

STATE FIRE MARSHAL

7171 BOWLING DRIVE, SUITE 600
SACRAMENTO, CA 95823

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ATSS 466-4161
(916) 427-4186
(TDD only)

June 28, 1990

Mobil Oil Corporation
West Coast Pipe Lines
Att: Mr. Bill Ham
Project Coordinator
3700 West 190th Street
Torrance, CA 90509-2929

Re: Proposed M-70 pipeline replacement project

Thank you for meeting with Bob Gorham and Tony Lagunzad of our West Covina staff on June 18, 1990 to discuss the review of your plans for the above project.

In response to your letter of May 21, 1990, and a follow-up to the meeting, a preliminary review by our staff of proposed valve locations and spacings along the new M-70 line, (drawing No. E-1223-c) indicates that Mobil Oil Corporation has adequately designed the valve spacing and valve locations to limit the amount of spillage. Additionally, valve placement locations as designed meet the minimum (and in some cases exceed) requirement of Part 195.260, Title 49, of the Code of Federal Regulations.

As you correctly pointed out in your letter, there are no regulations presently requiring the spacing of valves on pipelines. However, as you are aware, Senate Bill No. 268 and Assembly Bill No. 385 which became effective January 1, 1990 require the California State Fire Marshal to study the valve spacing requirement and depth of cover requirement of pipelines located in urban areas and near railroad tracks and develop new regulations. If the existing regulations are determined to be insufficient after such study, then this office will issue new regulations which may require additional valves or to increase or modify depth of cover of pipelines within 500 feet of railroad tracks in urban areas such as your new proposed M-70 pipeline. The new regulations if issued, may affect the proposed pipeline.

We support the efforts that Mobil has taken to replace the existing M-70 pipeline. As you know the existing pipeline has had a history of leaks. As a result of two leaks in late 1988, and in order to minimize crude oil spills on the pipeline, California State Fire Marshal in a letter dated October 7, 1988 requested Mobil to take

W. E. HAM

JUN 28 1990

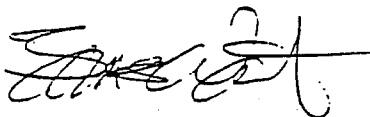
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certain remedial actions to prevent future failures on the said pipeline. One of our recommendations was that Mobil was to develop a time schedule for replacing selected segments of the pipeline based on leak history, the cathodic protection studies, and other safety data as approved by this office.

We are pleased to see Mobil making the effort to replace the existing M-70 line with a new pipeline. If the pipeline is constructed as designed it will improve the carrying capacity and will have better integrity than that of the existing old line.

We would like to remind you that construction of the proposed pipeline will be monitored by our staff for compliance with California and Federal Pipeline Safety Regulations.

If you have any questions or further inquiries please direct them to our staff engineer Robert Gorham of our West Covina office at (818) 337-9999.



JAMES WAIT
Acting Division Chief
Pipeline Safety Division

JW:CJS:mjh

cc: Kenneth E. Cude, LADOT
Suite 1600, City Hall
Los Angeles, CA 90012

Richard L. Borden, USFS
Angeles National Forest
701 N. Santa Anita Ave.
Arcadia, CA 91006-2799

Robert King,
Governor's Office of Planning & Research
1400 10th Street
Sacramento, CA 95814

W. E. HAM

JUN 28 1990

F119



NORMAN Y. HERRING
City Attorney

OFFICE OF THE CITY ATTORNEY

CITY OF CULVER CITY

4095 OVERLAND AVENUE, CULVER CITY, CALIFORNIA 90232-0507

(310) 202-583

FAX (310) 839-5

June 4, 1992

Dave Novitski, Esquire
Latham and Watkins
633 West Fifth Street
Suite 4000
Los Angeles, CA 90071-2007

RE: Mobil Pipeline via mail and fax

Dear Dave:

I have met with Councilman Gourley and he has shared his thoughts about his review of the franchise agreement. Before I suggest those modifications or additional conditions, I would like to thank you for your agreement to deliver the tax information so quickly. I have discussed the appropriate formula for the franchise fee as it relates to the capitalization figure with the City auditor. He has requested to review the tax bill to interpret whether the taxes paid by Mobil do, in fact, relate to the request to reduce the capitalization rate from 10.5% to 9%.

I have spoken to the City's appraiser, Norman Cantor, who has reviewed the tax bills submitted by Mobil and he is unable to state that the taxes paid by Mobil for its pipeline relate to the value of the right-of-way through Culver City. Thus, at this time, pending further review, it is the City's position that 10.5% capitalization is correct.

Other points raised by Councilman Gourley, in which I concur are:

1. Mobil should demonstrate a claims procedure for resolution of third party claims which sets out a time for review and resolution of liability and damage issues. This procedure should be an additional

F120

condition of the franchise and one which will be acceptable to the City Attorney.

2. Mobil must identify contractors who will be performing pipeline construction and related activities in Culver City, and the value of those contracts as they relate to Culver City. This information will be provided to the City Treasurer for Business Tax Certificate purposes as required by Culver City Municipal Code Section 19-11.
3. The franchise should define the term repair as used throughout the franchise. (e.g. as good a condition as the street, pipeline, or other object was before the commencement of work or damage caused by franchisees construction or operations)
4. Mobil should, in the franchise agreement, agree to cooperate with the City in street repair and other underground activities in the location of the pipeline. This would be stated as an affirmative duty and most likely would be inserted in Section 2, Paragraph B.
5. Section 2, Paragraph B should also include indemnification for use, rupture or other damage relating to the ordinary pipeline operation.
6. Franchisee should agree in Section 2, C to compensate the City for actual costs of processing and approval of any permits or applications for repair, or street opening related to the pipeline.
7. Under Section 2, paragraph D, an additional financial security should be an irrevocable letter of credit payable to the City which would allow the City to draw such funds for repair after reasonable notice to Mobil and non-repair by Mobil. This would be in addition to the bonding requirement of \$130 per linear foot.
8. Upon the alleged default of the franchise agreement, to include non-compliance, with environmental conditions of the franchise, the matter shall be submitted to binding arbitration pursuant to the rules of the American Arbitration Association. Franchisee shall bear the costs of arbitration. This would include alleged violations of sections 5, 6, 7, and 8

as well as all other affirmative duties of the franchise. Because there are no penalty provisions other than for non-payment of the franchise fee, it is submitted that for the franchisee to bear the arbitration costs is reasonable.

9. Section 11 A. should read:

"Grantee shall indemnify, defend, and hold City etc... This would mirror the provisions of Section 11, B. In line 4 of paragraph B, strike reasonable attorneys fees as it is redundant with later language of that paragraph."

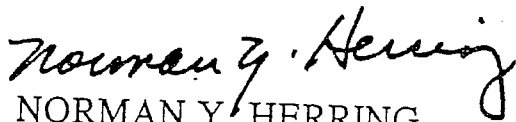
10. Section 12, A 1 should include insurance for the construction and operation of the pipeline within the City. Also, we should define operation as used in the franchise.

11. Section 12, A 1(c) should include language that cancellation or termination of insurance without a replacement policy being provided shall be a default of the franchise. The form and amount of insurance shall be subject to approval by the Culver City City Attorney.

12. Section 16 - The City shall have the right to prior approval for applications for transfer of the franchise rights which shall not be unreasonably withheld. No vested rights not enumerated herein shall accrue to the franchisee.

I know this is a mouthful of terms but after your review, I hope you will agree most are non-controversial. We are scheduled to meet on June 10, 1992, at 2:00 p.m. at my office. Hopefully, we can resolve most of these issues at that time.

Very truly yours,


NORMAN Y. HERRING
CITY ATTORNEY

NYH:vl

cc: (Pls. see next page)

cc: Councilmember Steve Gourley
Mrs. Jody Hall-Esser, Chief Administrative Officer
Evelyn Keller, Deputy City Attorney
Sue McCabe, City Treasurer

Mobil Oil Corporation

WEST COAST PIPE

3020 OLD RANCH P.
SUITE 200
SEAL BEACH, CALIF

February 10, 1992

Norman Y. Herring, Esq.
City Attorney
City of Culver City
4095 Overland Avenue
Culver City, CA 90232-0507

Re: Mobil M-70 Pipeline Project

Dear Mr. Herring:

Ruth, Dave, and I enjoyed meeting with you and Evelyn Keller recently in your offices. I am hopeful and feel confident that we can bring this matter to a mutually acceptable and beneficial conclusion in the very near future.

At our meeting you requested several pieces of information. Packages detailing the project and addressing the safety innovations utilized in pipeline construction and operation will be provided to you Monday. You may wish to distribute these materials to the City Council members and other members of the City staff.

This letter will address three issues: how the fee proposed by Mobil was derived; alternate provisions for the franchise to have an initial 5-year term with three 5-year option periods; and, to discuss Mobil's position on the requested mitigation measures set forth in the City's correspondence with the Los Angeles Department of Transportation.

F124

Mobil

Norman Y. Herring, Esq.
February 6, 1992
Page 2

THE FEE

The proposed fee of \$3.75 per linear foot of 16-inch outside diameter pipeline was based on a land-based formula employed by the City of Torrance. Mobil is agreeable to accept this formula and believes it provides the City the highest rate return on a pipeline franchise currently employed by any jurisdiction within the State of California. The Torrance formula utilizes the value of abutting properties to determine the fee value of the land within which the franchise lies. 25% of the fee value was then used because the franchise being granted is for a subsurface temporary right-of-way. Mobil would not be occupying the surface of the land, nor have any rights outside of the temporary right-of-way other than for access as may be necessary for initial construction and maintenance. A 4-foot wide right-of-way was chosen, which allows 18 inches on either side of the pipeline. A wider right-of-way would not make sense because such would preclude the City's use of the land within the right-of-way for other franchises or other uses. Once the value of the right-of-way had been established, a rate of return was set, and this determined an annual franchise fee. Obviously, in the method of calculation, the use of the land values is very subjective as is the rate of return. While we believe that the land values utilized by the City of Torrance are appropriate, the rate of return was arbitrarily high, being set at 12.5%. A rate of return in the 6% to 7% range is probably more realistic. Also, a subsurface temporary right-of-way is probably not worth 25% of the fee value. Nevertheless, recognizing that we wish to be good neighbors to the City of Culver City as well as with Torrance and the other municipalities through which the pipeline passes, we are agreeable to \$3.75 per linear foot.

THE TERM

We originally proposed a 20-year term. Recognizing your interest that at a future date someone might be concerned that the franchise fee does not reflect what is currently being obtained by other municipalities, we propose an alternative. The franchise would be granted for an initial term of five years with Mobil being granted three 5-year options. The rate would be re-negotiated each term. We have drafted the enclosed language to allow this to occur. That language includes a replacement section 1.A as well as a replacement section 7.A. Under the provisions of Section 1.A, the franchise would be renewable and the rate to be charged would be left open. Recognizing that this may be an "agreement to agree," we have nevertheless included

F125

Mobil

Norman Y. Herring, Esq.

February 6, 1992

Page 3

language that the fee should be reasonable as compared with franchise fees currently being charged by municipalities for pipelines of like size and use. Our lawyers believe this will provide a framework for the franchise rate to be established. We would suggest that in this case, paragraph 7.B concerning an adjustment for a cost of living increase be deleted. Since the rate would be re-established every five years, and the cost of living adjustment is generally not known until sometime after the second year of the term, it would have little benefit.

MITIGATION

The last items we wish to deal with are the additional mitigation measures suggested by the City's letter of October 30, 1990, in response to the draft Environmental Impact Report to the Los Angeles Department of Transportation. I think it is best to review each of those proposed measures individually, because many were picked up in the final EIR/EIS and the Findings adopted by the Board of Transportation Commissioners (BTC).

- Item 1 - The conditions are acceptable to Mobil. I believe an additional mitigation measure that "Mobil would coordinate and consult with the City staff to develop plans and specifications that will mitigate environmental concerns, traffic concerns and parking concerns to the satisfaction of the City Engineer," would cover not only this concern but a number of others including those set forth at paragraphs 14, 16, 18, 21 and 22.
- Item 2 - These requirements are addressed in the mitigation measures set forth in the BTC's Findings, at mitigation measures PS-2 and T-7. The traffic plans have already been reviewed by the City Engineer and approved.
- Item 3 - This mitigation measure is acceptable but we believe it is adequately addressed at T-11.
- Item 4 - This mitigation measure is acceptable and will be added.
- Item 5 - We believe this is addressed at E-5.
- Item 6 - We believe this is addressed at AR-1(2).

