

RECEIVED

JUN 25 1991

June 16, 1991

CHIEF ADMINISTRATIVE OFFICE

DEAR ELECTED OFFICIAL

C. City Council Mayor etc

We oppose Mobil Oil's proposed M-70 Replacement Pipeline Project. Mobil claims that it is a replacement pipeline, yet it will be 10 times larger overall than the existing line. The project appears to be a new line. This new line will increase the present line carrying capacity from 63,500 barrels per day (BPD) to 95,000 BPD and to possibly to even 129,200 BPD, which is nearly twice the volume of the present line. The line will continue to carry highly toxic and flammable heated heavy sour crude oil from Mobil's San Joaquin Valley oil fields at Lebec in Kern County to Mobil's major refinery in Torrance. The line's principle monitoring and control center will be in Dallas, Texas, not L.A. Such oil pipelines are refining in our basin diminishes our air quality and puts us at a serious health risk. Mobil has one of the worst safety records of the major oil companies. The overall basin capacity for oil refining may well increase. The Coalition Against the Pipeline advocates that the existing pipeline be repaired in place rather than expanded. Ideally, refinement should be phased out here in this highly impacted Los Angeles basin. Alternatively, refinement of Kern County oil should take place in Kern County.

Mobil proposes to put this new larger pipeline through the Angeles National Forest, the San Fernando Valley, Santa Clarita, Bel Air, Westwood, West L.A., L.A., Culver City, Inglewood, Hawthorne, Torrance, and several other parts of L.A. County. EXAMINE THE MAP ON OTHER SIDE, travel the route and see all the sites where Mobil will tear up streets to place a huge 16" oil pipeline putting us at risk for years.

The City of Los Angeles has already approved this pipeline's inadequate Environmental Impact Report/Statement. Although the Coalition and others are suing the City of Los Angeles, Mobil presses ahead. The cities along the route may soon hear Mobil's proposal. You must register their opposition with the Mayors and City Councils of Culver City, Inglewood, Hawthorne and Torrance. Also, please contact Supervisor Hahn, your assembly person, your State Senator, and U.S. Congressperson Mel Levine, Anthony Beilenson, Howard Berman, Elton Gallegly, Julian Dixon and Mervyn Dymally.

Note that although L.A. City approved this project, still other cities can decide to stop it within their City limits. YOU CAN HELP BY CALLING AND SENDING THIS LETTER TO THE ABOVE POLITICIANS.

NAME: Elizabeth W. Rumsfeld

Address: [REDACTED]

Comments: J

Need a supplementary EIR, not a larger pipeline!

F268



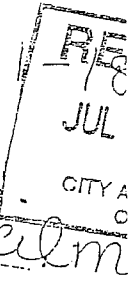
P.O. Box 391
Los Angeles, CA 90031
(213) 222-5951 • (213) 664-6115

RECEIVED

JUN 26 1991

CHIEF ADMINISTRATIVE OFFICE

Culver City Council



DEAR ELECTED OFFICIAL

We oppose Mobil Oil's proposed M-70 Replacement Pipeline Project. Mobil claims that it is a replacement pipeline, yet it will be times larger overall than the existing line. The project appears to be a new line. This new line will increase the present line carrying capacity from 63,500 barrels per day (BPD) to 95,000 BPD, which is nearly twice the volume of the present line. The line will continue to carry highly toxic and flammable heated heavy sour crude oil from Mobil's major refinery in Torrance. The line's principle monitoring and control center will be in Dallas, Texas, not L.A. Such oil pipelines and refining in our basin diminishes our air quality and puts us at serious health risk. Mobil has one of the worst safety records of the major oil companies. The overall basin capacity for oil refining may well increase. The Coalition Against the Pipeline advocates that the existing pipeline be repaired in place rather than expanded. Ideally, refinement should be phased out here in this highly impacted Los Angeles basin. Alternatively, refinement of Kern County oil should take place in Kern County.

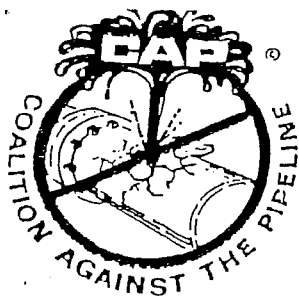
Mobil proposes to put this new larger pipeline through the Angeles National Forest, the San Fernando Valley, Santa Clarita, Bel Air, Westwood, West L.A., Culver City, Inglewood, Hawthorne, Torrance, and several other parts of L.A. County. THROUGH INGLEWOOD, THE PROPOSED MOBIL PIPELINE WOULD TRAVEL NEAR THE ACTIVE SITES AS OUR INGLEWOOD CITY HALL, INGLEWOOD HIGH SCHOOL AND CIVIC CENTER. EXAMINE THE MAP ON OTHER SIDE, travel the Inglewood route and see all the sites where Mobil will tear up streets to place a huge 16" oil pipeline putting, us at risk for years.

The City of Los Angeles has already approved this pipeline's inadequate Environmental Impact Report/Statement. Although the Coalition and others are suing the City of Los Angeles, Mobil presses ahead. In Inglewood, the City Council may soon hear Mobil's proposal. Inglewood residents must quickly register their opposition with their Mayor, City Council person, Supervisor Hahn, Assemblyperson Curtis Tucker, State Senator Diane Watson, and U.S. Congressperson Mel Levine. PLEASE USE THE LIST OF THEIR PHONE NUMBERS ON OTHER SIDE OF SHEET.

Note that although L.A. City approved this project, still Inglewood can decide to stop it within Inglewood's City limits. YOU CAN HELP BY CALLING AND SENDING THIS LETTER TO THE ABOVE POLITICIANS.

NAME: Gaion Herri
Address: [REDACTED]
Comments: [REDACTED]

F269



P.O. Box 39860
Los Angeles, CA 90039

Culver City Council

Dear Elected Official

Supervisor Hahn

RECEIVED

JUN 25 1991

CHIEF ADMINISTRATIVE OFFICE

We oppose the proposed Mobil M-70 Replacement Pipeline Project. Mobil Oil claims that the project is a replacement pipeline, yet it will be four times larger overall than the existing line. The project essentially is a new line. This new line will increase the present line's carrying capacity from 63,500 barrels per day (BPD) to 95,000 BPD and to even capacity at 130,000 BPD. The project will continue to carry highly toxic and flammable heated heavy sour crude oil from Mobil's southernmost pumping station of its San Joaquin Valley oil fields at Lebec in Kern County to Mobil's major refinery in Torrance. Though the line travels entirely through Southern California carrying a Southern California resource to a Southern California refinery, the project's principle monitoring and control center will be in Dallas, Texas.

Presently, Mobil proposes to put this new larger pipeline through the Angeles National Forest, Santa Clarita, the San Fernando Valley, Bel Air, West Los Angeles, Westwood, Culver City, Inglewood, Hawthorne, Torrance, and several other cities.

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JUN 27 1991

CITY ATTORNEY'S OFFICE

The City of Los Angeles' Department of Transportation (D.O.T.) has performed its lead agency portion of the EIR/S process most inadequately. Initially, the D.O.T. offered a negative declaration in regard to the project which seriously jeopardized the D.O.T.'s credibility and ability to review this plan. The D.O.T. failed to provide notice to those directly adversely affected, to those who expressed their intent to participate in the process, and to the public at large as little more than one hundred persons.

Mobil has one of the worst safety records of the major oil companies. This gives us little confidence in the project's safety. There is no need for this huge new pipeline that is a replication of the recently defeated Angeles Pipeline. Rather, the pipeline is to maintain and to increase the refining capacity at the Mobil Torrance Refinery. The tragic irony of this is that when the air quality in the Los Angeles Basin does not meet several major state and federal air quality standards, Mobil and our governmental fiduciaries worsen our environment.

We recommend that the present pipeline be repaired in place. If an uniform size is necessary for safety and efficient flow, then make the pipeline an uniform ten or twelve inches in diameter, not sixteen inches. Finally, the EIR/S dismissed the prudent alternatives that the oil be refined in Kern County or Texas. Thank you.

