ATTACHMENT B.1
VICINITY MAP
ATTACHMENT B.2
FACILITY PARCEL MAPS
NOTICE

Assessor Parcels are for tax assessment purposes only and do not indicate either possible legality or a valid building site.

Assessor’s Map Bk, 081-Pg, 22
County of Santa Barbara, Calif.
ATTACHMENT B.3
FACILITY SITE PLAN
ATTACHMENT B.4

SYU LFC INTERIM TRUCKING

SITE PHOTOS
Image 1: Entrance to LFC, photo taken from south facing north

Image 2: Proposed truck loading location at LFC, photo taken from north facing south
Photo 3: LFC Truck Scale (on left), road (on right), photo taken from north facing south
ATTACHMENT B.5
INTERIM TRUCKING ROUTES MAPS
E Battles Rd
E Betteravia Rd
Rosemary Rd

Legend

Crude Oil Truck Route

Exit 169 - E Betteravia Rd

P66 Santa Maria Truck Rack

Crude Oil Truck Transportation Route -
P66 Santa Maria Truck Rack from US HW 101

Prepared by:
Transportation Route - Plains Pentland Truck Rack from HW 166

Legend
- Loaded Truck Route

Prepared by:

ExxonMobil

InterAct
Primary Route From/To Las Flores Canyon Facility
US 101 - Exit 120 Interchange at Refugio Rd.

Legend
- Loaded Truck Route
- Empty Truck Return Route
- US 101

On-Ramp to US 101 (N Bound)
US 101 (S Bound) Exit 120 Off-Ramp
Las Flores Canyon Santa Ynez Unit Facility
Secondary Route From/To Las Flores Canyon Facility

US 101 - Exit 117 Interchange at El Capitan Rd

Legend
- Green: Loaded Truck Route
- Green: Empty Truck Return Route
- Red: US 101
ATTACHMENT B.6

SYU LFC INTERIM TRUCKING

TRUCK UNLOADING FACILITIES INFORMATION
1. INTRODUCTION

The two crude oil truck unloading facilities (truck unloading facilities) considered in this application are listed below with facilities information provided in Section 2 and Section 3, respectively.

- Phillips 66 Santa Maria Pump Station located at 580 East Battles Road, Santa Maria, CA 93454 in Santa Barbara County (Section 2), approximately 55 miles from the LFC, and
- Plains All American Pipeline (PAAPL) Pentland Station located at 2311 Basic School Road, Maricopa, CA 93252 in Kern County, approximately 139 miles from the LFC (Section 3).

2. PHILLIPS 66 SANTA MARIA PUMP STATION

The P66 Station operates 24 hours/day, 7 days/week including holidays and weekends. Peak hours at the P66 Station are from 7 am to 4 pm daily and there is lighting for truck unloading at night.

There are five truck unloading Lanes. Lanes 1 and 2 have Lease Automatic Custody Transfer (LACT) units (only the LACT unit in Lane 1 is operational). Lanes 3, 4, and 5 do not have LACT units. Lane 1 has local offload pumps. Lanes 2, 3, 4, and 5 do not have local offload pumps and require a pump on the unloading truck for fluid transfer. The LACT Unit on Lane 1 has a ticket printer with counter, basic sediment and water (BS&W) meter, insulated piping, pressure transmitter, temperature transmitter, 10-gallon sample pots, prover meter connections, and programmable logic controller (PLC) based control system.
If the unloading truck oil temperature is lower than 100° F, the truck is not allowed to unload since the oil would be more viscous and is unable to be efficiently transferred.

Unloading trucks are only accepted with a weight ticket from one of the two scales located at the P66 unloading facility. The P66 Station has dry lock connections on the facility unloading hoses on Lanes 1 and 2 and 3” cam lock couplings on unloading Lanes 3, 4, 5. Truck unloading procedures are posted at each of the Lanes and P66 Station personnel attend every truck unloading.

The facility has a single floating roof storage tank with 80,000 to 85,000 bbl shell capacity and a 60,000 to 70,000 bbl operating capacity. Trucks unload into the storage tank, and pumps transport the storage tank contents to the pipeline. The P66 Station is a truck unloading facility (not a truck loading facility) and there is no vapor recovery system at the five Lanes or for the tank.