F126

Mobil

Norman Y. Herring, Esq.

February 6, 1992

Page 4

- Item 7 - We believe this is addressed at AR-1(3), (4) and (5).
- Item 8 - We believe this is addressed at AR-1(3), (4), (5), and (6).
- Item 9 - We believe this is addressed at AR-1(8), (9) and (10).
- Item 10 - We believe this is addressed at AR-1(7).
- Item 11 - We believe this is addressed at N-2 and SE-1.
- Item 12 - We believe this is addressed at T-7, and with the traffic plan approved by the City Engineer, see paragraph 1 above.
- Item 13 - This mitigation measure is acceptable and should be substitute for mitigation measure T-1 to the extent it is in conflict.
- Item 14 - We believe this will be covered by the measures set forth in paragraph 1 above.
- Item 15 - We believe this is addressed at SE-1.
- Item 16 - We believe this measure is addressed by measures SE-1, T-11, and T-15 and also as discussed in paragraph 1 above.
- Item 17 - We believe this is addressed at AR-1(11).
- Item 18 - We believe these requirements are addressed at N-2, T-1, T-2, and T-3 and as set forth in paragraph 1 above.
- Item 19 - We believe this is addressed in paragraph AR-1 but are agreeable to the additional language as suggested.
- Item 20 - This condition is acceptable to Mobil.

F127

Mobil

Norman Y. Herring, Esq.
February 6, 1992
Page 5

- Item 21 - We believe that this requirement has been addressed by the City Engineer as discussed in paragraph 1 above.
- Item 22 - We believe this requirement has been addressed by the City Engineer as discussed in paragraph 1 above.
- Item 23 - This condition is acceptable to Mobil.
- Item 24 - We believe this has been addressed at T-7.
- Item 25 - This is acceptable to Mobil.
- Item 26 - This is acceptable to Mobil.
- Item 27 - This is acceptable to Mobil.
- Item 28 - This is acceptable to Mobil.
- Item 29 - This is acceptable to Mobil provided the haul route specified in the City provides access to the pipeline route.
- Item 30 - See the discussion immediately following Item 31.
- Item 31 - We believe this has been addressed at T-16.

With respect to Item 30, we request the City to reconsider its position. While Mobil is willing to slurry fill the existing pipeline to the satisfaction of the City Engineer, it may not be in the City's best interests to require it. We have found that numerous firms are interested in using idled pipelines as a conduit for fiber-optic cable. If a firm would show interest, it would only be if the pipeline remained empty. In such a case, Mobil could quitclaim its interest in the pipeline to the City which might then lease or sell the pipeline. This could generate substantial additional revenue for the City. Another potential use is for the transportation of reclaimed water. Under the circumstances, we would be happy to work with you in identifying potential users of the idled pipeline.

F128

Mobil

Norman Y. Herring, Esq.

February 6, 1992

Page 6

I hope we will have the opportunity at our meeting of February 10 to discuss these items. If we can reach agreement, I would be pleased to have Mobil' lawyers draft up the proposed findings for review by the City of Culver City.

Thank you for your attention and cooperation.

Very truly yours,

W. E. Ham

W. E. Ham

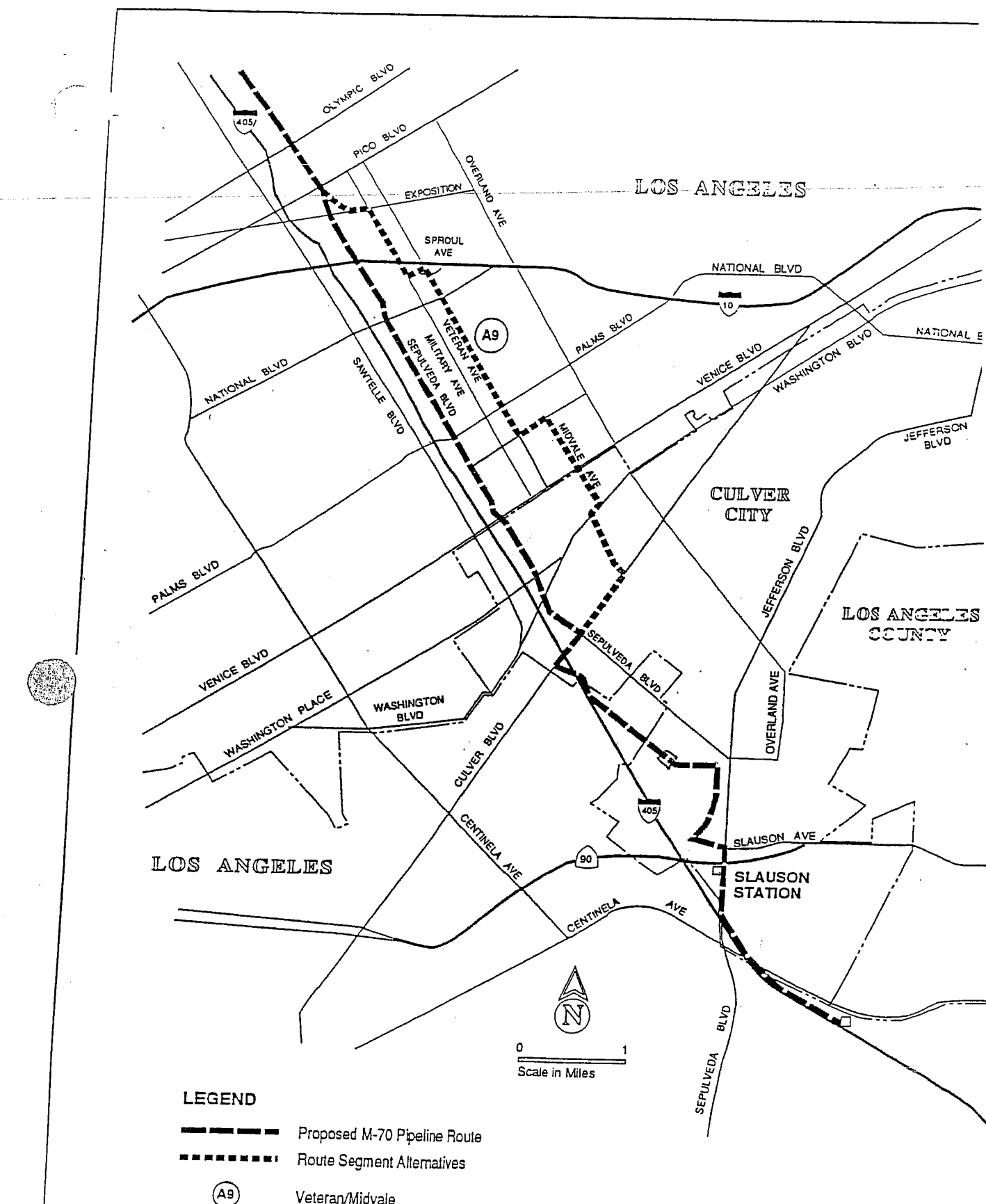
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Section 1.A - Term of Franchise

This franchise is hereby granted to Mobil Oil Corporation, hereinafter referred to as Grantee, for a term of five years (the "Initial Term") from the effective date of this franchise. This franchise may be terminated by voluntary surrender or abandonment by Grantee, or by forfeiture for non-compliance of the terms and provisions hereof. Grantee shall further have the option to extend this franchise for three additional five-year terms (the "Subsequent Terms") for a fee agreed to by the parties or determined to be reasonable in light of franchise fees then being charged by jurisdictions for right-of-way of similar size and type. Grantee may exercise its right to extend this franchise by notifying the City of its election to extend this franchise in writing no later than ninety days prior to the expiration of the then current term.

Section 7.A

During the Initial Term, Grantee shall pay to the City a base annual fee at a rate of \$3.75 per linear foot of 16-inch diameter pipeline. The first fee shall be paid upon acceptance of the franchise and annually thereafter by the anniversary date of this franchise. If Grantee shall extend this franchise pursuant to Section 1.A, Grantee shall pay on or before the first day of any Subsequent Term the new annual fee agreed to by the parties and on each successive anniversary date of the franchise thereafter.



LEGEND

- Proposed M-70 Pipeline Route
- - - Route Segment Alternatives

(A9) Veteran/Midvale

FIGURE 2.4-2C

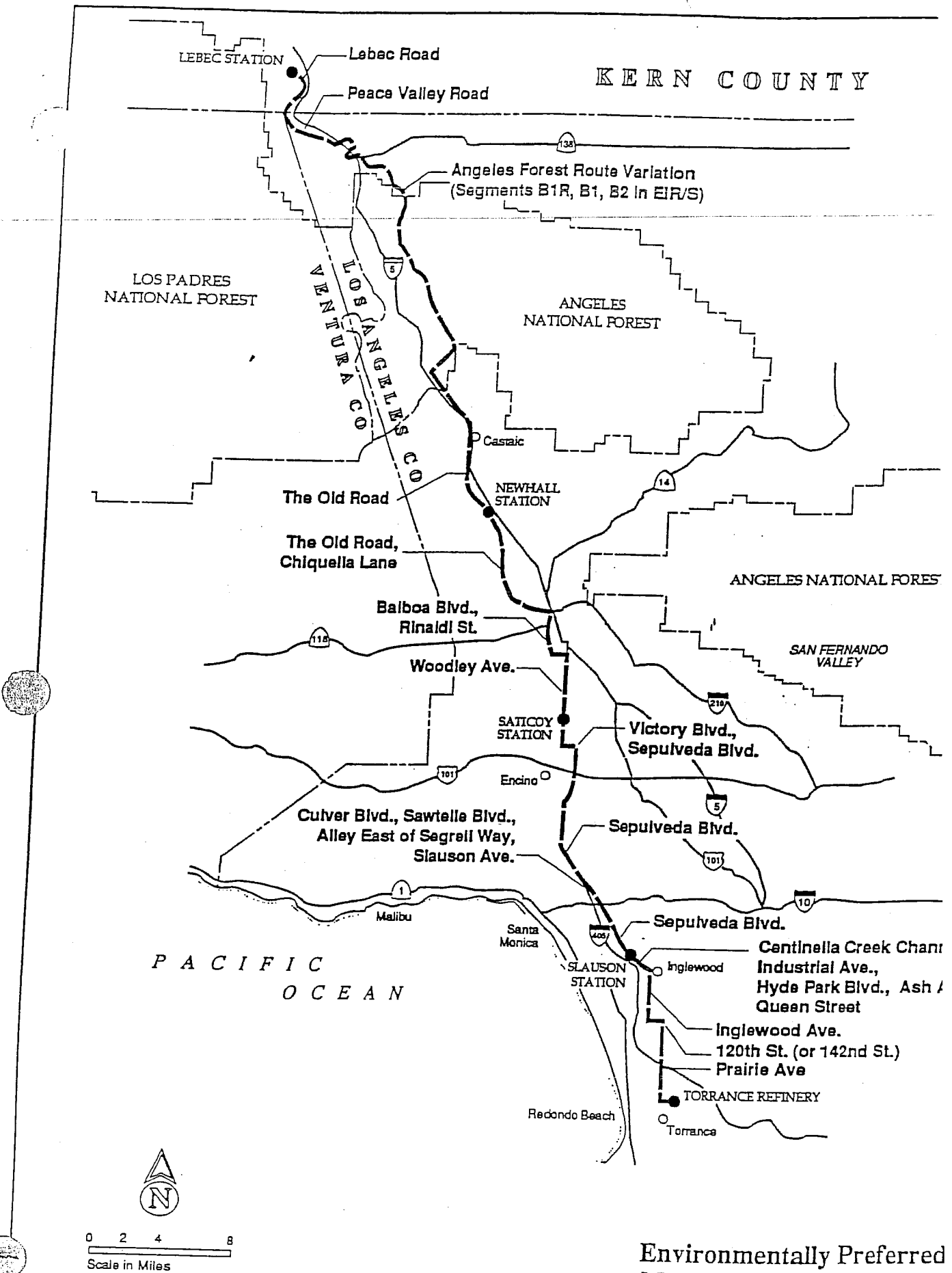
Alternative Route Segments

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TABLE 2.3-2

ISOLATION VALVE LOCATIONS ON PROPOSED
M-70 PIPELINE SYSTEM

<u>Reference Milepost Marker</u>	<u>Location</u>	<u>Distance Between Valves (miles)</u>	<u>Type of Valve</u>	<u>Method of Operation</u>
0	Lebec Station	-	B C	R/M A
6.7	Peace Valley Road south of Gorman School Road	6.7	B	R/M
14.3	Hungry Valley Valve on Orwin Way, north of Pyramid Lake	7.6	B	R/M
19.9	South side of Posey Canyon Crossing	5.6	B C	R/M A
20.9	East side of Piru Creek North Crossing	1.0	B	M
22.4	South side of Piru Creek South Crossing	1.5	B C	M A
30.5	Interstate 5 Freeway Crossing	8.1	B	R/M
34.7	Lake Hughes Road Crossing	4.2	B	R/M
40.5	North of Santa Clara River	5.8	B	R/M
40.6	South of Santa Clara River	0.1	B	M
41.0	Newhall Station	0.5	B C	R/M A
44.4	North of Santa Clara River South Fork	3.4	B	M
44.5	South of Santa Clara River South Fork	0.1	B C	M A
49.3	Sierra Highway	4.8	B C	M A