Name: Madeline Bullock

Address: [REDACTED]

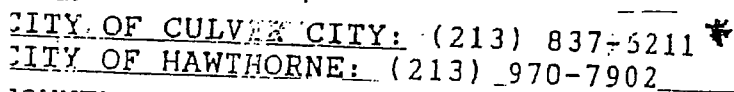
cc:

cc: Culver City Council

F270

90230

CONTACT REGARDING PIPELINE TO REGISTER YOUR PROJ



COUNTY OF LOS ANGELES, L.A. County Board of Supervisors, 500 W. Temple Street, Los Angeles, CA 90012.
Kenneth Hahn, 974-2222 ✓ Ed Edelman, 974-3333*

S. CONGRESS, Congressman Howard Berman, (818) 891-0543; Anthony
Milenson, (213) 209-7801, (818) 345-1560; Anthony
Levine, (213) 410-9415; Jillian Dixon, (213) 678-
ALIFORNIA STATE SENATE

CALIFORNIA STATE SENATE:
 (118) 901-5555; Herschel Rosenthal, (213) 479-5588; Art Torres,
 Chair Toxics Committee), (213) 620-2529; Dianne Watson, (213) 295-
 555;

F271

FINDINGS OF THE BOARD OF TRANSPORTATION COMMISSIONERS

FOR THE APPROVAL OF THE

APPLICATION OF MOBIL OIL CORPORATION FOR THE PROPOSED
M-70 PIPELINE AND OPTIMIZATION PROJECT

FEBRUARY 28, 1991

22. The Final EIR/EIS is prepared in accordance with the CEQA Guidelines as with the Guidelines to NEPA (NEPA Guidelines). It analyzes the environmental impacts of the Project construction, operation and abandonment. It focuses on impacts to residential, commercial, recreational and industrial land uses, as well as traffic congestion and access restrictions, noise level increases, risk of oil spills and associated impacts and geological hazards. The Final EIR/EIS analyzes both Project and cumulative impacts and proposes Project-specific and cumulative mitigation measures where feasible.
23. The Draft EIR/EIS proposed numerous mitigation measures to address Project impacts in a variety of areas. As a result of the public review process and comments received on the Draft EIR/EIS, many mitigation measures were revised and several new mitigation measures were added.
24. Section 21081.6 of CEQA requires the lead agency approving a project to adopt a Monitoring Program for the changes to the project which it has adopted or made a condition of project approval in order to ensure compliance during project implementation. The monitoring program set forth in Section 9.0 of the Final EIR/EIS is designed to serve that function for the Final EIR/EIS.
25. The monitoring program designates responsibility and anticipated timing for the implementation of mitigations and Project conditions within the control of Mobil. The basic objectives of the Monitoring Program are to achieve the following:
- (1) To establish a mechanism for monitoring implementation of mitigation measures using a checklist matrix.
 - (2) To recommend implementation of mitigation measures to other jurisdictions.
 - (3) To provide a multi-phased approach to Project implementation.
 - (4) To identify each potential impact.
 - (5) To break down each mitigation measure into its component parts
26. The jurisdiction to require the implementation of several mitigation measures lies with agencies other than LADOT or the Forest Service. These agencies include the following:

Federal:

U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
U.S. Department of Transportation

State:

California Department of Transportation (CALTRANS)
California Department of Fish and Game
California Department of Water Resources
California Regional Water Quality Control Board
State Historic Preservation Office
California Department of Parks and Recreation

man-made causes such as excavation, grading and changes in drainage flow patterns. Substantial earth movements could lead to damage or failure of the pipeline. Areas of known or potential slope failure have been identified along the proposed pipeline route in Ridge Basin, the Santa Susana Mountains, and the Santa Monica Mountains (Appendix A). Slope failure is considered a potentially significant hazard to the pipeline in areas where the proposed route traverses steep slopes or areas where the pipeline crosses a known landslide area or is downslope of a known landslide.

Although potentially significant impacts during construction and operation of the pipeline could result from slope failure, the following measures, discussed in the Final EIR/EIS, are hereby incorporated into the Project in order to mitigate these impacts associated with slope failure to a less-than-significant level:

Mitigation Measure E-3: Implementing the recommendations from a site-specific geotechnical investigation in specific areas of identified slope failure potential. This investigation will include recommendations for mitigation of slope failure hazard in specific areas such as use of standard engineering practices including buttressing, cut and fill excavation, control of drainage onto the landslide and ground-water control or rerouting of the pipeline to avoid areas of significant hazard. Recommendations developed as part of the final engineering design will be reviewed by the Forest Service and LADOT.

Site-specific mitigation measures are detailed in the Geologic Impacts Mitigation Plan and are as follows: Spanning above the landslide, stabilizing the landslide, drainage, and ground improvement. The two known landslide areas, Mileposts 30.5 to 32 in the Ridge Basin and Mileposts 69 to 69.25 in Santa Monica Mountains, will be stabilized by buttressing (addition of earth embankment at the toe of the slide), excavating the slide material and replacing it with a stronger material, and/or unloading the slide by removing portions of the upper slide mass. Horizontal drains will be used to increase the stability of existing and potential landslide areas. The horizontal drains provide an escape route for groundwater that otherwise would significantly add to the force driving the landslide and decreasing the sliding resistance. Potential slope failure sections, including Mileposts 32 to 33.5 and all of the Alternative B.1 in the Ridge Basin, Mileposts 48 to 50 in the Santa Susana Mountains, Mileposts 65.0 to 69 and 69.25 to 71 in the Santa Monica Mountains, and B1-0 to B1-12 in the Ridge Basin will receive slope stabilization at specific required locations. Most of these pipeline alignments need no mitigation measures.

Based on the analysis in the Final EIR/EIS, the BTC finds that implementation of this measure will substantially mitigate any impacts described above. The BTC has the authority to require that Mobil implement the above mitigation measure only within the City of Los Angeles and hereby incorporates this measure into the Project. In other locations, authority lies with the Forest Service and local jurisdictions through which the pipeline will cross. Where one of these jurisdictions

E2711

FILE

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03 FEB 26 AM
CITY OF CULVER CITY

CITY OF CULVER CITY

INTER-OFFICE CORRESPONDENCE

Date: February 24, 2003

To: Honorable Mayor and Council Members

From: Mark A. Ambrozich, City Treasurer *MAA*
Carol A. Schwab, City Attorney *CS*

Subject: ExxonMobil Pipeline Company (ExxonMobil) Use of Pipeline

As a follow-up to our memo dated January 29, 2003, please be advised for the 2002 calendar year ExxonMobil has permitted its throughput for the M-70 pipeline system to exceed the 95,000 average barrels per day limitation set forth in Ordinance No. 94-014. The actual throughput was 108,401 barrels per day. Based on that ExxonMobil owns the City a penalty payment of \$949,091.25.¹ By the attached letter dated February 13, 2003, ExxonMobil forthrightly acknowledges that overuse and penalty due. ExxonMobil will be submitting a check in that amount to the City by March 31, 2003. We will let you know when the check has been received.

As a reminder, ExxonMobil was recently granted permission, by Los Angeles, to transport 115,000 barrels per day. ExxonMobil has requested the City likewise to modify our franchise to allow that increased flow. We will return to you with that item on an upcoming agenda.

c: Mike Thompson, Chief Administrative Officer
Eric Shapiro, City Controller
Ruth Cronin-Fruitt, Regional Manager ExxonMobil Pipeline Company

¹ That amount is based on the formula set forth in Ordinance 94-014 as shown below:

$$\begin{aligned} (108,401 - 95,000) \times \$10 \times 365 &= \$489,136.50 \\ + \\ (108,401 - 100,000) \times \$15 \times 365 &= \$459,954.75 \end{aligned}$$

Total Due = \$949,091.25

ExxonMobil Pipeline Company
12851 East 166th Street
Cerritos, California 90703-2103

RECEIVED

03 FEB 14 AM 10:39

VIA UPS DELIVERY

CITY ATTORNEY-RISK MGMT
CITY OF CULVER CITY

ExxonMobil
Pipeline

February 13, 2003

Ms. Carol A. Schwab - City Attorney
Mr. Mark A. Ambrozich, City Treasurer
City of Culver City
9770 Culver Blvd.
Culver City, CA 90232-0507

RE: Ordinance No. 92-014

Dear Ms. Schwab and Mr. Ambrozich:

Pursuant to City of Culver City Ordinance No. 92-014, specifically Mitigation Measure CC-22, please find enclosed the 2002 Annual Average Throughput Report for ExxonMobil Oil Corporation's M-70 Pipeline. Annualized average throughput for the M-70 pipeline system equates to 108,401 barrels per day.

With respect to the above, and pursuant to Mitigation Measure CC-23 of above referenced Ordinance, a payment in the amount \$949,091.25 is due the City of Culver City. Payment will be submitted under a separate letter by the March 31, 2003 due date.

While ExxonMobil is committed to complying with the terms of Ordinance No. 92-014, we would like to discuss with the City of Culver City amending the Ordinance. As discussed in our previous communications with the City, we request your consideration to modify condition CC-23 of said Ordinance in order to be consistent with the increased throughput allowance approved and authorized by the City of Los Angeles, pursuant to the First Addendum to the Final Environmental Impact Report/Statement for the M-70 Pipeline Replacement and Optimization Project.

