will be amitted into our air. Pollution knows no municipal boundaries. Though the refining is not done in Culver City comes right back to all of us, whether in Culver City or no in the air we breath.

Second, with plans for a new electric car industry to b developed in Southern California as a way of absorbing many laid off defense industry employees (some of whom reside in Culver City), Culver City, by allowing Mobil Corporation to double the size of its pipeline, is sending the the wrong message about Culver City, vis-a-vis our support and commitm to this new, badly needed, economic industry that has no pla for gasoline and its associated pollution, to the rest of Southern California; that wrong message is that Culver City will do whatever it has to do to get its meager sum from the Mobil Petroleum Corporation no matter what the cost is to our environment in Los Angeles County.

3. THERE WILL BE A SIGNIFICANT INCREASE OF NON RESIDENTIAL USE OF SUNKIST PARK'S ALREADY DANGEROUSLY OVERUSED RESIDENTIAL STREETS BY SHORTCUT TRAFFIC.

Culver City streets in the neighborhood of the existing pipeline are already used as a speedway for shortcutters. Blocking the alley behind Segrell Way to expand/construct Mobil's petroleum pipeline will block the other parallel speedway for shortcutters, ie, the alley, dangerously increasin the overflow traffic from which Segrell Way and Culver Park Drive suffer. With the influx of families with children in our neighborhood, allowing the overflow traffic as a result of the pipeline expansion is a hazardous risk the city of Culver City should not take with our children's lives.

4. FIXED UNDERGROUND PETROLEUM PIPELINES ARE EXTREMELY DANGEROUS AND WILL KILL INNOCENT CITIZENS OF CULVER CITY IF AN EARTHQUAKE OR HUMAN ERROR OCCUR

First, earthquakes damage and destroy oil pipelines of the type that Mobil Corporation plans to expand/build, as compared to above ground oil pipelines. (I know about oil pipelines well from talking a class on the subject while I was at UCLA.) Since earthquakes are a reality of life in southern California/Culver City, with its numerous faults, and since the "big one" will happen within the next 10-20 years, your decision to allow the Mobil Corporation pipeline expansion will definitely put the lives of many Culver City residents in jeopardy.

Second, human error causing a pipeline explosion is very possible as Culver City has already suffered one devastating pipeline explosion along Venice Boulevard during the mid 70s because of human error, causing tens of thousands of dollars in damage and loss of human life and great human suffering. If

F168

this pipeline, which runs contiguous to our residential neighborhood, is subject to "human error" the loss of our property will be in the tens of millions of dollars and los of our lives life will be incalculable. Please, Mr. Herrin do not further increase the risk of danger of this potentia petroleum inferno to the citizens of Culver City by allowin the oil pipelins expansion.

5. THERE WILL BE A SIGNIFICANT DECREASE IN OUR PROPERTY VALUES BECAUSE OF THE EXPANSION OF THE MOBIL PIPELINE

Having this dangerous petroleum pipeline, (ie, by their nature in our earthquake prone area, pipelines are dangerous) will prevent many potential home buyers from purchasing homes in our neighborhood. Since we as homeowners know about the existence of this pipeline, we must disclose this to potentia buyers who, on second thought, will refuse to buy homes so close to a potential inferno.

6. TELL MOBIL OIL CORPORATION TO PUT THEIR PIPELINE THROUGH BEVERLY HILLS AND BEL AIR WHERE THE MOBIL OIL CORPORATION CEOs LIVE IN THEIR MANSIONS AWAY FROM THE RISKS AND DANGERS OF THEIR PIPELINE.

Let them live with the risk they are subjecting the hard working, working class citizens of Culver City to, since they are the ones making the hundreds of millions of dollars from this pipeline, not the citizens, nor the city of, Culver City.

In this time of budget crisis, I understand the pressure put on you, Mr. Herring, to raise badly needed revenue for our city by allowing the pipeline to be expanded. Since we have no obligation whatsoever to Mobil Oil Corporation, and for the reasons enumerated, please don't commit our fair city to long term danger because of the state's/city's short term fiscal crisis.