Environmentally Preferred
Mobil M-70 Pipeline Route

F133

TABLE 4.2.10-3

ADDITIONAL VALVE RECOMMENDATIONS
ON THE PROPOSED PIPELINE

<u>Pipeline¹ Segment</u>	<u>Location² (Milepost)</u>	<u>Recommended Action</u>
A	3.5	Install check valve or remote motor-operated valve (MOV) control backflow from Tejon Pass.
B	9	Add remote MOV, south of the San Andreas Fault Zone isolate that segment within the zone and reduce maximum spill potential.
C	16	Add remote MOV to protect Pyramid Lake water supply and reduce maximum spill potential.
D	18.3	Add remote MOV and check valve to protect Pyramid Lake water supply and reduce maximum spill potential.
D	19.5	Relocate MOV currently proposed at MP 20.0 (install check valve at MP 20.0 as proposed) to MP 19.5; add check valve remote MOV to further protect Pyramid Lake water supply.
G	44.4	Upgrade proposed manual valve on the north side of the South Fork of the Santa Clara River to include remote operation capabilities to protect biologically sensitive area.
I	61.5	Add remote MOV midway between Saticoy Station and Los Angeles River valve to reduce maximum spill potential.
J	65.0	Add check valve or remote MOV to proposed manual block valve at Sepulveda and Vista Valley Boulevard to prevent backflow from Mulholland Grade and protect Los Angeles River.
K	69.9	Add remote MOV to reduce maximum spill potential into West Los Angeles.
L	86.7	Upgrade proposed manual valve at 142nd Street and Hawthorne Boulevard to a remote MOV to reduce maximum spill potential.

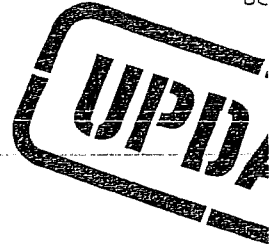
¹ Pipeline segments are shown on Figure 4.2.10-1.

² Milepost locations are approximates. Final locations should be determined based on detailed engineering and consideration of access and land availability.



Pipeline Replacement Project

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SUMMARY: M-70 PIPELINE REPLACEMENT PROJECT

THE PROJECT:

Replacement of approximately 95 miles of existing underground crude oil pipeline, with diameters ranging from 10 to 16 inches, from near Lebec to Torrance. New pipeline will be a state-of-the-art system with: (1) superior anti-corrosion sealants molecularly bonded to the pipe; (2) a uniform 16-inch diameter to allow use of an electromagnetic safety sensor probe to detect pipe weaknesses before failure can occur; (3) an enhanced 24-hour electronic surveillance system to quickly detect and locate leaks or ruptures; and (4) installation of additional valves to limit any spill.

PROJECT USE:

Transport of heavy crude oil from San Joaquin Valley oil fields to Mobil's refinery in Torrance, which produces 12 percent of all gasoline consumed in Southern California.

CONSUMER VALUE:

Provides safer, more environmentally-sound system to transport California domestic crude oil to serve Southern California consumers.

Standard diameter permits use of state-of-the art safety sensor probe (electromagnet internal inspection device) to detect pipe weakness far in advance of leak.

Added sensors and valves in computerized monitoring system enhances 24-hour-a-day surveillance of all pipeline segments, permitting rapid shutdown to avoid/contain spills caused by external damage.

All pipe joint welds X-ray inspected and certified by independent contractor.

Continuation of frequent visual inspection pipeline route by ground and aerial patrols

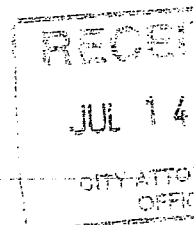
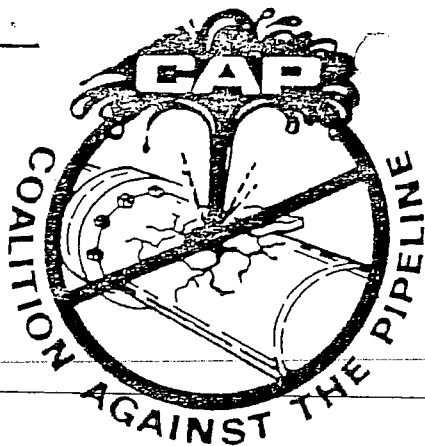
Extensive oil spill containment/restoration plan distributed to and coordinated with all local, regional, state and federal public agencies along the route.

**TRAFFIC AND NOISE
CONTROLS, ACCESS
AND SAFETY:**

Construction superintendents at each site, plus special mitigation monitoring personnel on hand, to assure speedy, trouble-free completion of construction.

Steel plates placed over trenches as soon as they are dug to protect pedestrians and to provide access to driveways, parking lots and intersecting streets.

Flagpeople, signs, barricades, fences and traffic cones direct pedestrian and vehicular traffic as needed.



PO Box 39A60, Los Angeles, CA 90039
(213) 222-5951 •

RE: Mobil M-70 Pipeline Replacement Project

Dear

The Coalition Against the Pipeline is currently involved in separate legal challenges to Mobil Oil Corporation's M-70 Pipeline Replacement Project. The project involves construction of a 10-mile line from Lebec in Kern County to Mobil's Torrance refinery. The project line parallels an existing smaller capacity line in only some places and thus involves an essentially new line which will be 16" in diameter and will carry from 95,000 to 1,000,000 barrels of crude oil per day into the Southern California area for refinement.

One of our legal challenges was based upon the California Environmental Quality Act. A superior court judge denied our challenge, so we have appealed. The case is presently pending before the Court of Appeal, State of California.

The other challenge is presently pending before the Regional Forester, U.S. Forest Service, San Francisco, California. Our appeal is based upon the National Environmental Protection Act (NEPA). We expect a result by about November 15, 1991, after which it may be necessary to appeal to Washington, D.C.

The purpose of this letter is to briefly state the most important environmental concerns generated by this project. It is our hope that elected officials can be persuaded to appeal the project themselves to Washington if this becomes necessary.

What follows is a list of our primary concerns about the project.

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Firstly, the pipeline will feed an unsafe refinery. Mobil Torrance facility was recently the subject of a major lawsuit brought by the City of Torrance. One concern addressed by that litigation involves the fact that this refinery uses a chemical process that could result in the deaths of hundreds of thousands in the event of an accident producing release of hydrofluoric acid, the gas that created the Union Carbide catastrophe at Bhopal, India. These concerns were the subject of a recent expose by the Los Angeles Times.

More generally, construction of new pipelines simply guarantees that the South Coast region will continue to be a center for oil refinement. This is unacceptable. This region already tops EPA's non-attainment list for air pollution and is certain to experience intensified pollution from population increases alone. Our air cannot sustain such a future any longer.

Thirdly, the project line will substantially increase Mobil's pipeline capacity into Southern California. This poses a potential threat of increased refinement in the region, although Mobil has maintained that no such increase is contemplated.

Fourthly, the project line runs immediately beside the Janss Filtration Plant, the MWD's facility at which more than 80% of Los Angeles County's water is made potable. It also travels near the Van Norman Reservoir. These areas are known for severe earthquake liquefaction. A rupture in this area could create catastrophic consequences. Mobil was required by the Environmental Impact Report/Statement (EIR/EIS) to increase the thickness of the pipeline in the vicinity of this plant. However, there are strong indications that this has not been done, although the pipeline is already in place in the plant area. Further, it is our position that merely increasing pipeline thickness is inadequate in areas of potential water contamination, where the line should be double-hulled, as was required of the Alyeska Pipeline. The environmental review process did not impose such a requirement upon Mobil, however, and thus does not adequately protect the public. Nor does it require installation of an adequate number of shut-off valves which are to be remotely controlled from Texas.

A fifth concern involves the fact that Mobil will be allowed to leave its old pipeline in the ground except in the Angeles National Forest. The fact that the US Forest Service required the old line's removal supports our concerns that abandonment of the old line could present additional significant environmental risks. The abandoned line will continue to exist under streets of Los Angeles, Culver City, Inglewood, Hawthorne, Lawndale and Torrance.

Actually, the threshold concern involves the fact that the pipeline appears to be in no need for this project at all. Mobil claims that its existing line had ruptured in several different locations and thus required replacement. However, the EIR/EIS did not discuss

the alternative of replacing defective line segments in anticipation of rupture and only addressed the pseudo-alter of patching up a ruptured line after a disaster has already place. The objective necessity for this project has thus been verified.

We are also seriously concerned about the integrity of the environmental review process. The EIR/EIS was prepared by a consultant from Mobil, and the lead agencies (i.e., the City of Angeles and the U.S. Forest Service), have rubber stamped conclusions. This does violence to the public interest and the entire process.

The integrity of the construction process that is currently underway is also subject to serious question. Mobil has allowed to hire its own contractor to take required x-ray pipeline welds. This means that the construction process is not being independently verified. Additionally, the State of Marshall's office, which is charged with overseeing construction safety, has thusfar conducted inadequate inspections.

An additional concern is that this is not the only pipeline plan for the Southern California region. The Pacific Pipeline project contemplates a 20" line to be operated by a consortium of companies, including Exxon (of Exxon Valdez fame), Chevron, and others. The cumulative effect of such pipelines upon future air quality is potentially staggering.

Mobil is proceeding to construct the line as rapidly as possible and has already installed nearly 10 miles of line within the County of Los Angeles, even though various appeals are still pending before the Forest Service.



*What did L A Times 7-12-92 report
major earthquake - risk & - predicted
can it handle it -*

Mobil Oil Corporation has already begun construction of a 16-100 million dollar oil pipeline that is designed to carry heavy sour crude oil 92 miles south from Lebec to Mobil's Torrance refinery. This pipeline will pass through the Culver City area designed to carry from 95,000 to 135,000 barrels of oil per day. This is a 50% increase over the amount of oil that travels through Mobil's present pipeline, which also runs under Culver City.

The Coalition Against the Pipeline is challenging the adequacy of the Environmental Impact Report for this project. The case is currently before the Court of Appeal, where the Coalition is appealing a lower court ruling.

The pipeline will run right down Sepulveda Blvd., Culver Blvd, Sawtelle Blvd and Segrell Way in Culver City.

The City Council will have a hearing on this project. At a meeting on June 9, 1992, the Inglewood City Council heard testimony from an engineer questioning the safety of Mobil's leak detect system for the line. Information gathered by the General Accounting Office indicates that between 1977 and 1986, over 16,000 pipeline accidents were reported to the Department of Transportation, resulting in 2,769 injuries and 299 deaths in that period.

