

Ramirez, Angelica

Public Comment

From: Steve Goggia <steveg@ci.carpinteria.ca.us>
Sent: Friday, August 14, 2020 3:33 PM
To: Lbridley2ndDistPC@gmail.com; Villalobos, David
Cc: sbcob; D, Dave; Nick Bobroff; Steve Goggia
Subject: ExxonMobil Interim Trucking for SYU Phased Restart Project, Project # 17RVP-00000-00081
Attachments: Chair Bridley 8.14.2020 17RVP-00000-00081 ltr.pdf
Follow Up Flag: Follow up
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Good afternoon Laura and David,

Please see the attached comment let for the ExxonMobil Interim Trucking for SYU Phased Restart project.

Thank you for your consideration.

Steve Goggia
Community Development Director
City of Carpinteria
(805) 755-4414

CITY of CARPINTERIA, CALIFORNIA



August 14, 2020

Honorable Laura Bridley, Chair
Santa Barbara County Planning Commission
c/o Planning and Development, Hearing Support
123 E. Anapamu Street Santa Barbara, CA 93101

Re: Request that the Santa Barbara County Planning Commission recommend denial of Project Case # 17RVP-00000-00081, the ExxonMobil Interim Trucking for SYU Phased Restart Project

Dear Chair Bridley and Commissioners:

As Mayor of the City of Carpinteria, I write to you on behalf of the Carpinteria City Council (City) to request that the Planning Commission recommend the Santa Barbara County Board of Supervisors deny the proposed application to truck offshore oil along Santa Barbara, San Luis Obispo, and Kern County highways, Project Case # 17RVP-00000-00081. This project has Significant and Unavoidable (Class I) environmental impacts that result from the interim trucking operation identified in the project SEIR, and would bring aging offshore drilling platforms back to life, which is inconsistent with California's efforts to reduce greenhouse gas emissions and the City's desire to phase out oil and gas extraction.

The Carpinteria City Council took a position in early 2016 opposing oil trains traveling through the City limits to the Phillips 66 refinery in Nipomo, raising concerns about the risks to the health and safety of City residents in the event of an accident or spill. The extremely high rate of accidents makes trucking an even greater risk than oil trains and is one of the worst and most dangerous forms of transportation of hazardous materials.

Oil truck accidents cause fires and explosions, injure and kill people, and spill hundreds of thousands of gallons of crude a year onto roads and into waterways. The rate of accidents along the proposed oil-truck route is higher than the state average, and the trucking routes would pass through critical habitat for several species protected as threatened or endangered under the federal ESA, including red-legged frogs, California tiger salamanders, and Southern California steelhead. The heavy-duty diesel trucks also emit noxious pollutants, such as particulate matter (PM) and nitrous oxide, that would threaten the health of residents, including children, along the proposed route.

The ExxonMobil Las Flores Processing Facility was the largest emitter of greenhouse gases and PM before Exxon's offshore platforms were idled in 2015, and California has identified diesel PM as a toxic air contaminant and has estimated that 70 percent of the cancer risk from the air Californians breathe can be attributed to diesel PM.

The City of Carpinteria has a long history, dating back to the aftermath of the 1969 Platform A rupture and resultant oil spill, of opposing new or expanded drilling off the California coast and fracking in existing offshore oil and gas wells. These activities threaten valuable coastal resources with toxic chemical discharges. Allowing the restart of production from currently idle offshore platforms via this interim trucking proposal will increase existing levels of oil production off our coast, including fracking, thus increasing threats to our coast, wildlife, public health, and future generations.

The County of Santa Barbara adopted a comprehensive Energy and Climate Action Plan in 2015, which focuses on reducing greenhouse gas emissions in the unincorporated county by 15% below 2007 levels by 2020. The application to restart offshore platforms and put 70 oil tanker trucks carrying nearly half-a-million gallons of flammable crude on our highways every day would exacerbate climate change and should be found inconsistent with County policy.

For these reasons, we respectfully request the Commission recommend that the Board of Supervisors deny the proposed ExxonMobil Interim Trucking for SYU Phased Restart project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Wade T. Nomura', with a long horizontal line extending to the right.

Wade T. Nomura
Mayor

c: Santa Barbara County Board of Supervisors