We look forward to your response pertaining to modification of Mitigation Measure CC-23 of Ordinance No. 92-014. Should you have any questions, please contact me at (310) 212-1761.

Very truly yours,

Ruth Cronin-Fruitt

Ruth Cronin-Fruitt, Regional Mgr.
West Coast Right of Way Dept.

Enclosure

cc: Mr. Joel Larkin

F276

M-70 / Quarterly Report - Deliveries to Torrance - ExxonMobil Oil Corp.

1st	Month	Total Delivered	Average	Year To Date Total	Annualized Average
2002	January	3,423,286	110428.58		
	February	2,965,195	105899.82		
	March	3,529,288	113848.00		
	TOTAL	9,917,769		9,917,769	27171.97

2nd	Month	Total Delivered	Average	Year To Date Total	Annualized Average
2002	April	3,332,285	111076.17		
	May	3,518,399	113496.74		
	June	3,280,266	109342.20		
	TOTAL	10,130,950		20,048,719	54928.00

3rd	Month	Total Delivered	Average	Year To Date Total	Annualized Average
2002	July	3,374,096	108841.81		
	August	3,361,709	108442.23		
	September	3,323,839	110794.63		
	TOTAL	10,059,644		30,108,363	82488.67

4th	Month	Total Delivered	Average	Year To Date Total	Annualized Average
2002	October	3,496,450	112788.71		
	November	3,015,902	100530.07		
	December	2,945,801	95025.84		
	TOTAL	9,458,153		39,566,516	108,401.41

The annualized average numbers for the first three quarters have been corrected from the previous report.

F277

CITY OF CULVER CITY

Return:
original
J. Pann

INTER-OFFICE CORRESPONDENCE

2126

Date: February 24, 2003
To: Honorable Mayor and Council Members
From: Mark A. Ambrozich, City Treasurer 
Carol A. Schwab, City Attorney 
Subject: ExxonMobil Pipeline Company (ExxonMobil) Use of Pipeline

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As a reminder, ExxonMobil was recently granted permission, by Los Angeles, to transport 115,000 barrels per day. ExxonMobil has requested the City likewise to modify our franchise to allow that increased flow. We will return to you with that item on an upcoming agenda.

c: Mike Thompson, Chief Administrative Officer
Eric Shapiro, City Controller
Ruth Cronin-Fruitt, Regional Manager ExxonMobil Pipeline Company

¹ That amount is based on the formula set forth in Ordinance 94-014 as shown below:

$$(108,401 - 95,000) \times \$.10 \times 365 = \$489,136.50$$

+

$$(108,401 - 100,000) \times \$.15 \times 365 = \$459,954.75$$

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F278

ExxonMobil Pipeline Company
12851 East 166th Street
Cerritos, California 90703-2103

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ExxonMobil
Pipeline

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Mr. Mark A. Ambrozich, City Treasurer
City of Culver City
9770 Culver Blvd.
Culver City, CA. 90232-0507

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While ExxonMobil is committed to complying with the terms of Ordinance No. 92-014, we would like to discuss with the City of Culver City amending the Ordinance. As discussed in our previous communications with the City, we request your consideration to modify condition CC-23 of said Ordinance in order to be consistent with the increased throughput allowance approved and authorized by the City of Los Angeles, pursuant to the First Addendum to the Final Environmental Impact Report/Statement for the M-70 Pipeline Replacement and Optimization Project.

We look forward to your response pertaining to modification of Mitigation Measure CC-23 of Ordinance No. 92-014. Should you have any questions, please contact me at (310) 212-1761.

Very truly yours,

Ruth Cronin-Fruitt

Ruth Cronin-Fruitt, Regional Mgr.
West Coast Right of Way Dept.

Enclosure

cc: Mr. Joel Larkin

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0					
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CITY OF CULVER CITY

INTER-OFFICE CORRESPONDENCE

Date: January 29, 2003

To: Honorable Mayor and Council Members

From: Carol A. Schwab, City Attorney *CS*

Mark A. Ambrozich, City Treasurer *MAA*

Subject: ExxonMobil Pipeline Company (Exxon Mobil) Use of Pipeline

At a recent meeting, Council Member Vera asked staff to review Exxon Mobil's use of the M-70 Pipeline to be sure Exxon Mobil was not transporting more oil through that pipeline than permitted by the City's franchise, which was granted by Ordinance No. 94-014 and extended by Resolutions No. 97-R080 and No. 02-R093. Before Council Member Vera raised the issue, the City Treasurer and City Attorney were already proceeding with an analysis of that situation. In fact, on September 5, 2002, the City Treasurer had requested Exxon Mobil to provide the audit report discussed below. He received that audit report on December 30, 2002.

Pursuant to the franchise, Exxon Mobil is permitted to transport an annual average of 95,000 barrels per day of oil through Culver City. If more than that 95,000 barrels is transported, then Exxon Mobil must pay a penalty in the amount of ten cents (\$.10) for each barrel the cumulative amount exceeded the annual average of 95,000 barrels per day times the number of days in the year. If the number of barrels exceeds 100,000, then the penalty is an additional fifteen (\$.15) per day per barrel over that 100,000.¹

We have reviewed the audit report provided by PricewaterhouseCoopers, LLP for the years 1999, 2000, 2001. The annual average daily barrels were 88,597 for 1999, 94,691 for 2000 and 94,691 for 2001. Therefore, no penalty payment is due for any of those years.

¹ By way of example only, if Exxon Mobil transported an annual average 105,000 barrels per day in a non-leap year, then that penalty would be \$638,750. That results from the following calculation:

$$(105,000 - 95,000) \times \$.10 \times 365 = 365,000$$

$$(105,000 - 100,000) \times \$.15 \times 365 = 273,750$$

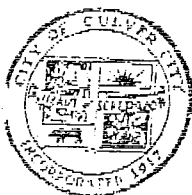
Honorable Mayor and Council Members
January 29, 2003

Page 2 of 2

By transmitting a copy of this memo to Exxon Mobil, we are asking Exxon Mobil for an audit report for 2002. After we review that audit, we will provide an update to the Council.

As a further note of information, Exxon Mobil was recently granted permission, by Los Angeles, to transport 115,000 barrels per day. Exxon Mobil has requested the City likewise to modify our franchise to allow that increased flow. We will return to you with that item on an upcoming agenda.

c: Mike Thompson, Chief Administrative Officer
Eric Shapiro, City Controller
Ruth Cronin-Fruitt, Regional Manager ExxonMobil Pipeline Company

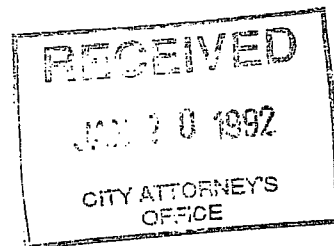


CITY OF CULVER CITY

4095 OVERLAND AVENUE • P.O. BOX 507
CULVER CITY, CALIFORNIA 90232-0507

Mini Fax Memo
TO: ADMIN
Fax # CITY 4
Number of Pages 1
1/20/92
FROM Colleen E
Phone 310/280 50

October 30, 1990



Mr. Kenneth E. Cude
Division Engineer
City of Los Angeles
Department of Transportation
City Hall, Suite 1600
Los Angeles, CA 90012

RE: Draft Environmental Report/Statement, Mobil Oil Corporation Application for M-70 Pipeline Replacement

Dear Mr. Cude:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the above project.

On December 19, 1989, Culver City sent a letter to the City of Los Angeles on the Notice of Preparation for the proposed project and requested 30 mitigation measures be added to the project.

The City has reviewed the Draft EIR/S and has found that the mitigation measures requested by Culver City are not fully reflected in the proposed mitigation measures. We hereby restate those measures and include one new measure we believe necessary to mitigate the potential impacts from construction and operation of the proposed pipeline and will be required to be conditioned on the project in order for permits for construction to be issued in Culver City. In addition, the City has comments based on its review of the draft document.

F283

Mr. Kenneth E. Cude
October 30, 1990
Page 3

In Table ES-1, the Summary of Proposed Project Impacts and Mitigation Measures, the DEIR/S states that Mobil will "adhere to City and State traffic control guidelines and specifications", among other mitigation measures, in order to address transportation and circulation impacts. The following is a restatement of the mitigation measures requested by Culver City as these measures for the most part have not been completely reflected in the DEIR/S and the City wishes to stress that these measures shall be the guidelines and specifications that will be required for the project in Culver City. The note to the left of the number indicates whether the City's mitigation measure is reflected in the DEIR/S.