Others have pointed out that this pipeline, like the one it is to replace, will feed Mobil's Torrance refinery, which has been dogged by safety problems resulting in soil and ground water contamination and expensive law suits. According to the Los Angeles Times, September 12, 1991, the City of Torrance, which sued Mobil over this refinery, alleged in court papers that the Mobil refinery use of hydrofluoric acid could lead to a major life threatening catastrophe if an earthquake or other cause were to trigger the release of this toxic chemical--a chemical "which can form a lethal, ground-hugging cloud when spilled [and which] seriously injures and kills at very low concentrations." (Times, 9/12/91). And as a general point, building pipelines here perpetuates oil refinement in Southern California.

Major elected officials who have opposed Mobil's pipeline project include: Assemblypersons Curtis Tucker, Richard Katz, Gwen Moore, Tom Bane and Richard Polanco, State Senator Art Torres, and Congresspersons Maxine Waters, Mel Levine, Mervyn Dymally, Howard Berman, Henry Waxman, Barbara Boxer, and U.S. Senator Paul Wellstone. Will the City Council listen to the concerns of these elected representatives or to Mobil?

MOST OF ALL, COME TO THE COUNCIL MEETING AND VOICE YOUR OPINION:
[REDACTED], 7:30 P.M. JULY 13th
City Hall, Culver City, 4905 Overland Avenue, Culver City, CA
CALL the Mayor and Council Members NOW at (310) 837-5211

Michele Grumet, Coalition Against the Pipeline:

F140

REFINERY: Brief Alleges

Hazards at Torrance Plant

LA 11111111
Sept 12 '92

Excerpts from Torrance's Arguments

Here are selected excerpts and summaries of a confidential draft of the arguments the city of Torrance made a year ago in its landmark public nuisance lawsuit against the Mobil refinery. Filed almost 2 1/2 years ago, the case never went to trial, and all of the documents the city gathered during 18 months of trial preparation were kept secret. This is the public's first look at what the city believed in October, 1990, were the most compelling reasons for seeking court-ordered regulation of the sprawling refinery in northeast Torrance. A consent decree signed that October avoided a trial. Mobil agreed to modify or phase out the use of highly toxic hydrofluoric acid by the end of 1997, and accept the appointment of an outside safety adviser to monitor refinery operations.

"Mobil . . . poses a public nuisance":

■ One million people live within a few miles of the refinery, and three schools and several hospitals are within one-third of a mile. Fires, explosions and other accidents at the refinery have injured scores of persons on- and off-site, and have killed at least six people since 1979.

■ The refinery has emitted toxic fumes and noxious odors that have sickened workers and nearby residents, hospitalized schoolchildren and caused street closures. And it has sprayed oil that has spotted "pets, lawns, houses, hanging laundry and cars."

"Regulatory efforts fall short":

■ Mobil has internally acknowledged responsibility for the hydrogen sulfide release that sent eight students and two teachers at Magruder Middle School to the hospital in March, 1989, but has never revealed that to the South Coast Air Quality Management District, and has never been cited for a pollution violation. When prosecuted for pollution violations, Mobil generally pleads no contest and pays no more than \$1,500 in fines.

■ Mobil, whose net profits are \$4 million to \$8 million per month, considers the \$900,000 annually it paid the AQMD in 1988 and 1989 for excess emissions a cost of doing business.

Mobil's use of independent contractors:

■ On July 15, 1988, two explosions involving outside contract workers disrupted work at the refinery. The second one, involving Cal Cat Chemical Co., killed one worker and seriously burned two others. In May, 1989, Mobil rehired the same contractor—which had changed its name to Erikson Environmental—despite its poor safety record "simply because they charged lower rates than other potential contractors for this job."

■ Mobil and other refineries hire contractors because they are cheaper by the hour and relieve the refineries of paying for employee benefits. Mobil "also hires contractors in order to attempt to distance itself from liability suits and criminal and civil regulatory enforcement actions. . . ."

"Mobil's longstanding disregard of safety:"

■ "Mobil's own documents admit that the Torrance refinery is one of Mobil's oldest refineries and that management makes only 'Band-Aid repairs' instead of spending money to implement a strong preventive maintenance program and to replace potentially hazardous equipment. . . ."

■ A 1988 chart prepared by Mobil showed that 62 of the refinery's 85 storage tanks have been used since before 1950, despite having a useful life of only 15 years. Some moved to the site in the 1930s were still in use at the beginning of 1990.

■ Mobil's headquarters management in Fairfax, Va., strongly objected to Torrance management's request to double-bottom six particular storage tanks. "The refinery was criticized for not sharing management's 'philosophy' regarding repairs. . . ."

■ Flammable hydrocarbons have seeped into the refinery's fire water and steam system, which are intended to snuff out flash fires and cool process units during major blazes. On occasion, "employees tried to use the systems to put out small fires and ended up spraying oil, not water, on the fires."

"Mobil has repeatedly failed to meet reporting requirements":

■ During a legislative inquiry, Mobil claimed only 32 injuries from 1980 to 1989. But documents show there were 392 injuries from 1985 to 1988 alone.

F141

Here's a Pipeline We Don't Need



A city panel OKs an oil-company project that has potential for causing harm, if not disaster; why can't we appeal?

By LAURA L. LAKE

The health of our air basin is imperiled by Mobil Oil's planned 92-mile pipeline from the Bak-ersfield area to Torrance. This "replacement" pipeline will traverse 26 miles of the city of Los Angeles. The new 16-inch line would have a much greater capacity than the 10-inch one it is to replace.

If we are ever to achieve healthy air for our children, we must not bring more oil into this air basin for the purpose of increasing refining capacity.

The public deserves to know what this and related oil pipelines (others will be routed along Southern Pacific and Santa Fe railroad rights of way) will do to our streets, our air and our children. Unlike four years ago when the proposed 135-mile Angeles Pipeline from Kern County to Los Angeles Basin refineries was defeated by the mayor and City Council, the Mobil pipeline is being approved without council action. Our local government is asleep at the switch.

On April 11, the City Transportation Commission agreed to a new 16-inch pipeline in order for the City to receive a mere \$352,000 per year from Mobil. Surely our health and the environment are far more precious. And consider who made the final decision for the city—not the mayor or the City Council, but the transportation commissioners appointed by Mayor Bradley. And we are told there is no appealing this action.

This is nonsense. There must be a public debate. Surely the council could instruct City Attorney James K. Hahn, the only elected city official

tioned the project, to challenge it in the courts.

No one supports more oil deliveries by tanker. Nor should any one support more oil refining in this unhealthy air basin. If Santa Barbara is smart enough to say no, so should we. There are other alternatives: Refine the oil in Kern County, or ship it to

Texas via the All-American Pipeline. Under those scenarios, the existing pipeline could become a reclaimed-water delivery system, according to the city's Office of Water Recycling.

Especially in Los Angeles, clean air is vital to good health. A study conducted

Not since the Lancer incident in 1987 has there been a mental issue that involves a cross-section of its population, poor, all races and neighborhoods impacted. The San Fernando the Westside are equally having streets torn up and by of pipeline ruptures near h schools. The entire air basin-ened by oil-refinery pollution.

While a tanker or pipeline is always a possibility, increased tion is a certainty when oil re-increased.

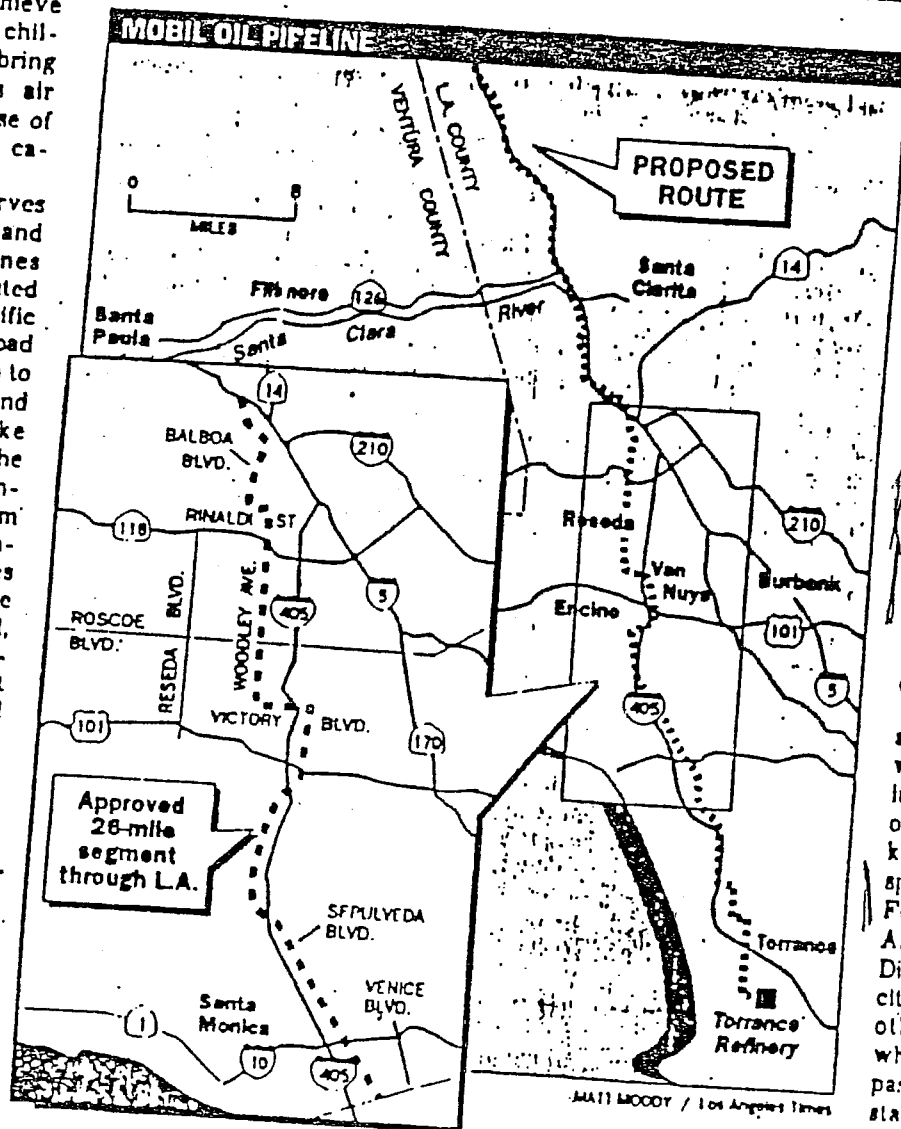
Mobil says the pipeline is to tankers, that it does not es-increase oil

don't hold your Plans change, to change, and p Mobil expands r It buys some p offsets and em credits and we done deal.

Beyond the dire pact of tearing up tions of Sepulveda Balboa boulevard "replacing" the ex pipe, which keeps turing, the long-threat to the env ment includes the p bility of more rupt The control system the new pipeline w operated out of Tex: Imagine the poten delays in calls for emergency shut-down

If we're concern about our childre well-being, to say not ing of our own, let's our opposition known. We need speak up to the U. Forest Service, the L Angeles Unified Scho District, the county an city of Los Angeles an other cities through which this pipeline will pass. It is not too late to stand up for clean air—and clean beaches—and for an energy policy that encourages gasoline conservation and the development of alternative clean fuels.