Saying no to the Mobil Petroleum expansion is in the best long-term interests of the citizens of Southern California and, especially, the citizens of Culver City.

Sincerely,

Karim Shahabi

[redacted]

CC: Boulgarides
Balkman
Gourley
Smith
Vera

F169

Loyola Marymount University

Session - Continuing Education
Special Programs

JUL 27 1992

July 23, 1992

Norman Y. Herring
City Attorney
City of Culver City
4095 Overland Ave.
Culver City, Ca 90232-0507

Dear Mr. Herring:

Received your letter on July 20, in response to my letter to the city council regarding the proposed Mobil Oil Pipeline.

Your letter asked me to contact you if I wanted to be apprised of the public hearing on this matter.

Yes, by all means, please notify me of any meetings regarding the proposed Mobil Oil Pipeline.

Sincerly,

Robert Mann

Robert Mann, Ph.D.

[redacted]

July 6, 1992

Jim Boulgarides, Mayor
City Hall of Culver City
P.O. Box 507
4095 Overland Avenue
Culver City, CA 90232

Dear Mayor Boulgarides,

It is absolutely appalling that you, members of the City Council, elected by the citizens of Culver City, would allow Mobil Oil Corporation building permits to construct a very volitile pipeline within a few feet of a residential zone, along the alleyway behind the Little Fountain, et. al.

We, and others in our block, have lived in our homes for 42 years. We have raised children, have had families, and have enjoyed the services provided by the City, and paid taxes and your stipends.

You, and the members of City Council, should <u>at minimum</u> defer on any pipeline decision until the State courts <u>have ruled</u> on the inadequate environmental impact study issue. Of course we would prefer that you consider the human impact such a disasterous decision--if made to promote the pipeline construction--would have on Culver City's citizens and businesses. We would prefer, in short, that you invite Mobil to vacate any invasion plans into Culver City.

Please respond to this letter.

Robert Mann and Harriette Mann

[redacted]

cc: Mike Balkman, Vice-Mayor
Steven Gourley, Councilmember
Jozelle Smith, Councilmember
Albert Vera, Councilmember

✓ City Attorney of Culver City
Pauline Dolce, City Clerk
Michele Grument, Coalition Against the Pipeline

F171

[redacted]

July 6, 1992

RECEIVED
JUL - 7 1992
CHIEF ADMINISTRATIVE OFFICE

Culver City Council
City Hall
4095 Overland
Culver City, Calif 90232-0507

Gentlemen:

I protest the building of additional pipeline through Culver City by Mobil Oil Corp.

Culver City sits in an area particularly vulnerable to earthquakes. To add pipeline gas to such vulnerability is as foolhardy as putting San Onofre on a fault line.

Please do not allow this project to be realized. Please represent the citizenry of this community and protect us.

Thank You.

Patricia Kraus
Homeowner

[redacted]

F172

COALITION AGAINST THE PIPELINE

[redacted]

Dear Elected Official: Culver City Council

RECEIVED
JUL - 7 1992
CHIEF ADMINISTRATIVE OFFICE

We oppose Mobil Oil Corporation's M-70 Replacement Pipe Project. Mobil claims that it is a replacement pipeline, ye will increase the existing line's capacity from 63,500 barrels day (BPD) to 95,000 PBD and possibly to even 129,200 PBD, ne twice the volume of the present line. The pipeline will cont to carry highly toxic and flammable heated sour crude oil Mobil's San Joaquin Valley oil fields at Lebec in Kern County Mobil's major refinery in Torrance. The line's princi monitoring and control center will be in Dallas, Texas rather t L.A. - Such oil pipelines and refining in our basin diminishes air quality and puts us at serious health risk. The overall ba capacity for oil refining may well increase. The Coalit Against the Pipeline advocates that the existing pipeline repaired as needed rather than expanded. Ideally, refinem should be phased out here in this highly impacted Los Ange basin. Alternatively, refinement of Kern County oil should t place in Kern County. Even continued refinement at current lev will lead to an increase in air pollution because of anticipa regional population increases.

