly Wiley
Rochester, NY 14612
kwiley16@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lisa Mazzola
Tampa, FL 33612
lmazzola@tampabay.rr.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. Continuing the expansion of oil transportation will only deepen the climate crisis, fueling hurricanes and forest fires and accelerating sea-level rise. You need to end dirty drilling off your 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 oil development off the California coast.

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

Sincerely,
Marc Grawunder
49492
strangerdays@hotmail.de

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Martin Comerford
Thousand Oaks, CA 91362
shmart624@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Matthew Taylor
Grapevine, TX 76051
matthew.taylor1999@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
mauricio carvajal
92915
carvaggro666@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
michelle taylor
Boise, ID 83725
lesmond@bigpond.net.au

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Nena Sinclair
00000
nenasinclair@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Patricia Vazquez
15900
patvazven@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,

Peter Cummins

00000

cummins.peter@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
rehana vn
New Derry, PA 15671
rehanajvn@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Robert Sanders
Temple, GA 30179
bsanders@westga.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Romney Shiffer Taylor
Cottage Grove, OR 97424
sojournerrose4566@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ronald Ratner
Sioux Falls, SD 57104
bessythree@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
S Jitreun
Ann Arbor, MI 48104
sjitreun@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sandra Boylston
Sanford, FL 32773
cyclinsandy@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Susan Jorgensen
Santa Ynez, CA 93460
susanjorgensen@ranchozorra.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Twyla Meyer
Pomona, CA 91767
tmmacc15@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Vanessa Weeks
Downey, CA 90240
nomnuevo@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Veronica B.
Placerville, CA 95667
fadavero@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sergio Padilla
Dravosburg, PA 15034
sergio.dc.pp@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Crow White
Los Osos, CA 93402
cwhite@bren.ucsb.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Millie O'Connor
Cocoa, FL 32927
smokeyjoe2003@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kimberly Wiley
Rochester, NY 14612
kwiley16@hotmail.com

Dear Kathryn Lehr,

I urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and precious coastline.

Do not grant Exxon this permit! Keep those three decrepit offshore platforms Harmony, Heritage and Hondo offline. Protect our coast and highway travelers by saying "no" to Exxon's disastrous trucking plan.

Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions, endangering communities and shutting down transportation.

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

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sue Lannin
Los Angeles, CA 90006
suelannin@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
claudia correia
Baltimore, MD 21250
claudia-correia@live.com.pt

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kimberly Wiley
Rochester, NY 14612
kwiley16@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Brad Nelson
Oxnard, CA 93035
bwnssurf7@hotmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Araceli Chipres-Jimenez
Goleta, CA 93117
chipres.araceli@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Bonnie Su
Santa Barbara, CA 93106
bonniesu3718@gmail.com

Dear Kathryn Lehr,

The environment, in all its vastness, is not something we should have dominion over; we are merely part of its web, such that if we harm it then the same consequences will follow us. Furthermore, the environment is not just an issue, it is the fabric of our existence. Understandably, we need oil for how our systems currently operate. That said, we are projected to have things such as FOOD SHORTAGES in the next twelve years, among other life-threatening consequences of climate change. I ask that you look at the bigger picture when deciding on this matter. The potential for yet another oil spill is a catastrophe just waiting to happen. As the old adage goes: "fool me once, shame on you; fool me twice, shame on me." We need to learn from our mistakes. Oil use is just a short term solution that reinforces a more deadly, long-term problem. I cannot stress to you how important it is to be mindful of all ecological issues, both big and small. Do you have children? What could possibly justify jeopardizing their future?

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Brooke Russell
Goleta, CA 93117
brookerussell@ucsb.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Ella Boyce
Encinitas, CA 92024
boyce.ella@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Emily Schroeder
Santa Barbara, CA 93107
emilyschroeder@ucsb.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Hal Trufan
Matthews, NC 28104
htrufan@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Hunter Buckhorn
Goleta, CA 93117
hunterbuckhorn@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
igor skubera
Goleta, CA 93117
skuberaigor@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jared Melvin
Goleta, CA 93117
jaredalanmelvin@live.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jordan Barr
Goleta, CA 93117
jordbarr@gmail.com

Dear Kathryn Lehr,

This is my future. My children's future. And my children's children's futures. Listen to us now before our actions go down as another mistake in history.