Laura L. Lake, who teaches environmental science and engineering at UCLA's School of



over 11 years by Dr. Roger Detels of UCLA's School of Public Health has found that air pollution by South Bay oil refineries is just as damaging to the lungs of affluent coastal residents as inland smog is to the

PUBLIC HEARING

City Hall

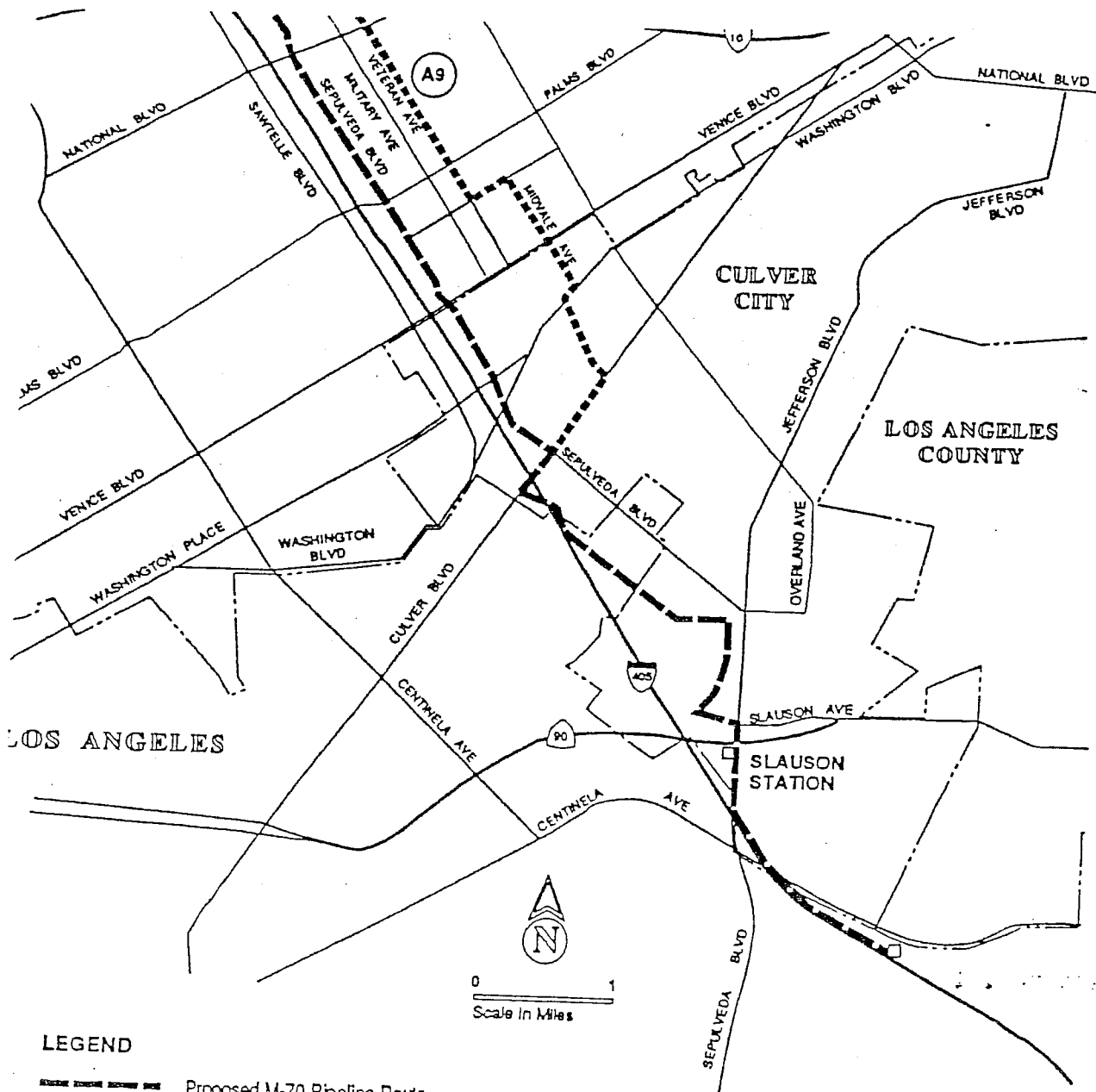
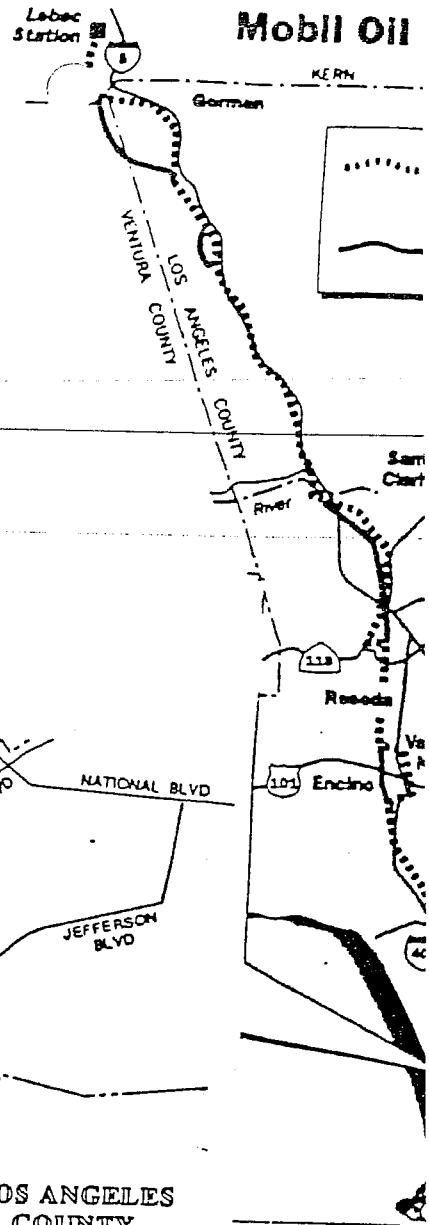
July 13,

Monday, [REDACTED], 1992

7:30 P.M.

City Hall, Culver City

4905 Overland Avenue, Culver City, CA



LEGEND

- Proposed M-70 Pipeline Route
- Route Segment Alternatives

F143

Torrance and the Mobil Refinery

LA TIMES Sept. 12

The Mobil Oil Corp. refinery occupies about 750 acres in northeast Torrance and is the city's largest taxpayer and landholder. The plant has 1,000 full-time workers and a variety of contractors.

The refinery, which opened in 1929, was rebuilt in the late 1960s. It can process 130,000 barrels of crude oil and produce 90,000 to 100,000 barrels of gasoline daily, about 13% of the gasoline consumed in Southern California.

It is the only major refinery in the region that uses hydrofluoric acid to make gasoline. Oil industry tests in 1986 showed that a 1,000-gallon spill of hydrofluoric acid could produce a toxic cloud lethal to all exposed to it within a range of five miles. Mobil typically stores an estimated 29,000 gallons of the acid at the plant.

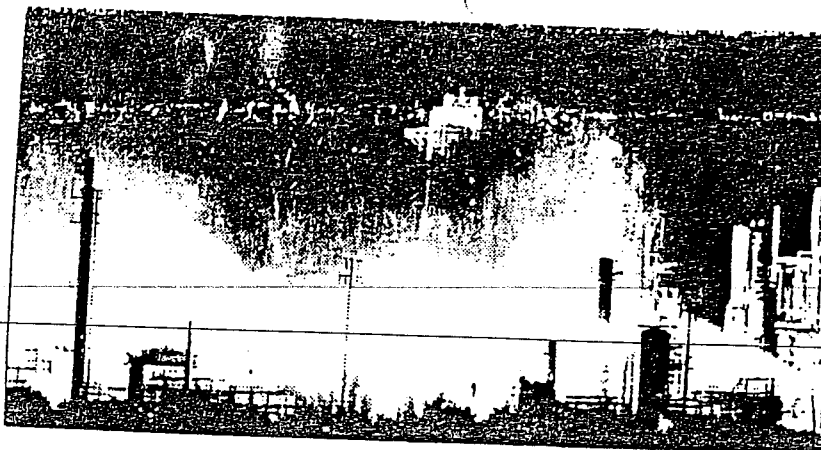
The refinery has had two major fires in 12 years.

In 1979, three people were killed, including a teen-age motorist whose car stalled in a cloud of butane gas that drifted over Crenshaw Boulevard from the tank farm. When she restarted her engine, the large cloud ignited; she and two refinery workers were fatally burned.

On Nov. 24, 1987, the refinery unit that uses hydrofluoric acid exploded. The 17-hour fire at the alkylation unit injured 10 and caused \$17 million in damage. About 100 pounds of hydrofluoric acid were released, apparently harming no one.

It was after that accident that Torrance officials began to raise questions about safety procedures at the refinery. Here is a summary of the major developments since then:

- The Torrance City Council, in May, 1988, hired an outside consultant to study the refinery and later ordered Mobil to write a risk-management prevention plan. City officials concluded that neither report was



Fire rages after explosion at the Mobil refinery in 1987. The fire inju

adequate.

- There were two more worker deaths in 1988, one of them in a fall. The second happened July 15, when the refinery experienced two explosions. In the more serious incident, chemicals in a tank being cleaned exploded, killing one worker and seriously burning two others.

- During 1988, the federal Occupational Safety and Health Administration conducted two investigations at the plant. The inquiry into the 1987 alkylation unit fire found four "serious violations" of federal safety regulations. OSHA defines a serious violation as one "where there is a substantial probability that death or serious physical harm could result and where the employer knew, or could have known, of the hazard." Mobil paid a \$4,000 fine.

- The second OSHA investigation, which covered the entire plant, began in September, 1988. It led to 35 citations of Mobil, including 12 for serious violations. Mobil has contested the findings.

- On April 7, 1989, Torran asking the Superior Court to refinery a public nuisance and regulate it. A confidentiality provided that all material secret landmark case be kept secret.

- On Oct. 18, 1990, before t Torrance halted its suit in re agreeing to a consent decree operations. The decree's chief Mobil's modifying or phasing hydrofluoric acid by the end appointment of a safety advis refinery safety. A retired judge agreement, which will be in e through 1997.

- On May 30, the judge picke adviser Westinghouse Electric preference. Torrance officials, spent \$1.4-million on the lawsuit disappointment in the choice.

- On Sept. 3, Westinghouse's safety adviser, who began wor in an office in Cypress.



'I believe that there have been modifications made that address some of the issues of concern to the city . . . Certainly we're not hearing the explosions or seeing the big puffs of smoke as frequently.'

KATY GEISSERT
Torrance mayor



'Whatever valid may have been contents in the history. Whatever about the refin its employees a to describe the the preser

JIM CARBONET
Mobil spokesman

F144

AQMD Votes to Ban Hydrofluoric Acid

Los Angeles Times

Environment: The chemical, used at oil refineries, could cause a 'Bhopal-like' disaster, a board member says.

BY GEORGE STEIN
STAFF WRITER

4-7-90

Declaring that the risks of hydrofluoric acid are unacceptable in urban Los Angeles County, the South Coast Air Quality Management District on Friday became the first government agency in the country to move forward, phasing out the hazardous chemical at four oil refineries and a major industrial plant.

Despite objections from industry, the air quality agency set a tentative deadline of Dec. 31, 1994, for eliminating the acid at the five largest users in Los Angeles County—four refineries and a refrigerant manufacturing plant.

"Since a less lethal substitute for (the acid) is generally available, we can totally eliminate the risk of a Bhopal-like disaster due to this deadly chemical," said Edward Amarena, the AQMD's deputy executive director, refer-

ring to the December, 1984, disaster when toxic gas leaked from a pesticide plant in Bhopal, India, killing more than 2,000 people.

The 11-1 vote came after a two-year study triggered by a major oil refinery accident involving the acid in Torrance and Texas. Only Los Angeles County Supervisor Mike Antonovich, an AQMD board member who argued that the move would eliminate jobs, voted against the proposal.

Before the proposal can be finalized, the AQMD will hold public hearings and draft an environmental impact statement in a process that could take up to a year.

Arguing for the move, Los Angeles City Councilman Marvin Braude said the acid "has been demonstrated to be a serious threat to public health. It is a gas that floats near the ground, causing serious health problems. If we were not to proceed . . . we would be irresponsible."

After the vote, Torrance Mayor Katy Geisert, who had urged the AQMD to eliminate bulk use of the substance, said she was pleased that it was so one-sided.

In recommending the phase-out, AQMD staff members stressed the extreme toxicity and volatility of the substance, which vaporizes at room temperature and is more

poisonous than hydrogen cyanide, the gas used in California's death chamber. Fumes from one teaspoon of hydrofluoric acid inside a small apartment could result in a serious injury.

The major users, all of them located near residential neighborhoods, typically have thousands of gallons of hydrofluoric acid in storage and in process installation. The AQMD said the five sites normally have 120 gallons on hand.

Staff members presented computerized predictions indicating a major release from any of the five facilities would spread life-threatening concentrations for several miles even if water sprays and other safety equipment were flawless. The staff said that thousands of residents at the five facilities could suffer respiratory ailments, blisters and other health problems.

Amarena said a review of accidents involving hydrofluoric acid proves that major releases can and do occur despite safety precautions—even though industry assessments calculate that such accidents are extremely unlikely.