MITIGATION MEASURES

Mobil Oil Crude Oil Pipeline Replacement Project

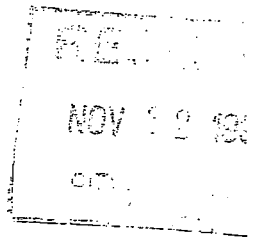
- [No] 1. Mobil Oil Corporation (Mobil) shall coordinate and consult with City staff to develop construction plans and specifications that will mitigate environmental concerns to the satisfaction of the City Engineer.
- [Yes*] 2. Mobil shall develop and implement a traffic control plan to the satisfaction of the City Engineer. The Police Department shall be included in any meetings regarding traffic mitigation. DEIR/S Mitigation Measure T-7 identifies a Traffic Management Plan, Page 9.0-14.
- [No] 3. Mobil shall work with City staff to develop a plan for trenching and progressive plating to the satisfaction of the City Engineer.
- [No] 4. Mobil shall commit to limiting pipeline storage along the right-of-way to one week at any one spread.
- [No] 5. Erosion control measures shall be used to control water runoff and prevent erosion during construction. Such measures will include resurfacing of roadways immediately following backfill operations.
- [No] 6. Construction activities shall be managed to reduce unnecessary use of construction equipment.
- [No] 7. Construction equipment engines shall be maintained and tuned; engine timing shall be adjusted to reduce NO_x emissions.

F284

Mr. Kenneth E. Cude
October 30, 1990
Page 6

- [No] 23. Any excavation within the alley behind Segre way, occurring within 50 feet of Fire Station 113 (located at Segrell Way and Berryman Avenue) shall be capable of being covered with plat upon immediate notice by Fire Department personnel.
- [No] 24. Mobil shall continue to consult with Culver City staff to ensure that the construction method chosen will properly and effectively address traffic and safety concerns which may arise during the construction process. Comment: The DEIR/S' Mitigation Program provides for advance notification and continual updates, but not consultation.
- [No] 25. Mobil shall design the proposed pipeline in strict compliance with Title 49 CFR Part 19 (Transportation of Hazardous Liquids by Pipelines).
- [No] 26. Mobil shall conduct a detailed engineering resurface survey along the entire finalized route to supplement known utility information shown on engineering drawings.
- [No] 27. Mobile shall provide an onsite foreman to be present at all times during construction.
- [No] 28. No work shall be permitted in Culver City streets between November 1 and January 15 of any given year. Comment: The DEIR/S' Mitigation Measure T-4 notes only the 4-day Thanksgiving holiday period and the week before Christmas.
- [No] 29. Hauling of materials to be disposed of shall be restricted to roadways permitted by the City through application of a Haul Route Permit.
- [No] 30. Prior to abandoning the existing pipeline, Mobil shall cause it to be cleaned and filled with an appropriate substance, such as sand cement slurry, as approved by the City Engineer.
- [Yes] 31. The City Transportation Director shall be notified prior to construction and provided with a work schedule outlining the projected amount of time that the Culver City busses will be disrupted. Comment: Mitigation Measure T-16, Mobile would coordinate with City to identify and provide for alternate signed bus stops along pipeline route. The location of temporary
- 500
F2007

NOTICE OF DETERMINATION



From: City of Culver City
4095 Overland Avenue, Building #3 Culver City, California 90232-0507
Telephone (310) 280-5949

To: Secretary for Resources
1416 Ninth Street
Room 1311
Sacramento, CA 95814

State Clearinghouse No.: 89010177

Project

Title:

Mobil Oil Corporation M-70 Pipeline Replacement and System Optimization Project and Franchise within the City of Culver City

Location:

Pipeline route under portions of Sepulveda and Culver Boulevards, Segrell Way, and Slauson Avenue in the City of Culver City

Description:

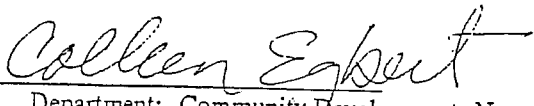
Construction of a 16-inch diameter pipeline for transport of crude oil to replace an existing pipeline from Kern County to the Torrance Refinery, and operation of such line through the City limits of Culver City.

ACTION

1. The above described project was approved by the Culver City City Council, a responsible agency, on October 26, 1992, by Ordinance Number 92-014.
2. It was determined that the project X will _____ will not have a significant adverse effect on the environment.
3. The environmental determination/document which was approved/certified for this project pursuant to the provisions of CEQA was an Environmental Impact Report/Statement.
4. Mitigation measures X were _____ were not made a condition of the approval of the project. (See attached Ordinance 92-014)
5. A statement of Overriding considerations X was _____ was not adopted for this project. (See Attached Resolution 92-R084)

The EIR and project record may be examined at the address indicated on the letterhead above, by contacting the staff member indicated below:

Colleen Egbert


CEQA Manager, Department: Community Development, November 12, 1992

CONFIDENTIAL

RECEIVED

RECORD OF DECISION
U.S.D.A. FOREST SERVICE

1991 JUN -3 AM 11: 03

ENGINEERING DIVISION
CITY OF CULVER CITY

FINAL ENVIRONMENTAL IMPACT STATEMENT
PROPOSED MOBIL OIL CORPORATION M-70
PIPELINE REPLACEMENT AND SYSTEM OPTIMIZATION PROJECT

Over the past two years, the Forest Service has completed its environmental review process for the Mobil's application to replace its M-70 pipeline (the "Project"). Because the proposed Project crosses Forest Service jurisdiction, as well as local jurisdictions, this process involved preparation of a joint Environmental Impact Report/Statement ("EIR/EIS") with the Los Angeles Department of Transportation ("LADOT") as the lead agency under the California Environmental Quality Act ("CEQA"). This EIR/EIS displays and discusses the impacts and mitigation measures with respect to the following: earth, air, water, plant life, animal life, light and glare, land use and recreation, risk of upset, population and socioeconomics, transportation and circulation, public services, utilities, human health, visual resources, cultural resources, paleontologic resources, and cumulative impacts. This process also included a detailed analysis of alternative pipeline route variations, alternative pipeline size, alternative methods of crude oil transportation, and the no project alternative. These alternatives are analyzed and disclosed in the Final EIR/EIS. This record of decision documents my selection and approval of the Project with the Angeles Pipeline Route 1 Alternative (with the B1R route variation) as described in the Final EIR/EIS.

I. THE DECISION

My decision is to approve the issuance of a Special Use Permit to Mobil Oil Corporation ("Mobil") for the purpose of reconstruction of an existing oil pipeline, operating and maintaining a 16-inch crude oil pipeline ("pipeline") and appurtenant facilities, under the authority of the Mineral Leasing Act of 1920, as amended (30 U.S.C. 185 et seq.) and the implementing Regulations contained in 43 CFR 2880. The approved alignment for this pipeline is described in the Final EIR/EIS as the Angeles Pipeline Route 1 Alternative with the B1R route variation. The width of this right-of-way will vary between 30 and 70 feet, depending on the topography, with an additional temporary work space of between 30 - 50 feet, (depending on the terrain), provided for during the time of construction. The term of this Permit is for 10 years and it may be renewed if appropriate.

In making my decision I have reviewed the environmental consequences of the Project, proposed mitigation measures, and the alternatives which are disclosed in the Final EIR/EIS. A major component of the Final EIR/EIS and my decision are implementation of the mitigation measures and monitoring program as described below. All practicable means to avoid or minimize environmental harm have been adopted with the selection of the Angeles Pipeline Route 1 Alternative (with B1R route variation).

I gave particular attention to public and agency comments on the Draft EIR/EIS, for which detailed responses were given and which are contained in Volume II of the Final EIR/EIS.

The EIR/EIS was developed in compliance with the National Environmental Policy Act ("NEPA"), Council on Environmental Quality (CEQ) Regulations, Title 40, Code of Federal Regulations, Parts 1500-1508 (40 CFR 1500-1508). In addition, the EIR/EIS also complies with the Forest Service's Revised Implementing Procedures for NEPA. Federal Register, Vol. 50, No. 121, Monday, June 24, 1985, pgs. 26078-26104.

the Angeles Pipeline Route 1 with B1R variation as the most environmentally preferable alignment for the Project, I chose this alternative.

ALTERNATIVE PIPELINE DIAMETERS

(1) 10" pipeline. The analysis in the Final EIR/EIS indicates that the proposed Project is environmentally preferable to the 10" pipeline alternative because the 10" alternative would have greater overall impacts due to (1) increased diversion of oil to tankage if the existing pumping system and operation parameters are not modified; or (2) operation of expanded pumping and heating facilities to increase throughput. Furthermore, the analysis in the Final EIR/EIS indicates that reduced potential spill volumes associated with the 10-inch pipeline system are offset by a higher risk of coating failure and resulting pipeline corrosion from operation at higher temperatures required to increase throughput. Moreover, the 10" pipeline system fails to meet throughput capacity and system operating characteristics desired by Mobil.