P66 personnel stated that before the PAAPL shutdown, the Station handled about 100 trucks/day and currently they handle about 200 trucks/day. The facility is not limited by permits to a specific number of trucks it can receive. The single storage tank is limited to 21,859 bbls/day (approximately 145 truckloads/day) oil throughput by the Santa Barbara County Air Pollution District Permit to Operate (APCD PTO). If the current 130 truck/day throughput is sustained, this would give an additional 15 trucks/day capacity under their APCD permit. P66 personnel indicated that some current deliveries could be backed out to make more room for the LFC trucks.

A schematic of the Station based on an aerial is provided in Exhibit B.6-1 (Lane 4 is not depicted because there was no access to Lane 4 during the site visit, and no schematics were provided).

Additional oil from LFC would constitute a fraction of the oil received by the facility, as the facility is designed for and already receives many oil trucks per day. Thus there will
be no change in the facility operations, and thus a Management of Change (MOC) or additional Process Hazard Analysis (PHA) are not warranted.

3. **PAAPL PENTLAND STATION**

The PAAPL Station operates 24 hours/day, 7 days/week including all holidays and weekends. Peak hours at the PAAPL Station are from 7 am to 4 pm daily and there is lighting for truck unloading at night. The PAAPL Station does shutdown for 4 hours per month for month end close-out.

There are six truck unloading Bays all without LACT units in the middle of the PAAPL Station, and one Bay with a LACT unit on the north side of the PAAPL Station. The six middle Bays have local offload pumps, and the north side Bay with LACT does not have a local offload pump. The north side Bay LACT has a ticket printer with counter, insulated piping, pressure transmitter, temperature transmitter, and sample pots. Producers provide weight ticket from the loading facility with periodic fluid property lab analysis. Unloading trucks are weighed on the onsite scale, oil is unloaded from the truck at one of the six middle Bays with transfer to storage tank, and the unloading trucks are weighed empty on the onsite scale prior to leaving the PAAPL Station. PAAPL performs periodic unloading truck spot check oil samples with lab analysis for basic sediment (BS&W) and API gravity. Since the PAAPL Station is a truck unloading facility (not a truck loading facility), there is not a vapor recovery system at the Bays. The PAAPL Station has dry lock connections on the facility hoses at the truck unloading Bays. Truck unloading procedures are posted at each of the Bays at the PAAPL Station.

The facility has seven floating roof storage tanks.

Trucks that enter the station unload into one of the storage tanks, from which the oil is shipped into the oil pipeline. PAAPL personnel stated that currently the PAAPL Station
handles approximately 100 trucks/day, and the facility is permitted to handle up to 210 trucks/day. The facility is not limited by permits to a specific number of trucks it can receive.

PAAPL requires that the oil temperature in the incoming trucks is a minimum of 80° F and lower than 100° F for crude oil over 8 psi RVP. Crude oil with an RVP lower than 8 psi can be accepted at a higher temperature.

A schematic of the Station based on an aerial is provided in Exhibit B.6-2.

Additional oil from LFC would constitute a fraction of the oil received by the facility, as the facility is designed for and already receives many oil trucks per day. Thus there will be no change in the facility operations, and thus a Management of Change (MOC) or additional Process Hazard Analysis (PHA) are not warranted.
Exhibit B.6-1  -  Schematic of the Phillips 66 Santa Maria Station

Legend

- Truck Route to Lane 3 (no LACT)
- Truck Route to Lanes 1 and 2 (with LACT)
- Truck Unloading Area, no LACT at Lane 3
- Truck Unloading Area, LACT at Lanes 1&2
Exhibit B.6-2 - Schematic of the PAAPL Pentland Station
Exhibit B.6-3  - Photos of the Unloading Stations

Image 1: Entrance to P66 Santa Maria Pump Station, photo taken from northeast facing southwest.

Image 2: P66 Santa Maria Truck Pump Station lanes 1 and 2, photo taken from north facing south.
Image 3: Entrance to PAAPL Pentland Station, photo taken from north facing south.

Image 4: PAAPL Pentland Station truck scale (on left) and road (on right), photo taken from east facing west.
Image 5: PAAPL Pentland Station truck unloading bay 2, photo taken from northeast facing southwest.

Image 6: PAAPL Pentland Station truck unloading bay, photo taken from north facing south.