Please see AQMD

AQMD: ACID MUST GO OUT

Continued from

"Even with training, even with safety equipment, you can never eliminate human error," Camarena said.

Converting the four refineries to less-volatile sulfuric acid will cost \$100 million—amounting to 1 to 2 cents a gallon of gasoline if passed on to consumers—according to AQMD estimates. The AQMD said the refrigerant manufacturer would have to relocate to a new site in a less populous area, a move that could cost \$18 million, because there is no known alternative for its process.

The four refineries currently using the substance are the Mobil refinery in Torrance, Ultramar in Wilmington and Golden West and Powerline in Santa Fe Springs. The refineries use hydrofluoric acid as a catalyst to boost the octane of unleaded gasoline. Allied Signal uses it to manufacture hydrochlorofluorocarbon refrigerants in its plant in El Segundo.

Attorney Sharon Rubalcava, representing the four oil refineries, argued that the risks of using hydrofluoric acid are minimal and that ongoing risk-reduction programs will lead to even greater safety. She said converting to sulfuric acid would increase transportation risks and create air pollution because it takes 100 times as much

acid to do the same process.

Rubalcava also contends the air quality agency lacks the legal authority to regulate the acid, a contention agency attorneys disputed.

Federal investigators have said that human error was the cause of the 1987 accidents at the Mobil refinery in Torrance and the Marathon refinery in Texas City, Tex., that triggered the AQMD's study of hydrofluoric acid.

Dr. Paul Papanek of the Los Angeles County Department of Health Services, who headed the AQMD task force studying the acid, said at Friday's meeting that 4,000 people living near the Marathon refinery were exposed to dangerously high concentrations of acid fumes during the accident. He quoted one observer who said, "The plume looked like a silver blanket creeping along the ground at knee height."

One thousand of the people ended up in hospital emergency rooms and more were turned away because of overcrowding, he said. More than 100 were hospitalized and some show continuing health effects, he said.

During the Mobil explosion, which was felt five miles away, 100 pounds of acid were released, but the fumes did not affect anyone outside refinery grounds.

...made its predecessor a dismal performer.

By MYRON LEVY and THOMAS KAPLAN

After crude oil gushed from a ruptured pipeline into Hull Creek in the Santa Monica Mountains, Mobil regulators said it had things well in hand.

In a letter to the State Fire Marshal's office, Mobil described the leak as an isolated incident caused by corrosion and blamed it on an ineffective pipe coating the company no longer used.

But in the next few years, more corrosion leaks occurred in pipe protected by coatings that were supposed to be better. The most recent was on Jan. 31, 1986, when 71,000 gallons of heavy crude flowed from a broken pipe in Valencia, some of it beheading the Santa Clara River.

By then, Mobil, the country's second-biggest oil company, had given up on the existing pipeline. It had poured millions of dollars into oil well cleanups and cleanup equipment as long as the badly corroded line remained in service. The company was well along with plans for a new \$18-million, 32-mile pipeline to bring crude oil from Kern County to the Santa Monica Mountains.

In the Santa Monica Mountains, the pipeline will run south through Inglewood, Hawthorne and into north Torrance, entering the Mobil refinery 15th Street.

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The oil company is willing to pay a higher fee. If the regulatory estimate in a satisfactory franchise agreement, then the city staff will probably recommend approval. Mobil city planning director Michael (Cushman).

In making the case for the project, Mobil has said the new pipeline will feature a state-of-the-art coating system, as well as other safety improvements.

But with Mobil poised to start construction, it remains to be seen if the new pipeline will avoid the problems that have made the existing line a dismal performer. At one time, the pipe was so severely corroded that the coatings it used to stem corrosion, and human in some accidents.

Since late 1985, the pipeline has suffered numerous leaks and ruptures—some of them small and occurring during hydrostatic testing, when water is flushed through the pipe at abnormally high pressure to check for weak spots.

Counting only the seven leaks that exceeded a federal reporting threshold of 50 barrels—or 2,100 gallons—the risk of accidents during the five-year period was about 10 times higher than for the average crude oil line of similar age, according to data contained in the environmental impact report prepared for the new pipeline.

"The line is a chronic leaker," said Jim Wahl, chief of the Los Angeles Fire Marshal's pipeline inspection division, which regulates intrastate pipelines such as Mobil's. Many petroleum pipelines cross the Los Angeles area, but Mobil's is unique for its "unconformable" number of splits and Ken Cotic, division engineer for the city's Department of Transportation.

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...unemployment to Mobil, it has made the new line easier to sell. Los Angeles Fire Marshal and the city Transportation Department have been unshaken supporters, citing the repeated failures of the existing line.

Although opponents of the project, banded together as the Coalition Against the Pipeline, have continued to block construction, the existing line has almost surely cost them allies.

Portions of the pipeline are 50 years old—a fact officials of Mobil and the Fire Marshal's office are quick to mention. But other experts say age alone is no excuse—that a pipeline properly installed and maintained virtually lasts forever.

"There's something else that's going on, no question about it," because age itself is not a problem. "It's a question of how the line was designed, constructed and what its maintenance record is," Beam said.

In fact, three-fourths of the pipeline is 20 years old or less, and it is on these sections that most of the recent accidents have occurred.

Last January's spill in Valencia, another spill in Valencia of 1,040 gallons in May, 1980, a 132,000 gallon spill in Eureka in September, 1988, and a 106,000 gallon spill in pipe sections installed in 1971.

External corrosion was blamed for each of these accidents. In each case, the protective pipe coating lining the outer wall of the pipe "disintegrated"—or tore away—allowing moisture to corrode the steel.

There are a number of reasons why a coating may disintegrate. It may be improperly applied in the factory.

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There are a number of reasons why a coating may disintegrate. It may be improperly applied in the factory.

the coating it takes as the pipeline moves in the ground in response to changing temperature or pressure. And on certain pipelines, or pressure, it is, it must be capable of surviving high temperatures. Mobil's "hot" oil line, in which the heavy crude is heated up to 360 degrees to keep it flowing.

Over the years, Mobil experimented unsuccessfully with a variety of coatings. Writing in the industry publication Oil & Gas Journal in May, 1987, James A. Hume, corrosion manager for Mobil's pipeline subsidiary, told how Mobil had expected each coating to "be superior to its predecessor." But coatings that were "expected to perform well under high-temperature conditions," Hume wrote, "have failed to reach full expectations."

Along with coating failures, careless mistakes may have been a factor in some of the Mobil accidents. For example, after the 1980 Eureka spill, officials discovered that the ruptured pipe had been laid on top of a steel water line.

Experts say a steel pipe should never be placed against another metal line, as this may create corrosion currents between them. The city water line had been there long before the Mobil pipeline, but not mention it, according to a report in the Los Angeles Fire Marshal's office.

Human error also may have caused the 106,000-gallon spill in Valencia in June, 1987. The break had been next to a section of pipe that had been repaired in 1983. Protective tape had been wrapped around the area of repair. "It is believed that the primary cause of the corrosion was from improper tape application," says a memo in the State Fire Marshal's files.

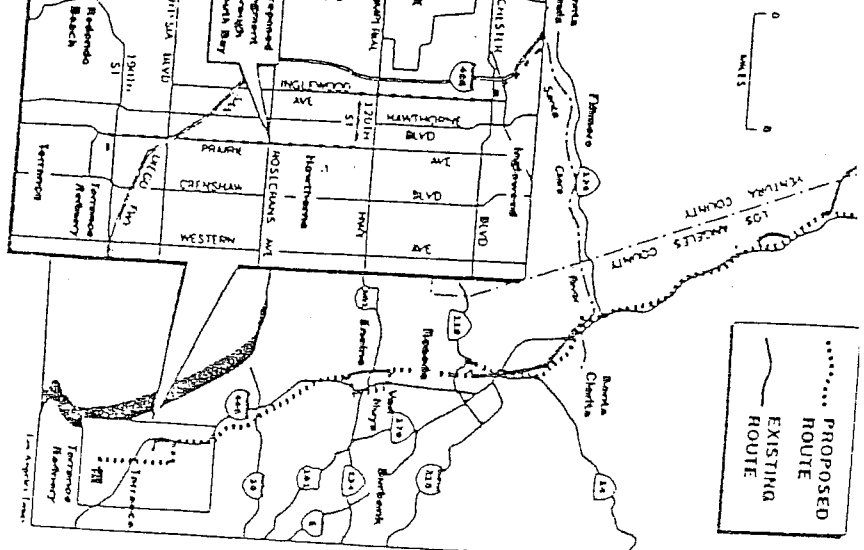
One important feature of the proposed new pipeline is its uniform 16-inch diameter. The uniform width will allow Mobil to use a sophisticated inspection device, known as a "smart pig," that detects thinning of pipeline walls so repairs can be made before leaks occur.

Another much-touted improvement is a state-of-the-art coating developed for Mobil by Valpar, Inc. and the Penn Canada line. The coating is a blend of epoxy—which has great bonding properties but is

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somewhat vulnerable to moisture—and polypropylene, which provides great moisture protection but doesn't bond as well. "We do not know, it is true, that in 50 years you will not spring any leaks," said Tom Hall, technical consultant to Valpar. But the hybrid coating is the very best that the industry has been able to come up with," he said.

Larry Terrier, attorney for the Coalition Against the Pipeline, remains skeptical. "I don't think we should be confident about it unless we see the evidence, and I don't see the evidence," he said.

Although Mobil still needs approval from several cities, it has been through the Angeles National Forest and 26 miles in the city of

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LA Times

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PIPELINE ACCIDENT REPORT

Exxon Pipe Line Company

Crude Oil Explosion at

Hearne, Texas

May 14, 1972

Adopted: August 1, 1973

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C. 20591

Report Number: NTSB-PAR-73-2

Item #4A-
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Sub. with ...

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NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D. C. 20591

PIPELINE ACCIDENT REPORT

Adopted: August 1, 1973

EXXON PIPE LINE COMPANY
CRUDE OIL EXPLOSION AT
HEARNE, TEXAS
May 14, 1972

I. SYNOPSIS

At 12:30 a.m., on May 14, 1972, a shutdown, closed-in 8-inch pipeline owned by the Exxon Pipe Line Company ruptured near Hearne, Texas. Crude oil at an initial pressure of 530 p.s.i.g. sprayed from a 6-inch irregular split on top of the pipe and showered a large area with liquid and vapors. The crude oil flowed along a small stream and was dammed up 1 foot deep in a stock pond 1,800 feet from the leak. At 5 a.m., vapors from the crude oil, which continued to leak from the rupture, entered a small frame house 600 feet away and were somehow ignited. The resultant explosion killed one person, seriously burned two others, destroyed the house, melted nearby communication lines, and scorched an 1,800-foot-long area.

The National Transportation Safety Board determines that the probable cause of the explosion and fire was the ignition of an accumulation of vapors from crude oil which had sprayed from a shutdown, closed-in pipeline that had been ruptured by excessive internal pressure.

Contributing to the excessive internal pressure were an increase in the temperature of the crude oil within the pipe, the resultant expansion of the crude oil, and the failure by the pipeline company to provide any pressure relief for the closed-in pipeline system.

Contributing to the failure of the pipe was its thin-wall condition, cause by the corrosion of the unprotected bare steel walls. The lack of any Federal regulations to require periodic, hydrostatic pressure testing was a factor in the pipeline rupture.

II. FACTS

The Accident

At 12:30 a.m., on Sunday, May 14, 1972, an 8-inch pipeline operated by the Exxon Pipe Line Company ruptured 1 1/2 miles south of the pump

F149

station at Hearne, Texas. Pressure on the pipeline at the point of failure had increased over a 10-hour period from 400 p.s.i.g. to 530 p.s.i.g. (See Figure 1.) Crude oil sprayed into the air from a 6-inch irregular split in the top of the pipe. (See Figure 2.) The sparsely populated surrounding countryside was showered with crude oil vapors and liquid. The crude oil flowed along a stream, passed through culverts beneath a railroad and a highway, and finally pooled up on a stock pond 1,800 feet away from the rupture. (See Figure 3.)