I'm writing to urge Santa Bárbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kelly Gates
Oceanside, CA 92057
kellygates@ucsb.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
kimberly medina
Goleta, CA 93117
kimberly.medina13@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Kirstin Walton
Santa Barbara, CA 93101
kw Walton280@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Lara Winn
Portland, OR 97214
larawinn95@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Luciano Graniello
Metairie, LA 70010
lvgraniello@libero.it

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Maya De La Cruz
Goleta, CA 93117
dlcmaya@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Megan Hattar
Santa Cruz, CA 95060
mrhattar@ucsc.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Nick Lynch
Goleta, CA 93117
thenix95@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Paige Belcher
Goleta, CA 93117
paigen.b143@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Pranavi Gandham
Goleta, CA 93117
pranavigandham9@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sam Steuart
Santa Barbara, CA 93101
steuart.sam@gmail.com

Dear Kathryn Lehr,

NO MORE OIL!!! Marine life, air quality, beach sand..... it's all being hurt by these offshore oil platforms and so are WE!

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Sydney Casey
Goleta, CA 93117
sydney_casey@yahoo.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Taylor Altenbern
Santa Cruz, CA 95060
taylor.altenbern@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

Over the past 4 years, I have had the pleasure of calling Isla Vista my home. Being part of this community has changed my life, and living within such a young and dedicated group of people committed to making a difference is exactly why I am writing today. In Isla Vista, as well as Santa Barbara, we have a responsibility to set a precedent that we will not stand by the side while our representatives allow harmful permits to be granted.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

Please stand by what your constituents elected you for.

Sincerely,
Tori Leatherman
Goleta, CA 93117
trleatherman@aol.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Angelica Perez
Beaumont, CA 92223
angelica@happilygreen.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Jonathan Leong
Culver City, CA 90230
jonkileong@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Richard Hieber
87700
ritschi999@web.de

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
sara sexton
Sanger, TX 76266
ssexton@sangertexas.org

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Daria Zagorski
Nashville, KS 67112
DariaZagorski@web.de

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
André Henrique Bacci
Wilmington, DE 19880
ahbacci@yahoo.com.br

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
jeff hopkins
Lake Villa, IL 60046
jhop-90@earthlink.net

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Melissa Perez
Goleta, CA 93117
melissaperez@ucsb.edu

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Roberta R Czarnecki
Everett, WA 98204
bonrosec@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
sara sexton
Sanger, TX 76266
ssexton@sangertexas.org

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Tessa Rife
San Francisco, CA 94109
Tessa2.Rife@gmail.com

Dear Kathryn Lehr,

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilt oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,
Urvashi Balasubramaniam
00000
write.urvashi@gmail.com

Dear Kathryn Lehr,

Just no.

We've been there and done that.

I'm writing to urge Santa Barbara County to deny ExxonMobil's trucking permit application 17RVP-00000-00081. Trucking oil is inherently dangerous and poses unacceptable risks to our highways and coastline.

If Exxon is granted this permit, the 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.

Trucking oil is a public health and safety hazard. Tanker trucks emit harmful air pollution and spill hundreds of thousands of gallons of oil per year. These oil spills can cause fires and explosions. An Associated Press study of six states where truck traffic has grown because of increased 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 species, including blue whales, sea otters, steelhead, California tiger salamanders and leatherback sea turtles. Spilled oil lingers in the environment for years and can continue harming wildlife long after cleanup teams have finished their work.

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 communities. 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 oil development off the California coast.

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

Sincerely,

Zelma Fishman

Los Osos, CA 93402

zelmafishman@sbcglobal.net

Click Me Cause Form Letter

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Response: While this comment asks for revisions to the Draft SEIR, it provides no specific comments about what needs to be revised or addressed in the Final SEIR. As such, this comment does not address an issue associated with the adequacy of the SEIR. The SEIR is a disclosure document for the County decision makers, responsible agencies, interest groups, and public. The Planning Commission and Board of Supervisors maintain approval jurisdiction over the Project and the public hearing process provides a forum for these decision-makers to determine the merits of the proposed Project.