(2) 12" pipeline. The analysis in the Final EIR/EIS indicates that the proposed Project is environmentally preferable to the 12" pipeline alternative because the 12" alternative would have greater overall impacts due to (1) increased diversion of oil to tankage if the existing pumping system and operation parameters are not modified; or (2) operation of expanded pumping and heating facilities to increase throughput. Furthermore, the analysis in the Final EIR/EIS indicates that reduced potential spill volumes associated with the 12-inch pipeline system are offset by a higher risk of coating failure and resulting pipeline corrosion from operation at higher temperatures required to increase throughput.

(3) Larger diameter common carrier. The larger pipeline common carrier alternative was rejected for the following reasons: (1) it would not reduce any impacts associated with the proposed Project; (2) the implementation of this alternative is considered remote and speculative because Mobil has indicated that they are unwilling to finance such a project (and there is no mechanism to force them to do so), and substantial connecting facilities that have not been defined or proposed would be required (and would require considerable speculation to define for the purpose of environmental review); and (3) an earlier proposal for such a large-scale common carrier pipeline is as yet unresolved due to major and local agency opposition even though the EIR/EIS was completed in 1987 (the Angeles Pipeline Project, State Clearinghouse Number 85112707).

III. MITIGATION AND MONITORING

The mitigation measures and related monitoring and enforcement activities that were developed through the environmental process are fully described in Sections 4 and 9 of the Final EIR/EIS. Those mitigation measures and related monitoring and enforcement activities for which the Forest Service is listed as a responsible agency in Section 9 are incorporated into this Record of Decision by reference. In accordance with mitigation measure LU-2, the Forest Service has concluded that Mobil is currently in compliance with the Mineral Leasing Act. Mobil can continue this compliance by accepting, conveying, transporting or purchasing without discrimination all oil delivered to the pipeline without regard to whether the oil was produced on federal or nonfederal land. If I find that Mobil is not in compliance with the Mineral Leasing Act, I will seek appropriate action. Inclusion of these mitigation measures will provide for all feasible means to avoid or substantially reduce environmental harm from the Project.



CITY OF CULVER CITY
4095 OVERLAND AVENUE • P.O. BOX 607
CULVER CITY, CALIFORNIA 90232-0607

C-44

1 of 7

REGISTRATION

44.1 Responses to specific comments are presented on the following pages.

OCT 31 PM 3 21

C/E

October 30, 1990

Mr. Kenneth E. Cude
Division Engineer
City of Los Angeles
Department of Transportation
City Hall, Suite 1600
Los Angeles, CA 90012

RE: Draft Environmental Report/Statement, Mobil Oil
Corporation Application for M-70 Pipeline
Replacement

Dear Mr. Cude:

Thank you for the opportunity to comment on the Draft
Environmental Impact Report for the above project.

On December 19, 1989, Culver City sent a letter to the City of
Los Angeles on the Notice of Preparation for the proposed project
and requested 30 mitigation measures be added to the project.

The City has reviewed the Draft EIR/S and has found that the
mitigation measures requested by Culver City are not fully
reflected in the proposed mitigation measures. We hereby restate
those measures and include one new measure we believe necessary
to mitigate the potential impacts from construction and operation
of the proposed pipeline and will be required to be conditioned
on the project in order for permits for construction to be issued
in Culver City. In addition, the City has comments based on its
review of the draft document.

44.1

F289

C-44

COMMENTS

1. Table 3.2.13-2, (Page 3.2-124) "Bus Routes Within the Project Corridor" should be revised to more accurately reflect the affected routes:
 - 1) Remove "CC5" from "Cross Street Bus Routes" at Sepulveda Boulevard (pipeline street) Culver (cross street).
 - 2) Remove "CC5" from Pipeline Street Bus Routes for Culver Boulevard (pipeline street).
 - 3) Add "CC1" to "Cross Street Bus Routes" for Sepulveda Boulevard (pipeline street), Washington (cross street).
 - 4) Add "CC4" to "Pipeline Street Bus Routes" for Sepulveda Boulevard (pipeline street), Slauson (cross street).
 - 5) Add "CC2" to "Cross Street Bus Routes" for Slauson Avenue (pipeline street), Jefferson (cross street).
2. Section 2.8.3, Residential and Commercial Projects, Pages 2.8-4 and 2.8-5, The following project should be added:

A restaurant complex comprised of four restaurants (30,000 gross sq. ft.) has been approved for the Kite Site at Slauson, Hannum, and Knightbridge Avenues. Grading fall 1990, construction 1991.
3. Weekday peak hour traffic is identified as occurring from 7:00 to 9:00 a.m., (page 9.0-12), however, in Culver City, the a.m. peak hour extends to 9:30 a.m.
4. It is not clear whether the intersection of Slauson Avenue/Sepulveda Boulevard will be analyzed for the feasibility of the boring method rather than the trenching and plating method. The intersection is noted in Table ES-1 (Transportation and Circulation, #1), but not in Table 9-1, #T-8.

44.2 The suggested revisions have been incorporated into the EIR/S text.

44.3 The suggested revision has been incorporated into the EIR/S text.

44.4 The EIR/S text has been revised to reflect this comment.

44.5 Consideration of boring at Sepulveda Blvd. and Slauson Ave. was eliminated from consideration due to technical considerations regarding the lack of suitable space for a boring pit. As indicated in Mitigation Measure T-2 and Table 9-1, this intersection is considered an appropriate candidate for night-time construction to mitigate traffic impacts. The text of Table ES-1 has been corrected in response to this comment.

F290

C-44

44.6 Refer to response on page 3 of this comment.

- [No] 8. To reduce NO_x and CO emissions from welding machines, unleaded fuel, catalytic converters, or propane fuel shall be used.
- [No] 9. Fugitive dust control measures shall be implemented, using water or chemical dust suppressants.
- [No] 10. Low sulfur fuel oil shall be used in diesel burning equipment to reduce SO_x emissions.
- [No] 11. Residences and businesses along the pipeline route within a 300 foot radius shall be notified in advance as to the construction schedule and duration; copies shall be provided as evidence of such notification. A Mobile Oil contact name and phone number shall be provided to residents as part of that notification. Comment: According to the DEIR/S only businesses would receive notification.
- [No] 12. To facilitate safe movement of traffic through construction areas, drivers shall be alerted to unexpected conditions using signs, flagmen, pavement markings, barricades and lights to the satisfaction of the City Engineer. The Transportation Management Plan Page 4.2-81 only calls for advance signing.
- [No] 13. If necessary and approved by the City Engineer, lane closures shall be restricted to off-peak hours to reduce congestion. Peak hour traffic periods are 7:00 a.m. to 9:30 a.m. and 3:30 p.m. to 6:00 p.m. At least one traffic lane in each direction will be kept open at all times, with the exception of the alley behind Segrell Way between Barryman Avenue and Sawtelle Boulevard where private driveway access shall be maintained. In the alley south of Barryman Avenue, there shall be at least one lane open at all times, with flagmen.
- [No] 14. When onstreet parking is temporarily eliminated, signs directing motorists to alternate parking shall be provided by Mobil based upon a parking plan to be approved by the City Engineer.
- [No] 15. To facilitate the safe movement of pedestrians around construction areas, signs and facilities such as handrails, fences and walkways shall be provided. Pedestrian access to residences and businesses shall be maintained.

44.6

C-44

44.6 Refer to response on page 3 of this comment.

- [No] 23. Any excavation within the alley behind Segrell way, occurring within 50 feet of Fire Station No. 111 (located at Segrell Way and Berryman Avenue), shall be capable of being covered with plates upon immediate notice by Fire Department personnel.
- [No] 24. Mobil shall continue to consult with Culver City staff to ensure that the construction methods chosen will properly and effectively address traffic and safety concerns which may arise during the construction process. Comment: The DEIR/S' Mitigation Program provides for advance notification and continual updates, but not consultation.
- [No] 25. Mobil shall design the proposed pipeline in strict compliance with Title 49 CFR Part 195 (transportation of Hazardous Liquids by Pipelines).
- [No] 26. Mobil shall conduct a detailed engineering resurface survey along the entire finalized route to supplement known utility information shown on engineering drawings.
- [No] 27. Mobile shall provide an onsite foreman to be present at all times during construction.
- [No] 28. No work shall be permitted in Culver City streets between November 1 and January 15 of any given year. Comment: The DEIR/S' Mitigation Measure T-4 notes only the 4-day Thanksgiving holiday period and the week before Christmas.
- [No] 29. Hauling of materials to be disposed of shall be restricted to roadways permitted by the City through application of a Haul Route Permit.
- [No] 30. Prior to abandoning the existing pipeline, Mobil shall cause it to be cleaned and filled with an appropriate substance, such as sand cement slurry, as approved by the City Engineer.
- [Yes] 31. The City Transportation Director shall be notified prior to construction and provided with a work schedule outlining the projected amount of time that the Culver City buses will be disrupted. Comment: Mitigation Measure T-16, Mobile would coordinate with City to identify and provide for alternate signed bus stops along pipeline route. The location of temporary bus