Two frame houses were located 600 feet west of the leak in a fenced area which bordered the stream on the north side. One of these houses was within 50 feet of the stream; the other was 100 feet farther north. A petroleum tank-truck operation was located within 600 feet of the stock pond on which the crude oil had dammed up.

At 5 a.m., 4½ hours after the pipe had split, crude oil vapors were ignited by an unknown source in or near the small, single-story frame house adjacent to the crude-filled stream. The resultant explosion and fire killed one man, seriously burned another man and a young boy, and destroyed the house. An intense petroleum fire was kindled along the stream, which burned over and under the highway and the railroad culverts and ignited the crude oil in the stock pond. A fire 1,800 feet long and several hundred feet high scorched the entire area from the leak site to the stock pond and killed all vegetation within this zone. The highway and railroad bridges were heat-damaged, and all highway and railroad traffic was stopped by the fire. The telephone, railroad, and pipeline communication lines were melted, and the poles were burned. For more than an hour, Hearne was isolated from the south. During the emergency, 7,913 barrels of crude oil (332,346 gallons) escaped and burned; none of this oil was recovered.

Pipeline System

The Exxon Pipe Line Company owned seven 8-inch pipelines which lay side-by-side in the right-of-way at the accident site. (See Figure 4.) The first of these seven lines was constructed in 1921; the line which failed, the No. 6 line, was built in 1925. The steel pipe was thread-and-collar, lap-welded, with an 8-5/8-inch outside diameter and a 0.322-inch wall thickness. The pipe was primed with a protective paint, but was not coated or wrapped, and was buried with approximately 18 inches of cover. In the years between 1929 and 1945, selected portions of the seven lines were unearthed and coated, but not at the accident site. After construction, the pipeline was probably hydrostatically tested, but no record of any such test now exists. In 1958, the No. 6 line was pressure-tested successfully to 1,100 p.s.i.g. for 14 hours.

The seven 8-inch pipelines at the accident site were part of four separate systems used by Exxon. Two of the lines were used to pump liquefied petroleum gas (LPG) from London to Satsuma, one line to pump

TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No. NTSB-PAR-73-2	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Pipeline Accident Report - Exxon Pipe Line Company, Crude Oil Explosion at Hearne, Texas, May 14, 1972		5. Report Date August 1, 1973	6. Performing Organization Code
7. Author(s)		8. Performing Organization Report No.	
9. Performing Organization Name and Address National Transportation Safety Board Bureau of Surface Transportation Safety Washington, D. C. 20591		10. Work Unit No. 1131	11. Contract or Grant No.
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20591		13. Type of Report and Period Covered Pipeline Accident Report May 14, 1972	
		14. Sponsoring Agency Code	
15. Supplementary Notes This report contains Pipeline Safety Recommendations P-73-29 through P-73-36.			
16. Abstract This report describes and analyzes the explosion, on May 14, 1972, of crude oil vapors which had sprayed from a ruptured 8-inch pipeline operated by the Exxon Pipe Line Company near Hearne, Texas. The explosion was followed by a fire, which killed one person, seriously burned two others, destroyed a house, and melted nearby railroad, telephone, and pipeline communications lines. The National Transportation Safety Board determines that the probable cause of the explosion and fire was the ignition of an accumulation of crude oil vapors which had sprayed from a shutdown, closed-in pipeline which had ruptured by excessive internal pressure. Contributing to the failure of the pipe was its thin-wall condition, caused by corrosion of the unprotected bare steel walls. The report contains recommendations to the Office of Pipeline Safety of the Department of Transportation and the Exxon Pipe Line Company. The recommendations to OPS concern hydrostatic testing of old lines and the clarification of 49 CFR 195.408, "Communications". The recommendations to Exxon concern steps which should be taken for safer operation of this and other Exxon pipelines.			
17. Key Words Closed-in Pipeline, Crude Oil, Thermal Expansion (Crude Oil), Corrosion, Pipeline Pressure Relief, Cathodic Protection, Hydrostatic Testing, Continuous Reading Station Discharge Pressure Recorders, Alternate Pumping		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22151.	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 23	22. Price \$2.15/1.15

TAPUSUUS

Other Relevant Incidents

Date	Description	Date	Description
3-3-91	Pipeline ruptures, spilling crude oil onto a frozen marsh near the Prairie River, Grand Rapids, MN. Nearly 700,000 of the 1.7 million gallons reach the frozen river via a drainage pipe, but for the most part the oil pools on top of ice there. Crews remove 2.2 million gallons of oily water from marsh and begin to remove chunks of oily ice from the river. Spill is the largest known in Minnesota.		
2-22-91	Pump in a crude oil transfer pipeline used to transfer from tank vessels to the Texaco Puget Sound Refinery ruptures in Anacortes, WA. Total spill is 210,000 gallons. Oil overflows containment area and spreads across roads, railroad, and residential property into Fidalgo Bay on the north end of Puget Sound. 8,400 gallons reach Puget Sound. More than 60 oiled birds are found; residents of two homes are evacuated.		
1-6-91	Underground pipeline tears, spilling 483,000 gallons of Alaskan crude at Tacoma, WA. Oil saturates several acres of vacant field; traverses a paved parking lot and enters storm drain, spilling into the Blair Waterway. Containment booms prevent spill from entering Puget Sound. As many as 20 vacuum trucks used to recover about 420,000 gallons of oil.		
12-16-90	Pipeline running along bottom of Black Lake, West Hackberry, Louisiana, leaks 14,700 gallons of crude oil, fouling areas of marsh grass along the shores.		
11-5-90	A 60-year-old Amoco pipeline ruptures while being decommissioned. Spewed oil covers trees 250 feet away to a height of 30 feet, then flows about 100 yards into Little Turkey Creek, which flows into the Chariton River, a tributary of the Missouri. Dams are built to keep the 66,000 gallons of spilled crude from domestic water intakes at Etbel, Mo. on the Missouri River. Amoco has drilled ten test wells to determine if ground water was contaminated.		

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Santa Ana CA 92799-6047

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F152

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10-5-89	Texaco pipeline failure spills 25,400 gallons of crude in Dawson County, Montana.			11,000 gallons of crude oil flowing onto the tundra.
10-1-89	Conoco pipeline ruptures near Sapulpa, Oklahoma, spilling 21,000 gallons of crude oil.			
9-16-89	A pipeline near Barstow, California, spills 27,300 gallons of crude.	9-18-89		Valve failure on Mobil Oil storage tank sends 42,000 gallons of crude oil into a containment area near Franklin, Louisiana.
9-14-89	Conoco pipeline fails near Judith Basins, Montana, spilling 150,000 gallons of crude.			
9-13-89	Pipeline near Cushing, Oklahoma, spills 29,800 gallons of crude.			
8-25-89	A broken valve on a pipeline in the Kuparuk oil field in the North Slope of Alaska spills 25,000 gallons of crude oil onto the tundra wetlands. Oil fills low spots in a 1.6 acre area, and is reported to be a foot deep in spots. Officials at Alaska Department of Environmental Conservation say toxic hydrocarbons could leach out of the area for years if adequate cleanup does not take place. The spill turned out to be a hundred times larger than initially reported by Arco.			
8-7-89	Pipeline damage near Sunflower County, Mississippi, spills 68,100 gallons of crude.	7-30-89		Relief valve failure at above-ground storage tank, Lake Anahuac, Texas, spills 7,600 gallons of crude into marsh area near Turtle Bayou.
7-19-89	Damaged pipeline spills 22,700 gallons of crude in Gregg County, Texas.	7-28-89		Conoco alarm system fails and 22,050 gallons of crude oil slips into diked area at Milne Point, North Slope, Alaska.
7-13-89	Pipeline fails in Pembina county, North Dakota, spilling 1,315,000 gallons of crude oil.			
3-28-89	Merced County, California Pipeline leaks 420,000 gallons of crude.			
June 84	Crude oil pipeline break in Torrance CA: ten thousand cars and thousands of homes were sprayed with crude oil.			
April 84	Crude oil pipeline break at offshore oil platform near Huntington Beach CA.			
April 84	Crude oil pipeline break in Los Angeles Harbor, spilled 3,000 gallons.			

(714) 979-9529

1. Wilderness Society special report, "A Hundred Spills, A Thousand Excuses"
2. National Transportation Safety Board (NTSB) accident investigations of major incidents
3. Oil Spill Conference Proceedings, several papers
4. Hazards Assessment of Proposed Transgulf Pipeline"
5. "Risk Management Analysis for Environmental Impact Report, Proposed Easement Franchise Renewal - Shell Oil Con
Ventura Crude Pipeline"

6/12/92 at 01:01:02

From IIII Inspections&Investigatns to 1-213-750-6604

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Santa Ana CA 92799-6047

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FRIENDS OF WESTWOOD

June 10, 1991 A Nonprofit Tax-Exempt Corp

VIA FACSIMILE

RE. MOBIL PIPELINE FRANCHISE/CULVER CITY

The Hon. Steve Gourley
Culver City Council Member

Dear Steve:

I am writing to you in behalf of Friends of Westwood and Coalition Against the Pipeline and Pollution to request that Culver City:

1. Require a new franchise for the Mobil M-70 pipeline;
2. Hold public hearings on this sensitive environmental issue (which will disrupt Culver City business profoundly); and
3. Require a supplementary EIR to examine the alternatives (use of the existing All American Pipeline from Kern County to Texas refineries; building a refinery in Kern County (b) the cumulative impacts of other proposed pipelines which also require tearing up Culver City Streets (Santa Fe and South Pacific pipeline proposals); and (c) air quality impacts increased oil refining in the South Coast Air Quality District

I would be glad to provide you with any additional information. Please call me at 470-4522 for additional information. I can also provide a copy of the CEQA complaint.

Thank you in advance for your assistance in this critical environmental issue.

Best regards,

Laura
Dr. Laura Lake
President

cc: Michel Grumet, Pres. Coalition Against the Pipeline

1015 Gayley Ave., Suite 1063, L.A., CA 90024 ** 475-6

Mtn of 6-10-91
FILED

Sacramento Address
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0001
Telephone: (916) 445-8800
Fax: (916) 324-6862

District Office Address
3683 Crenshaw Boulevard
5th Floor
Los Angeles, California 90016
Telephone: (213) 292-0605
Fax: (213) 736-3099



Assembly California Legislature

GWEN MOORE

ASSEMBLYWOMAN, FORTY-NINTH DISTRICT

MAJORITY WHIP

COMMIT

Finance
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the Leg
Co-Chair

July 25, 1991

Regional Forester
Pacific Southwest Region
USDA -- Forest Service
630 Sansome St.
San Francisco, CA 94111
Attention: Appeals Section (Fax. No. 415-705-2836)

Re: Mobil Oil's M-70 Replacement Pipeline

Dear Regional Forester,

I am writing as an intervenor to express my concerns about the possible adverse effects that the proposed Mobil M-70 Replacement Pipeline could have on life in southern California. This proposed pipeline will go through my district, and I am concerned about possible negative effects it could have on the people who live

I am concerned about the very real possibility that life for those who live along the pipeline route could be significantly disrupted, with increased traffic and other congestion, increased pollution, and potential health hazards.

I am also concerned about the potential for a significant increase in air and other pollution in the Los Angeles basin due to the increased oil refining capacity that will exist once this new pipeline is in place. If the pipeline is used as a common carrier for other companies in our area, the potential harm could be com

Medical studies have shown a link between increased air, ground and water pollution and increases in a number of serious diseases. Our health care crisis is worsening; we must come to grips with it. The Los Angeles basin is already too polluted, and too congested. We need to resolve these problems, and give great care to prevent

*Mobil
Pipeline*

F158

Regional Forester
July 25, 1991
Page 2

a worsening of these problems when we consider embarking upon new projects.

I believe there are enough concerns and unanswered questions concerning this project to warrant further input from expert witnesses and the public. Additional public hearings should be held to have a full discussion of all concerns, and these hearings should be widely advertised in order to solicit the broadest input possible.

Thank you for your consideration.