Click My Cause Letters

#	Name	Address
1.	Skyler Hedblom	Palo Alto, CA 94306
2.	Melissa Bower	Santa Barbara, CA 93103
3.	David Littlefield	Palo Alto, CA 94301
4.	Leigh Readey	Santa Barbara, CA 93103
5.	Margaret	San Ramon, CA 94582
6.	Lisa Akselrad	Fremont, CA 94538
7.	John Hedblom	Palo Alto, CA 94306
8.	Dr. Stephen Lazarus	Los Altos, CA 94024
9.	Nancy Krop	Palo Alto, CA 94306
10.	Audrey Smith	Sunnyvale, CA 94087
11.	John Roessler	Santa Barbara, CA 93105
12.	Kathy Rabun	Concord, CA 94520
13.	Kay Bayne	Fremont, CA 94539
14.	Lee	Mountain View, CA 94040
15.	Stephanie Adcock	Los Gatos, CA 95030
16.	Sean Mccarthy	Petaluma, CA 94952
17.	Carly	Alamo, CA 94507
18.	Teresa McGlashan	Mill Valley, CA 94941
19.	lisa Shaanan	Los Altos, CA 94024
20.	Debbie Mytels	Palo Alto, CA 94303
21.	Angela Antenore	Santa Barbara, CA 93101
22.	Brian	Santa Barbara, CA 93101
23.	Patricia Kinney	Palo Alto, CA 94303
24.	Stephanie Polyzos	Danville, CA 94526
25.	Skyler Hedblom	Palo Alto, CA 94306
26.	Melissa Bower	Santa Barbara, CA 93103
27.	David Littlefield	Palo Alto, CA 94301
28.	Leigh Readey	Santa Barbara, CA 93103
29.	Margaret	San Ramon, CA 94582
30.	Lisa Akselrad	Fremont, CA 94538
31.	John Hedblom	Palo Alto, CA 94306
32.	Dr. Stephen Lazarus	Los Altos, CA 94024
33.	Nancy Krop	Palo Alto, CA 94306
34.	Audrey Smith	Sunnyvale, CA 94087
35.	John Roessler	Santa Barbara, CA 93105
36.	Kathy Rabun	Concord, CA 94520
37.	Kay Bayne	Fremont, CA 94539
38.	Lee	Mountain View, CA 94040
39.	Stephanie Adcock	Los Gatos, CA 95030
40.	Sean Mccarthy	Petaluma, CA 94952
41.	Carly	Alamo, CA 94507
42.	Teresa McGlashan	Mill Valley, CA 94941
43.	lisa Shaanan	Los Altos, CA 94024
44.	Debbie Mytels	Palo Alto, CA 94303
45.	Angela Antenore	Santa Barbara, CA 93101
46.	Brian	Santa Barbara, CA 93101
47.	Patricia Kinney	Palo Alto, CA 94303
48.	Stephanie Polyzos	Danville, CA 94526

Click My Cause Letters

#	Name	Address
49.	Mary L Vincent	Palo Alto, CA 94303
50.	Larisa Somsel	San Ramon, CA 94582
51.	Amelia.johnson90	San Jose, CA 95124
52.	Maya Shaanan	Los Atos, CA , Los Altos, CA 94024
53.	Linda Krop	Santa Barbara, CA 93111
54.	Joanne Yue	Goleta, CA 93117
55.	Hilary Wheeler	San Jose, CA 95124
56.	Janet Walworth	Palo Alto, Palo Alto, CA 94301
57.	Steve Spangenberg	San Jose, CA 95126
58.	Gail Marshall	Carpinteria, CA 93013
59.	Skyler Hedblom	Palo Alto, CA 94306
60.	Melissa Bower	Santa Barbara, CA 93103
61.	David Littlefield	Palo Alto, CA 94301
62.	Leigh Readey	Santa Barbara, CA 93103
63.	Margaret	San Ramon, CA 94582
64.	Lisa Akselrad	Fremont, CA 94538
65.	John Hedblom	Palo Alto, CA 94306
66.	Dr. Stephen Lazarus	Los Altos, CA 94024
67.	Nancy Krop	Palo Alto, CA 94306
68.	Audrey Smith	Sunnyvale, CA 94087
69.	John Roessler	Santa Barbara, CA 93105
70.	Kathy Rabun	Concord, CA 94520
71.	Kay Bayne	Fremont, CA 94539
72.	Lee	Mountain View, CA 94040
73.	Stephanie Adcock	Los Gatos, CA 95030
74.	Sean Mccarthy	Petaluma, CA 94952
75.	Carly	Alamo, CA 94507
76.	Teresa McGlashan	Mill Valley, CA 94941
77.	lisa Shaanan	Los Altos, CA 94024
78.	Debbie Mytels	Palo Alto, CA 94303
79.	Angela Antenore	Santa Barbara, CA 93101
80.	Brian	Santa Barbara, CA 93101
81.	Patricia Kinney	Palo Alto, CA 94303
82.	Stephanie Polyzos	Danville, CA 94526
83.	Mary L Vincent	Palo Alto, CA 94303
84.	Larisa Somsel	San Ramon, CA 94582
85.	Amelia.johnson90	San Jose, CA 95124
86.	Maya Shaanan	Los Altos, CA 94024
87.	Linda Krop	Santa Barbara, CA 93111
88.	Joanne Yue	Goleta, CA 93117
89.	Hilary Wheeler	San Jose, CA 95124
90.	Janet Walworth	Palo Alto, CA 94301
91.	Steve Spangenberg	San Jose, CA 95126
92.	Gail marshall	Carpinteria, CA 93013
93.	Gilbert Lopez	San Jose, CA 95112
94.	Michael Bucci	Campbell, CA 95008
95.	Matthew Tinsley	Menlo Park, CA 94025
96.	Brett	Redwood City, CA 94062