Mobil proposes to put this new larger pipeline through the Angel National Forest, Santa Clarita, San Fernando Valley, Bel Ai Westwood, West LA, , Los Angeles, Culver City, Inglewoo Hawthorne, Lennox, Lawndale, Torrance and several unincorporat parts of LA County.

The City of Los Angeles has already approved this pipeline inadequate Environmental Impact Report/Statement. Although th Coalition and others are presently challenging these actions i court, Mobil presses ahead. Note that although the City of Lo Angeles approved this project, other cities can decide to stop i within their limits.

NAME: CARROLL STOKANO

ADDRESS: [redacted]

COMMENTS: [redacted] through residential are
There are not enough safety precautions ! Mobil has a poor recor

YOUR ELECTED OFFICIALS ARE:

Culver City Council will set the date for A July
Public Hearing on the Mobil Pipeline [redacted]

E173

CULVER CITY REDEVELOPMENT AGENCY

9696 Culver Boulevard, Suite 308, Culver City, CA 90232-2759

Project No.1 (212
Project No.2 (213
Project No.3 (213
Facsimile (213

Date: March 28, 1990

To: Mayor and Members of the City Council

From: Jody Hall-Esser, Community Development Director

Subject: Mobil Oil Corporation
M-70 Pipeline Project - Lebec to Torrance

The enclosed letter and attachments from Mobil Oil Corporation are being provided for your information. The City Planner, City Engineer and I also have copies.

This is the process for preparation of an EIR. We have been aware of this project for some time and are following up on its development. We will keep you posted when the EIR is released for public review and comment.

JHE:re
Attachments
Copy: Dale Jones, Chief Administrative Officer
w/attachments
Eleanor Egan, City Attorney, w/attachments

F174

Mobil Oil Corporation

WEST COAST PIPE LINES

3700 WEST 190TH STREET
TORRANCE, CALIFORNIA 90

March 14, 1990

The Honorable Jozelle Smith
Mayor, City of Culver City
City Hall
4095 Overland Avenue
Culver City, CA 90230

RE: M-70 PIPELINE PROJECT
LEBEC TO TORRANCE

Dear Mayor Smith:

Mobil Oil Corporation is proposing to replace an existing underground 75-mile crude oil pipe from Lebec to Torrance, part of which runs through your district. Our project may generate interes among your constituents as the U.S. Forest Service and Los Angeles City conduct their environmental studies as required by law over the coming weeks.

I am writing to provide you with information which may be useful in responding to constituents concerns, and to offer any services should you require further assistance in this regard.

Mobil's existing pipeline has had some leaks in recent years, although it is in full compliance with all applicable laws. While Mobil is not required to replace this pipeline, we plan to spend $90 million for the replacement to solve the leak problem, to remove a bottleneck in our crude oil transport system and to realize substantial safety and environmental benefits to the public as well.

Mobil's pipeline system in the San Joaquin Valley can now move 95,000 barrels-per day down to Lebec. The M-70 line which runs from Lebec to Torrance, however, can only move 63,500 bpd and is a bottleneck in the overall system. Replacement of M-70 will permit us to remove that bottleneck. However, because Mobil will reduce deliveries to our refinery from other pipelines, ships and trucks, the increased M-70 flow will not increase refinery capacity.

Replacement of M-70 will also permit us to incorporate advancements in pipeline technology that will make the new line far superior to the existing line, including the following key particulars.

- State-of-the-art anti-corrosion and moisture protection which is molecularly bonded into the steel wall of the pipe, to enhance pipe life and integrity.

F175

Mobil

- Use of a safety sensor probe (a computerized electro-magnetic internal inspection device) to detect weaknesses in the pipe and permit us to repair them far before any rupture.