44.6

*Mobil Oil
Pipeline
Replacement* *file*
RECEIVED
AUG 21 1990
CITY ATTORNEYS
OFFICE

EIR/EIS NEWSLETTER
**MOBIL OIL PIPELINE REPLACEMENT
AND SYSTEM OPTIMIZATION PROJECT**

Newsletter Prepared By

USDA, Forest Service
Angeles National Forest
NEPA Lead Agency

The City of Los Angeles
Dept. of Transportation
CEQA Lead Agency

August 1990

NOTICE

This newsletter is being sent to all public agencies, legislative representatives, and other groups or individuals who have expressed an interest in the Mobil Oil pipeline project and the environmental studies addressing this project. If you wish to remain on our mailing list, please complete the form in this newsletter and return it to the City of Los Angeles. Please indicate if you wish to receive a copy of the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) on your mailing list response. Copies of this document will be available for public review at public libraries near the pipeline route and lead agency offices. Personal copies will be sent only to those individual groups or organizations that respond to this notice by August 29, 1990. A limited number of additional copies may be available for individuals who fail to respond by this deadline, but they will be distributed on a first-come, first-served basis.

SCHEDULE

The analysis of environmental issues associated with the proposed project and alternatives has been completed. The DEIR/EIS document is presently undergoing final corrections in preparation for document printing. The DEIR/EIS will be released for public review in early September 1990. The public and interested agencies will be allowed a sixty-day review period. Public meetings will be conducted during October 1990. Comments received at these meetings, or submitted in writing to one of the lead agencies during the review period, will be addressed in the Final EIR/EIS.

EIR/EIS ANALYSIS

In response to the published notice of preparation and notice of intent, the lead agencies have received over 150 written statements addressing the proposed project and related environmental review. These comments were all reviewed by lead agency staff, and our environmental consultant, and have been used along with verbal comments received at scoping meetings to refine the scope of investigations associated with the EIR/EIS. We appreciate the interest in this project and the comments received to date, and encourage all recipients of this newsletter continue to participate in this process.

The environmental analysis to be presented in the EIR/EIS includes the results of investigations of potentially significant environmental issues associated with the proposed project and several potential project alternatives. The proposed project involves the replacement of an existing

pipeline system with a new pipeline approximately 92 miles long and 16 inches in diameter. Both the existing and proposed pipeline systems connect Mobil's Lebec pump station to their Torrance Refinery. Alternatives addressed in the EIR/EIS include pipeline routes (a total of 15 different route alternatives are addressed in detail). In addition, pipe diameters, different methods of crude oil transportation (including tank trucks and railroad unit trains), and the "no project" option are addressed as alternatives to the proposed project.

The Draft EIR/EIS is being released in accordance with National Environmental Policy Act and California Environmental Quality Act requirements, and does not represent a final determination concerning the proposed project or alternatives. Public and agency comments on the DEIR/EIS will be used to finalize the investigations and prepare a Final EIR/EIS which will provide the environmental analysis necessary for lead agency decisions concerning the proposed project, alternatives, appropriate impact mitigation measures, and a proposed Mitigation Monitoring Plan.

*

*

*

Remember- If you want to remain on the EIR/EIS mailing list, and/or receive a copy of the Draft EIR/EIS, please complete the response form below and ~~return it to the address indicated~~ by August 29, 1990.

Check Appropriate Boxes, And
** Cut Along Line And Mail **

F294

pipeline system with a new pipeline approximately 92 miles long and 16 inches in diameter. Both the existing and proposed pipeline systems connect Mobil's Lebec pump station to their Torrance Refinery. Alternatives addressed in the EIR/EIS include pipeline routes (a total of 15 different route alternatives are addressed in detail). In addition, pipe diameters, different methods of crude oil transportation (including tank trucks and railroad unit trains), and the "no project" option are addressed as alternatives to the proposed project.

The Draft EIR/EIS is being released in accordance with National Environmental Policy Act and California Environmental Quality Act requirements, and does not represent a final determination concerning the proposed project or alternatives. Public and agency comments on the DEIR/EIS will be used to finalize the investigations and prepare a Final EIR/EIS which will provide the environmental analysis necessary for lead agency decisions concerning the proposed project, alternatives, appropriate impact mitigation measures, and a proposed Mitigation Monitoring Plan.

* * *

Remember- If you want to remain on the EIR/EIS mailing list, and/or receive a copy of the Draft EIR/EIS, please complete the response form below and return it to the address indicated by August 29, 1990.

Check Appropriate Boxes, And
** Cut Along Line And Mail **

RESPONSE FORM

 X

Please keep my name and address on your EIR/EIS mailing list.

 X

5 copies if possible.

Please send a copy of the Draft Environmental Impact Report/Environmental Impact Statement on the Mobil M-70 Pipeline Project.

My name and address is:

Name Eleanor M. Egan, City Attorney

Organization (if any) City of Culver City

Address 4095 Overland Avenue

City, State Culver City CA 90232-0507

Zip Code

Mail this request to:

Los Angeles Department of
Transportation
Los Angeles City Hall
200 N. Spring St., Rm. 1600
Los Angeles, CA 90012

Dir



EK do we have a file on this

RECEIVED
Pipeline Replacement Project
1990 JUN 20 AM 10:40
ENGINEERING DIVISION
CITY OF CULVER CITY

RECEIVED
CHIEF OF DIVISION
JUN 19 1990

RECEIVED
For Superior
Oil Transport
Safety

UPDATE

June 18, 1990

Mike Hawk
Sam Cerro

CC: Evelyn Kell
Jackie Freed

The Honorable Steven Gourley
City Hall of Culver City
4095 Overland Avenue
Culver City, CA 90230

Dear Councilman Gourley:

File: Mobil Oil Pipeline Project

On behalf of Mobil Oil Corporation, I provided you with information earlier about our proposal to replace our existing M-70 crude oil pipeline running from Lebec through Santa Clarita, the San Fernando Valley, West Los Angeles, Culver City, Inglewood and Hawthorne to our refinery in Torrance. I am providing you with a progress report on our proposal to keep you up to date. If you have any questions, please let me know.

DRAFT EIS/EIR DUE FOR RELEASE IN JULY

Release of the joint federal Environmental Impact Statement (EIS) and state Environmental Impact Report (EIR), prepared by an independent consultant under the jurisdiction of the U.S. Forest Service and the City of Los Angeles Department of Transportation, is now scheduled for mid- to late July. Originally, we thought it might be ready in May for submission to public agencies and the general public for comment.

MOBIL TO LAUNCH PUBLIC OUTREACH PROGRAM

Mobil is beginning a program to inform community organizations along the 75-mile replacement route about our project. I hope to meet with many of these groups to explain our proposal in detail and address any concerns they may have. I have had the opportunity so far to speak to two homeowner organizations in the north San Fernando Valley, once to a general meeting of one organization attended by about 300 people and to the board of directors of the second group. Both groups were quite interested in our project and I will try to summarize their reactions.

First, they were concerned about the impact on their neighborhoods in terms of traffic and other temporary disruption from construction activity. Our mitigation plans to minimize disruption, plus the

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authority of government jurisdictions along the route to impose further conditions, seemed to adequately resolve these concerns. Second, there were questions about pipeline safety in general, but the fact that Mobil is adding significant safety and environmental protections in the new pipeline appeared to draw support.

Finally, there was concern about added air pollution from what they presumed would be increased production at our Torrance refinery due to increased capacity of the pipeline. However, our assurances that crude oil delivery from other pipelines, tanker trucks and tanker ships would be reduced to compensate for added M-70 flow answered these concerns. Further, I assured them that Mobil has no plans to increase refinery production as a result of this project, and that any such plans would require exhaustive environmental scrutiny by local agencies, including the South Coast Air Quality Management District, with opportunity for extensive public comment.

EXISTING PIPELINE TO BE TESTED ON JUNE 20

As required by the State of California, beginning June 20 Mobil will initiate the annual hydrostatic pressure test of the existing M-70 line from Newhall to Torrance. The line will be drained of all crude oil, thoroughly cleaned and then filled with water. The actual pressure testing will commence in the early morning hours of Saturday, June 23. Mobil operations and engineering personnel will conduct the test with a State Fire Marshal third-party witness observing and monitoring the procedures. Contract personnel and equipment will be strategically located along the route on a 24-hour standby basis for containment, repair and cleanup should a rupture occur during the pressure test.