Click My Cause Letters

#	Name	Address
97.	Amy Wright	Los Altos, CA 94024
98.	Heather Cleary	San Mateo, CA 94401
99.	Kimberly Wiefeling	Redwood City, CA 94062
100.	Annie Bedichek	Palo Alto, CA 94303
101.	Bonnie Lassen	Santa Barbara, CA 93105
102.	Kelli Bacher	Moraga, CA 94556
103.	Nancy Smith	Palo Alto, CA 94303
104.	Bryna Chang	Palo Alto, CA 94306
105.	Irene Lefton	Sunnyvale, CA 94087
106.	David Andreasen	Santa Barbara, CA 93105
107.	Kathy Hunt	Santa Barbara, CA 93105
108.	Bianca	Camarillo, CA 93012
109.	Kyle	Fountain Valley, CA 92708

Skyler Hedblom, Palo Alto, CA 94306

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Melissa Bower, Santa Barbara, CA 93103

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Thank you for your consideration.

David Littlefield, Palo Alto, CA 94301

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Leigh Readey, Santa Barbara, CA 93103

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Margaret, San Ramon, CA 94582

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Lisa Akselrad, Fremont, CA 94538

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

John Hedblom, Palo Alto, CA 94306

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Dr. Stephen Lazarus, Los Altos, CA 94024

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Nancy Krop, Palo Alto, CA 94306

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Audrey Smith, Sunnyvale, CA 94087

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

John Roessler, Santa Barbara, CA 93105

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Kathy Rabun, Concord, CA 94520

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Kay Bayne, Fremont, CA 94539

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Lee, Mountain View, CA 94040

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Stephanie Adcock, Los Gatos, CA 95030

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Sean Mccarthy, Petaluma, CA 94952

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Carly, Alamo, CA 94507

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Teresa McGlashan, Mill Valley, CA 94941

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

lisa Shaanan, Los Altos, CA 94024

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Debbie Mytels, Palo Alto, CA 94303

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Angela Antenore, Santa Barbara, CA 93101

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Brian, Santa Barbara, CA 93101

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Thank you very much.

Patricia Kinney, Palo Alto, CA 94303

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Stephanie Polyzos, Danville, CA 94526

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Skyler Hedblom, Palo Alto, CA 94306

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Melissa Bower, Santa Barbara, CA 93103

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Thank you for your consideration.

David Littlefield, Palo Alto, CA 94301

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Leigh Readey, Santa Barbara, CA 93103

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Margaret, San Ramon, CA 94582

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Lisa Akselrad, Fremont, CA 94538

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate

change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

John Hedblom, Palo Alto, CA 94306

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Dr. Stephen Lazarus, Los Altos, CA 94024

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Nancy Krop, Palo Alto, CA 94306

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Audrey Smith, Sunnyvale, CA 94087

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

John Roessler, Santa Barbara, CA 93105

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Kathy Rabun, Concord, CA 94520

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Kay Bayne, Fremont, CA 94539

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Lee, Mountain View, CA 94040

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Stephanie Adcock, Los Gatos, CA 95030

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Sean McCarthy, Petaluma, CA 94952

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Carly, Alamo, CA 94507

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Teresa McGlashan, Mill Valley, CA 94941

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Lisa Shaanan, Los Altos, CA 94024

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Debbie Mytels, Palo Alto, CA 94303

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Angela Antenore, Barbara, CA 93101

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Brian, Santa Barbara, CA 93101

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Thank you very much.