Sincerely yours,



Gwen Moore
Member of the Assembly
49th AD

State Capitol
P.O. Box 942849
Sacramento, CA 94249-0001
Telephone: (916) 445-8800
Fax: (916) 324-6862

District Office Address
3683 Crenshaw Boulevard
5th Floor
Los Angeles, California 90016
Telephone: (213) 292-0605
Fax: (213) 736-3099



Assembly California Legislature

GWEN MOORE
ASSEMBLYWOMAN, FORTY-NINTH DISTRICT

MAJORITY WHIP

COMMITTEES:
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and Workers
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Savings and
Law and Reg
Select Committ
Regional Gov
Chairwoman
Select Committ
Public Procur
Task Force on T
the Legislatu
Co-Chairperso

FAX Transmittal Cover Sheet

TO: Culver City, City Council
c/o Jody Hall-Esser + Norman Herrin

OF: _____

FROM: Paul Krehbiel

of Pages: 2
after this one

DATE: 7/7/92

comments:

Re: Mobil Oil's M-70 Replacement
Pipeline

71 file

F160

Sacramento Address
State Capitol
P.O. Box 942849
Sacramento, CA 94249-0001
Telephone: (916) 445-8800
Fax: (916) 324-6862

District Office Address
3683 Crenshaw Boulevard
5th Floor
Los Angeles, California 90016
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Assembly California Legislature

GWEN MOORE

ASSEMBLYWOMAN, FORTY-NINTH DISTRICT

MAJORITY WHIP

COMMITTEE
Finance
Government
and Community
Health
Local Government
Utilities and
Chairman
Finance and
Subcommittee
and Work
Subcommittee
Savings
Law and
Select Committee
Regional
Chairman
Select Committee
Public Policy
Task Force
the Legislature
Co-Chairman

July 25, 1991

Regional Forester
Pacific Southwest Region
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I am also concerned about the potential for a significant increase in air and other pollution in the Los Angeles basin due to the increased oil refining capacity that will exist once this new pipeline is in place. If the pipeline is used as a common carrier for other companies in our area, the potential harm could be compounded.

Medical studies have shown a link between increased air, ground, and water pollution and increases in a number of serious diseases. Our health care crisis is worsening; we must come to grips with it. The Los Angeles basin is already too polluted, and too congested. We need to resolve these problems, and give great care to prevent

F161

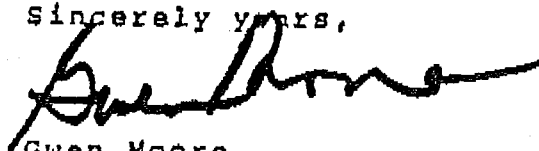
Regional Forester
July 25, 1991
Page 2

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I believe there are enough concerns and unanswered questions concerning this project to warrant further input from expert witnesses and the public. Additional public hearings should be held to have a full discussion of all concerns, and these hearings should be widely advertised in order to solicit the broadest input possible.

Thank you for your consideration.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Gwen Moore", written over a horizontal line.

Gwen Moore
Member of the Assembly
49th AD

F162

WAYNE E.K. NIELSEN

file

September 22, 1992

City of Culver City
City Council
417 Overland Avenue
Culver City, California 90230

Greetings:

Last night I attended the Council meeting, filled out a card and was told that I would be able to voice my opinion. At Ten Thirty you declared a recess, like most of the others I went home.

It was my understanding that the City council had the power to stop the proposed pipe line..after listening if that were true you really put the cart before the horse after spending 3 hours hammering out the "mitigation" part of the franchise contract..

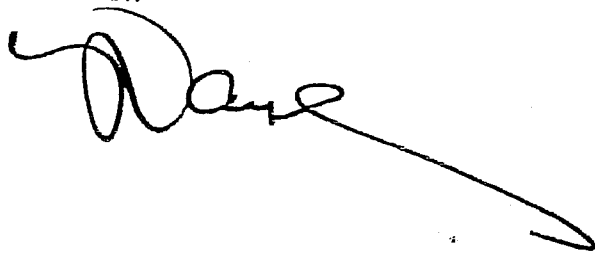
We own two homes at [redacted] with the property line running on [redacted]. This means that the occupant of [redacted] will be sleeping within 25 feet of the Pipeline and at [redacted] where I live I would be 65 feet from the pipeline.

Safety was my reason for going to the Public Utilities hearing on this line 25 years ago, Safety was also the reason I talked at the U.S. Forest hearing at Culver City High school 2 or 3 years ago and Safety was my reason for attending last night. Today's L.A. Times has a story regarding oil hazards starts on the front page and is continued on page 20.

Not many block walls going up these days in Culver, cost to comply with City code is prohibitive....Maybe there is a lesson here.... At any rate if it be within your power directly or indirectly let's show MOBIL that in Culver City Oil does not run up hill to the money. I urge you to stop the pipeline, so we can all sleep well.

Respectfully,

Wayne Nielsen



Dr. Jim Boulgarides
Mike Balkman
Steven Gourley
Jozelle Smith
Albert Vera
Jody Esser C.A.O.
✓ Norman Herring. City Attorney

F163

Oct 8, 1996

Dear Mayor and City-Council Members of Culver City:

I am quite concerned about our City Attorney Norman Y. Herri behavior in the pipeline matter. He seems to me to show bias in favor of Mobil Oil. I feel he acts as if he were Mobil's attorney, and not our city's attorney.

Though foiled several times, he finally succeeded at the Sept 21 hearing to cut off public comment. He has never sought th mitigation suggestions from those who oppose the line, nor responded to those who commented against the line. He repres incorrectly that the State Fire Marshall's Office is the last word on safety and acceptable mitigation measures. This is not true. The federal government sets the final standards. In this session of Congress, the Pipeline Safety Act represent increasing standards of care and safety for pipelines. Indeed you are in the driver's seat as our elected officials. Get the safest pipeline you can, or just say no.

Some council members appear to have responded to citizens who opposed the pipeline that there is nothing we can do, or if we say no, we will be sued. I do not know who is giving our elected officials such lousy advise; but this sort of thing if it is indeed happening -- must stop immediately.

Indeed if free government is to survive, it must be free from bias, intimidation, and misinformation. Please see to it that Culver City's process is the very best. Thank you.

Sharon Northington



cc Culver City News
L. A. Times

F164



NORMAN Y. HERRING
City Attorney

OFFICE OF THE CITY ATTORNEY

CITY OF CULVER CITY

4095 OVERLAND AVENUE, CULVER CITY, CALIFORNIA 90232-0507

(310) 202-5831

FAX (310) 839-5831

May 28, 1992

Siomara Flores-Gonzalez

Re: Hearing : Mobil M-70 Pipeline Replacement Project
 Date Hearing: June 22, 1992 - 7:30 P.M.
 Place of Hearing: City Council Chambers - Trailer One
 4095 Overland Avenue, Culver City

Dear Sir/Madam:

This is to inform you that the City Council of the City of Culver City will conduct a hearing on June 22, 1992, at 7:30 p.m. in the City Council Chambers. The purpose of this hearing is to receive any protests or comments concerning the City's intention to grant a non-exclusive franchise to Mobil Oil Corporation to construct, operate and maintain a certain pipeline and appurtenances for the transportation of hydrocarbon substances, pursuant to Resolution No. 92-R044. The Resolution setting the hearing was adopted by the City Council at its meeting of May 18, 1992.

For your information, the proposed Draft Ordinance containing the terms and condition proposed by Mobil Oil Corporation and the Final Environmental Impact Report are on file in the Office of the City Clerk for your review.

If you need additional information, please do not hesitate to contact our office.

Very truly yours,

N. Y. Herring
NORMAN Y. HERRING
City Attorney

NYH:EK:jm

Name	Address	City	Zip
Frances Sturner	[REDACTED]	Los Angeles, CA	90035
Chris Mayeda	[REDACTED]	Culver City, CA	90230
James Hilfenhaus	[REDACTED]	Culver City, CA	90230
James Peterson	[REDACTED]	Los Angeles, CA	90034
Pamella Howard	[REDACTED]	Las Vegas, NV	89102
John Kurchle	[REDACTED]	Culver City, CA	90230
L. D. Park	[REDACTED]	New York, NY	10010
Mario & Robyn Tenensap	[REDACTED]	Culver City, CA	90230
Katherine R. Weber	[REDACTED]	Culver City, CA	90230
Paul Goodwin	[REDACTED]	Culver City, CA	90232
Mr. Warrne Howell	[REDACTED]	Culver City, CA	90230
Lois Heilers	[REDACTED]	Culver City, CA	90230
Bernice Schoen	[REDACTED]	Culver City, CA	90232
Motoji Ozawa	[REDACTED]	Minato-ku, Tokyo	108
Mary Park	[REDACTED]	Japan	
Siomara Flores-Gonzalez	[REDACTED]	Culver City, CA	90232
Sherry Jacobs	[REDACTED]	Culver City, CA	90232
Pam Portillo	[REDACTED]	Culver City, CA	90230
Claudia Zeiler	[REDACTED]	Culver City, CA	90232
William Alexander	[REDACTED]	Los Angeles, CA	90018
Sheilah Jones	[REDACTED]	Los Angeles, CA	90069
Pat Maunello	[REDACTED]	Los Angeles, CA	90045
Larry Armstrong	[REDACTED]	Inglewood, CA	90302
Maggie Dinsmuir	[REDACTED]	Engino, CA	91436
	[REDACTED]	Pacific Palisades,	90272
	[REDACTED]	CA	
Claudia Rojas	[REDACTED]	Brentwood, CA	90049
Julie Okan	[REDACTED]	Los Angeles, CA	90049
Jean Varach	[REDACTED]	Beverly Hills, CA	90210
Alice Dudish	[REDACTED]	Los Angeles, CA	90026
Wendy Miller	[REDACTED]	Culver City, CA	90232
Alexis Rhone	[REDACTED]	Culver City, CA	90230
Richard Hollman	[REDACTED]	Los Angeles, CA	90034
Charles Burleigh	[REDACTED]	Culver City, CA	90232
Edna Mendez	[REDACTED]	Los Angeles, CA	90034
Mary O'Neill	[REDACTED]	Los Angeles, CA	90066
Hank Siskino	[REDACTED]	Culver City, CA	90230
John Oleszczuk	[REDACTED]	Culver City, CA	90230
Madeline Bullock	[REDACTED]	Culver City, CA	90230
Gaion Herry	[REDACTED]	Culver City, CA	90230
Elizabeth W. Reynolds	[REDACTED]	Culver City, CA	90230

September 6, 1992

Mr. Norman Y. Herring,
Culver City City Attorney
4095 Overland Avenue
Culver City, CA, 90232

RE: Mobil Pipeline Replacement

Dear Mr. Herring,

I have been a resident of Culver City for twenty-five of my twenty-eight years. I understand the fiscal crisis that the state in has left Culver City scrambling for ways to raise revenue that once provided for by the state. Since I will be unable to attend hearing on the Mobil Pipeline (I am attending law school at Hastings College of the Law in San Francisco), I am writing to you to explain the important reasons why the Mobil Pipeline expansion should not be allowed, for the paltry sum of \$60,000 in franchise fees, or for any other sum:

- 1) CULVER CITY SHOULD NOT BE FORCED INTO ECONOMIC BLACKMAIL BY MOBIL OIL BECAUSE OF THE TEMPORARY STATE OF OUR ECONOMY

Mobil Oil Corporation is playing Culver City (and the rest of the cities on the pipeline route) for revenue-hardup suckers, if we let them. Here's why. Our nation is suffering from the second longest recession to hit us. California and its municipalities, Culver City included, have been suffering economic havoc therefrom. With the state being unable to give Culver City the funding it needs, Culver City must find ways to raise desperately needed revenue. Mobil Corporation knows this and has "coincidentally" timed their proposed expansion of their pipeline with our fiscal crisis. DON'T GIVE IN TO THEIR BLACKMAIL and sign away the safety of our future because our economy will improve, and the paltry amount that Mobil Corporation will give Culver City will be unnecessary.

- 2) CULVER CITY MUST DO ITS PART TO REDUCE POLLUTION IN THE LOS ANGELES BASIN

First, doubling the capacity of the Mobil pipeline will further increase the amount of petroleum refining that goes on in already polluted Los Angeles. When the Los Angeles Basin is just beginning to reduce its smog levels for the first time in twenty years, Culver City is obligated to do its part and not allow the capacity of the Mobil Pipeline to double, thus doubling the amount of refinery pollution that

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