The last pressure test was performed in September, 1989, without incident. However, should a leak or rupture occur during this test, Mobil will respond quickly to minimize the disruption. If you require additional details about the upcoming pressure test, please call me at (213) 212-2904. I will also be available on a 24-hour basis during the test at (213) 775-6613.

Thank you for your continuing interest in our M-70 project. Please call me any time at (213) 212-2904.

Sincerely,



Tim W. Salles
Manager of Operations

TWS:ts

F297



Fw
FRIENDS OF WESTWOOD

A Nonprofit Tax-Exempt Corp
June 10, 1991

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 City:

1. Require a new franchise for the Mobil M-70 pipeline
2. Hold public hearings on this sensitive environmental (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 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 Southern Pacific pipeline proposals); and (c) air quality impact 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 environmental issue.

Best regards,

Laura
Dr. Laura Lake
President

cc: Michel Grumet, Pres. Coalition Against the Pipeline

6/11/91 at 2:32

Joe,

Dale Neal would like to know if you
could send him a copy of Laura Lake's
letter.

Mail or Fax.

Fax # 891-8763

Address:

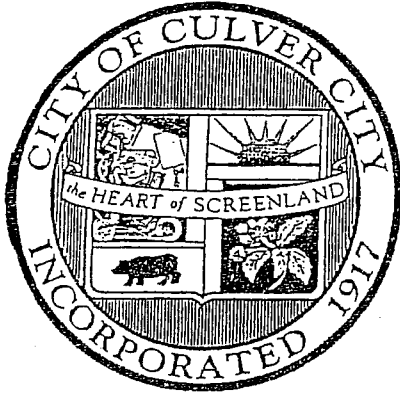
Latham & Watkins

633 W. 5th St.

L.A. CA 90071-2007

Phone: 485-1234

F299



CITY OF CULVER CITY

4095 Overland Avenue
Culver City, California 90232-0507

Date: 6/11/91

To: Dale Neal

Company: Latham & Watkins

Fax No.: 891-8763

Total Pages (including this page): 2

From: Joseph Pannone

Phone No.: 202-5835 Fax No.: 839-5895

Message: _____

If you experience any problems receiving this transmission,
please contact sender.

F300

Mobil Oil Corporation

WEST COAST PIPE LINE

3700 WEST 190TH STREET
TORRANCE, CALIFORNIA

August 17, 1989

City of Culver City
9770 Culver Blvd
Culver City, CA 90232-0507

Attn: Mr. Joseph Pannone
City Attorney

RECEIVED

AUG 18 1989

CITY ATTORNEY'S
OFFICE

Dear Mr. Pannone:

With respect to our pipeline replacement project, please be advised that on August 15, 1989, the City of Los Angeles, Department of Transportation, authorized the City Clerk to file a Negative Declaration for said project within the City of Los Angeles.

In this regard, attached please find a copy of the Notice of Filing which was published in the Los Angeles Herald Examiner on August 17, 1989.

Very truly yours,

W.E. Ham

W.E. Ham
Project Coordinator

RCF:acp
Attachment

CC: James Davis - City Engineer
Carol DeLay - Planner

F301

Legal Notices

L. A. Herald

G134722

8/17/89

~~EXAMINER~~

CITY OF LOS ANGELES ENVIRONMENTAL NOTICES

Notice is hereby given to the general public of the availability for public review and comment on the following environmental documents. Please call the telephone number listed in each particular item for information regarding the location where the document is available for the review and where written comments must be addressed. CD indicates the City Council District.

NEGATIVE DECLARATIONS

PUBLICATION OF ENVIRONMENTAL NOTICES

TR715-89 Application of Mobil Oil Corporation to replace its existing M-70 pipeline ranging in size from 10 to 16 inches in diameter with a new 16 inch pipeline in the following streets:

- Sierra Highway between the north City boundary and San Fernando Road
- San Fernando Road between Sierra Highway and Balboa Boulevard
- Balboa Boulevard between San Fernando Road and Rinaldi Street
- Rinaldi Street between Balboa Boulevard and Woodley Avenue
- Woodley Avenue between Rinaldi Street and Victory Boulevard
- Victory Boulevard between Woodley Avenue and Sepulveda Boulevard
- Sepulveda Boulevard between Victory Boulevard and Culver City boundary
- Sawtelle Boulevard between Braddock Drive and Culver City boundary
- Thornburn Street between Glasgow Avenue and Inglewood Boundary

The Application and the Negative Declaration are available for review by the general public at locations listed below. Any questions about the documents should be directed to the Department at the telephone number listed below.

- Department of Transportation
Regulation and Enforcement Division
Room 1600, Los Angeles City Hall
200 North Spring Street
Los Angeles, CA 90012 (213) 485-4817
- Councilman Joel Wachs District Office
11410 Sylvan Street
Van Nuys, CA 91401
- Councilman Zev Yaroslavsky District Offices
1140 S. Robertson Boulevard 14310 Ventura Boulevard
West Los Angeles, CA 90035 Suite 100
Sherman Oaks, CA 91423
- Councilwoman Joy Picus District Office
19040 Vanowen Street
Reseda, CA 91335
- Councilwoman Ruth Galanter District Office
7166 W. Manchester Avenue
Los Angeles, CA 90045
- Councilman Ernani Bernardi District Office
13517 Hubbard Street
Sylmar, CA 91342
- Councilman Nate Holden District Office
5651 Pico Boulevard
Los Angeles, CA 90019
- Councilman Marvin Braude District Offices
1645 Corinth Avenue, Room 201 18425 Burbank Boulevard, Suite 515
West Los Angeles, CA 90025 Tarzana, CA 91356
- Councilman Hal Bernson District Office
18917 Nordhoff Street, Suite 18
Northridge, CA 91324

The Department of Transportation will hold two public meetings to provide information on the application and the Negative Declaration and to receive public comments as follows:

Wednesday, September 6, 1989
Van Nuys High School Auditorium
Kittridge Street and Kester Avenue
Time: 7:00 p.m. to 9:00 p.m.

Written comments may
be directed to the
Department at the
address above.

Thursday, September 7, 1989
University High School Auditorium
Texas Avenue and Barrington Avenue
Time: 7:00 p.m. to 9:00 p.m.

The Board of Transportation Commissioners will hold a public hearing on the application and the Negative Declaration where additional public comments may be made and a Decision will be made by the Board to approve or disapprove the project:

Thursday, September 28, 1989
Los Angeles City Hall, Room 350
200 North Spring Street
Los Angeles, CA 90012
Time: 9:30 a.m.

F302



OFFICE OF THE CITY ATTORNEY

CITY OF CULVER CITY

4095 OVERLAND AVENUE • CULVER CITY, CALIFORNIA 90232-0507

JOSEPH W. PANNONE
CITY ATTORNEY

December 19, 1989
BY MESSENGER

Mr. Kenneth E. Cude
Division Engineer
City of Los Angeles
Department of Transportation
City Hall
Suite 1600
Los Angeles, CA 90012

Re: Notice of Preparation of Draft Environmental Impact
Report--Mobil Oil Corporation Application for M-70
Pipeline Replacement

Dear Mr. Cude:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the above project. The City of Culver City offers the following comments:

Necessity for Preparation of a Draft EIR and Request for
Inclusion of Mitigation Measures

We recognize the City of Los Angeles has the responsibility, as the Lead Agency for this proposed project, to determine whether the proposed project will have a significant effect on the environment. However, we are not convinced preparation of a draft EIR is required. The Initial Study, dated November 17, 1989, makes none of the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines.

The proposed project within Culver City will not result in any significant effects on the environment, provided the list of 30 mitigation measures set forth on the enclosed list are implemented through conditions of project approval. We request these measures be included in the draft EIR as recommended mitigation measures for this proposed project.

Project Construction Schedule

Culver City has discussed the scheduling of work within its jurisdictional limits with applicant Mobil Oil, and has advised the applicant of its intent to prohibit construction on Culver City streets between November 1 and January 15 of any given year. This restriction, and similar ones imposed by other jurisdictions, may affect the schedule set forth in the Initial Study.

F303

December 19, 1989
Mr. Kenneth E. Cude

Risk of Upset

The Initial Study indicates there will be discussion of expected risk of pipeline upsets, including spills. The discussion should address the measures Mobil Oil proposes to minimize the possibility of pipe rupture through future construction, excavations, and earthquake, and the adequacy of such proposed measures.

Additionally, the discussion of impacts on emergency access included in the EIR should address the both short-term (i.e., construction) and long-term (i.e., operational) impacts.