Patricia Kinney, Palo Alto, CA 94303

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Stephanie Polyzos, Danville, CA 94526

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Mary L Vincent, Palo Alto, CA 94303

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Larisa Somsel, San Ramon, CA 94582

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Amelia.johnson90, San Jose, CA 95124

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Maya Shaanan, Los Altos, CA 94024

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Linda Krop, Santa Barbara, CA 93111

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Joanne Yue, Goleta, CA 93117

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Hilary Wheeler, San Jose, CA 95124

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Janet Walworth, Palo Alto, CA 94301

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Given the problems we face with climate change and just air pollution, this seems like it needs further thought and more information. Thank you.

Steve Spangenberg, San Jose, CA 95126

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Gail Marshall, Carpinteria, CA 93013

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Skyler Hedblom, Palo Alto, CA 94306

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Melissa Bower, Santa Barbara, CA 93103

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate

change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Thank you for your consideration.

David Littlefield, Palo Alto, CA 94301

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Leigh Readey, Santa Barbara, CA 93103

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Margaret, San Ramon, CA 94582

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Lisa Akselrad, Fremont, CA 94538

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

John Hedblom, Palo Alto, CA 94306

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Dr. Stephen Lazarus, Los Altos, CA 94024

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Nancy Krop, Palo Alto, CA 94306

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Audrey Smith, Sunnyvale, CA 94087

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

John Roessler, Santa Barbara, CA 93105

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Kathy Rabun, Concord, CA 94520

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Kay Bayne, Fremont, CA 94539

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Lee, Mountain View, CA 94040

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Stephanie Adcock, Los Gatos, CA 95030

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Sean Mccarthy, Petaluma, CA 94952

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Carly, Alamo, CA 94507

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Teresa McGlashan, Mill Valley, CA 94941

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Lisa Shaanan, Los Altos, CA 94024

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Debbie Mytels, Palo Alto, CA 94303

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Angela Antenore,
Santa Barbara, CA 93101

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Brian, Santa Barbara, CA 93101

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Thank you very much.

Patricia Kinney, Palo Alto, CA 94303

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Stephanie Polyzos, Danville, CA 94526

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Mary L Vincent, Palo Alto, CA 94303

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Larisa Somsel, San Ramon, CA 94582

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Amelia.johnson90, San Jose, CA 95124

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Maya Shaanan, Los Altos, CA 94024

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Linda Krop, Santa Barbara, CA 93111

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Joanne Yue, Goleta, CA 93117

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Hilary Wheeler, San Jose, CA 95124

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Janet Walworth, Palo Alto, CA 94301

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Given the problems we face with climate change and just air pollution, this seems like it needs further thought and more information. Thank you.

Steve Spangenberg, San Jose, CA 95126

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Gail Marshall, Carpinteria, CA 93013

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Gilbert Lopez, San Jose, CA 95112

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Michael Bucci, Campbell, CA 95008

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Matthew Tinsley, Menlo Park, CA 94025

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate

change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Brett, Redwood City, CA 94062

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Amy Wright, Los Altos, CA 94024

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Heather Cleary, San Mateo, CA 94401

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Kimberly Wiefeling, Redwood City, CA 94062

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Represent people instead of special interest groups and big corporate money!!!

Annie Bedichek, Palo Alto, CA 94303

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Bonnie Lassen, Santa Barbara, CA 93105

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Kelli Bacher, Moraga, CA 94556

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Nancy Smith, Palo Alto, CA 94303

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Bryna Chang, Palo Alto, CA 94306

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Irene Lefton, Sunnyvale, CA 94087

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

David Andreasen, Santa Barbara, CA 93105

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Kathy Hunt, Santa Barbara, CA 93105

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Bianca, Camarillo, CA 93012

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.

Kyle, Fountain Valley, CA 92708

Please revise the Environmental Impact Report to address all of the impacts of restarting ExxonMobil's three platforms offshore Santa Barbara County, as well as the impacts of trucking crude oil 24 hours a day, 7 days a week, with 140 one-way truck trips per day. ExxonMobil's project threatens public safety with an increased risk of tanker truck accidents on our highways. It would also contribute to climate change, threaten our clean air, clean water, and wildlife, including the Southern sea otter and Western snowy plover.