Noise

The Initial Study indicates the proposed construction activities are to be conducted between the hours of 7:00 a.m. and 5:00 p.m. Monday through Friday, but that construction hours may be restricted for traffic reasons. The EIR should note Culver City Municipal Code section 22-2(D) prohibits construction or mechanical noise near residentially zoned neighborhoods before the hour of 8:00 a.m. on weekdays, before the hour of 9:00 a.m. on Saturdays, and before 10:00 a.m. on Sundays.

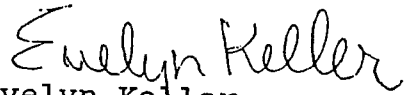
Transportation

The Initial study indicates there may be an impact on the patterns of circulation. The EIR should address the possibility that motorists may choose alternative traffic routes during times of disruption of existing roadways, thereby resulting in impacts on roadways and routes in residential neighborhoods. Mitigation measures should be developed to lessen these anticipated impacts.

December 19, 1989
Mr. Kenneth E. Cude

Should you have any questions, or wish additional information, please contact the undersigned.

Very truly yours,


Evelyn Keller
Deputy City Attorney

EK:ek/vl

Enclosures

cc w/encl.: Jody Hall-Esser, Community Development Director
Gary Audet, Municipal Services Director
Mike Olson, Fire Chief
Ted Cooke, Chief of Police
Steve Cunningham, Deputy Transportation Director
James Davis, City Engineer
Jay Cunningham, City Planner

ltr/12/mobil/nop

F305

City of Culver City

MITIGATION MEASURES
Mobil Oil Crude Oil Pipeline Replacement Project

1. Mobil Oil Corporation (Mobil) shall coordinate and consult with City staff to develop a work plan that will mitigate environmental concerns prior to construction.
2. Mobil shall develop and implement a traffic control plan to the satisfaction of the City Engineer.
3. Mobil shall work with City staff to develop a plan for trenching and progressive plating to the satisfaction of the City Engineer.
4. Mobil shall commit to limiting pipeline storage along the right-of-way to one week at any one spread.
5. Erosion control measures shall be used to control water runoff and prevent erosion during construction. Such measures will include resurfacing of roadways immediately following backfill operations.
6. Construction activities shall be managed to reduce unnecessary use of construction equipment.
7. Construction equipment engines shall be maintained and engine timing shall be adjusted to reduce NO_x emissions.
8. To reduce NO_x and CO emissions from welding machines, unleaded fuel, catalytic converters, or propane fuel shall be used.
9. Fugitive dust control measures shall be implemented, using water or chemical dust suppressants.
10. Low sulfur fuel oil shall be used in diesel burning equipment to reduce SO_x emissions.
11. Residences and businesses along the pipeline route within a 300 foot radius shall be notified as to the construction schedule and duration.
12. To facilitate safe movement of traffic through construction areas, drivers shall be alerted to unexpected conditions using signs, flagmen, pavement markings, barricades and lights to the satisfaction of the City Engineer.

MITIGATION MEASURES
Page 2

13. If necessary and approved by the City Engineer and Chief Police, lane closures shall be restricted to off-peak hours to reduce congestion. At least one traffic lane in each direction will be kept open at all times, with the exception of the alley behind Segrell Way. In the alley south of Berryman Avenue there shall be at least one lane open at all times, with a flagman.
14. When onstreet parking is temporarily eliminated, signs directing motorists to alternate parking shall be provided by Mobil based upon a parking plan to be approved by the City Engineer.
15. To facilitate the safe movement of pedestrians around construction areas, signs and facilities such as handrails, fences and walkways shall be provided. Pedestrian access to residences and businesses shall be maintained.
16. Access shall be maintained to all buildings, residences and fire hydrants.
17. To reduce the number of vehicles traveling to the site, workers shall meet at the construction contractor's field office, construction yard, and commute to the site using construction equipment and "gang" trucks.
18. Construction shall occur during off peak-hour daytime hours unless otherwise specified by the City Engineer and Chief Police to accommodate other environmental or traffic related concerns. Mobil shall comply with the Culver City Municipal Code Section 22-2D pertaining to construction related noise discernable at residential boundaries.
19. Heavy construction equipment shall be properly maintained including prompt replacement of deteriorated intake and exhaust silencers and mufflers, and routine lubrication.
20. All excavated roads shall be repaved and restored to an equal or better condition than previously existed, to the satisfaction of the City Engineer.
21. At intersections and crossings, Mobil shall trench and plate one lane at a time to prevent intersection closure.
22. Access to businesses with access off the alley behind Segrell Way shall be maintained.
23. Any excavation within the alley behind Segrell Way, occurring within 50 feet of Fire Station No. -- (located at Segrell Way and Berryman Avenue), shall be capable of being covered with plates upon immediate notice by Fire Department personnel.

F307

MITIGATION MEASURES
Page 3

24. Mobil shall continue to consult with Culver City staff to ensure that the construction methods chosen will properly effectively address traffic and safety concerns which may arise during the construction process.
25. Mobil shall design the proposed pipeline in strict compliance with Title 49 CFR Part 195 (Transportation of Hazardous Liquids by Pipelines).
26. Mobil shall conduct a detailed engineering subsurface survey along the entire finalized route to supplement known utility information shown on engineering drawings.
27. Mobil shall provide an onsite foreman to be present at all times during construction.
28. No work shall be permitted in Culver City streets between November 1 and January 15 of any given year.
29. Hauling of materials to be disposed of shall be restricted to roadways permitted by the City through application of a Hazardous Waste Route Permit.
30. Prior to abandoning the existing pipeline, Mobil shall cause the pipeline to be cleaned and filled with an appropriate substance, approved by the City Engineer.

F308

SECTION G

PROPOSED RESOLUTIONS

PAGES G1 - G6

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1 WHEREAS, ExxonMobil has been and is in compliance with the terms
2 and conditions of its franchise; and

3 WHEREAS, as verified by the Office of the State Fire Marshall, there have
4 not been and are not now any violations of pipeline safety.

5 NOW, THEREFORE, the City Council of the City of Culver City, California,
6 DOES HEREBY RESOLVE, as follows:

7 1. Pursuant to the terms of Ordinance No. 92-014, the franchise of
8 Exxon Mobil to operate and maintain a certain pipeline and appurtenances for the
9 transportation of hydrocarbon substances in the City of Culver City is hereby extended
10 for a third five-year option, beyond the second five-year option which expired on
11 November 25, 2007.
12

13 2. The term of the third five-year option began on November 26, 2007
14 and the expiration date for the third five-year option shall be November 25, 2012.
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16 3. An administrative fee in the amount of \$10,000 for processing
17 costs shall be paid to the City, by ExxonMobil, before this option can become effective.
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1 4. The annual franchise fees for the third term shall be maintained as
2 provided for in Ordinance No. 92-014, subject to the annual increases to the specified
3 base rate. All other terms and conditions of the Franchise Ordinance shall remain in full
4 force and effect.

5 APPROVED and ADOPTED this _____ day of _____, 2008.
6
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9 _____
10 D. SCOTT MALSIN, MAYOR
City of Culver City, California

11 ATTEST:

APPROVED AS TO FORM:

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14 _____
MARTIN COLE,
City Clerk
15 A08-00029
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CAROL A. SCHWAB, City Attorney

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1 protests or other comments from the public before making its decision regarding the
2 granting of a franchise (to include the two additional five-year options) to ExxonMobil.

3 NOW, THEREFORE, the City Council of the City of Culver City DOES
4 HEREBY RESOLVE as follows:

5 1. The City hereby declares its intent to consider granting a franchise
6 (to include the two additional five-year options) to ExxonMobil.

7 2. The terms and conditions upon which it is proposed that this
8 franchise be granted are as follows:

9 a. The fourth and fifth options may be granted or denied at the
10 City's sole discretion;

11 b. ExxonMobil shall continue to pay the annual franchise fee
12 and any other costs or penalties provided for in the existing
13 franchise;

14 c. Upon the exercise of the fourth and fifth option, ExxonMobil
15 shall pay a non-refundable fee to the City to cover the City's
16 administrative costs in processing such options.

17 3. The related public hearing is hereby set for October 13, 2008 at
18 7:00 pm in the Culver City City Hall Council Chambers, located at 9770 Culver
19 Boulevard, Culver City, California.

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1 4. The City Clerk is hereby directed to publish this resolution in the
2 Culver City News at least once within 15 days of its passage.

3 APPROVED and ADOPTED this _____ day of _____, 2008.
4

5
6 _____
7 D. SCOTT MALSIN, MAYOR
8 City of Culver City, California

9 ATTEST:

APPROVED AS TO FORM:

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11 _____
12 MARTIN COLE, City Clerk
A08-00029

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14 _____
15 CAROL A. SCHWAB, City Attorney
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