- Enhancement of our 24 hour computerized surveillance system by installation of additional pressure and tempera sensors for early detection of any possible leaks, howeve likely they may be.

- Installation of additional gate/check valves to minimize any possible leaks.

Mobil wants to move San Joaquin Valley crude oil to our Torrance refinery in the safest, most environmentally sound manner possible We know that the M-70 project will do that, and we believe that an informed public will agree.

I will call your office soon to determine if you or your staff want a personal briefing, and to answer any questions you may have. Meanwhile, please call me or Bill Canup or Ms. Billie Greer at 213-385-3481 if you need anything.

Sincerely yours,

Tim W. Salles
Manager of Operations

cc: District Office

F176

M/O Pipeline Replacement Project

For Super
Oil Transp
Safety

SUMMARY: M-70 PIPELINE REPLACEMENT PROJECT

THE PROJECT: Replacement of approximately 75 miles of existing underground crude oil pipeline, with diameter ranging from 10 to 16 inches, from near Lebec to Torrance. New pipeline will be a state-of-the-art system with: (1) superior anticorrosion sealants molecularly bonded to the pipe; (2) a uniform 16 inch diameter to allow use of an electromagnetic safety sensor probe to detect and repair weaknesses before failure can occur; and (3) an enhanced 24-hour electronic surveillance system to quickly detect, locate and repair leaks or ruptures.

OWNER/OPERATOR: Mobil Oil Corporation

PROJECT USE: Transport of heavy crude oil from San Joaquin Valley oil fields to Mobil's refinery in Torrance.

ROUTE: Essentially the same as the existing pipeline: origination at Lebec in Kern County, south parallel to the Golden State Freeway to Santa Clarita Valley, south parallel to the San Diego Freeway to Torrance. The replacement pipeline will deviate from the existing route in a few areas.

TIMETABLE: Proposal undergoing U.S. Forest Service and City of Los Angeles environmental review. Draft report scheduled for release mid-May for public review and comment. Two-year construction period after environmental approvals issued.

CONSUMER VALUE: Increases use of San Joaquin Valley crude oil to serve Southern California consumers. The refinery produces 12% of all gasoline consumed in Southern California.

ECONOMICS: Almost $90 million project cost. 200 construction jobs, plus local vendor and supplier benefits.

SAFETY, ENVIRONMENTAL BENEFITS: National Transportation Safety Board rates pipelines as the safest, most environmentally sound method for transporting crude oil.

Crude oil is highly unlikely to explode or burn, requiring direct application of intense flames to ignite.

F177

Mobil Oil Corporation WEST COAST PIPE LINES 3700 West 190th Street Torrance CA 90509

MO Pipeline Replacement Project

For Superic
Oil Transpc
Safety

THE M-70 PIPELINE REPLACEMENT PROJECT

The M-70 Pipeline Replacement Project will replace approximately 75 miles of existing underground pipeline that delivers crude oil from oil fields in the San Joaquin Valley to the Mobil refinery in Torrance. Owned and operated by the Mobil Oil Corporation, the pipeline runs from near Lebec in southern Kern County and passes through northern Los Angeles County, Santa Clarita, the San Fernando Valley, West Los Angeles, Culver City, Inglewood, Hawthorne and Torrance.

While the existing pipeline is operated in compliance with U.S. Department of Transportation standards and requirements of the California Pipeline Safety Act, the replacement project will create superior state-of-the-art pipeline safety and environmental soundness.

Several major improvements are planned in the replacement pipeline.

-- First, the existing computerized monitoring system which surveys pipeline safety 24 hours a day will be strengthened by the addition of more values and sensors, boosting effectiveness.

-- Second, advanced technology anticorrosion sealants, molecularly bonded into the steel itself, will form highly resistant barriers to pipe deterioration.

-- Third, installing uniform 16-inch diameter pipes, replacing pipes which now change diameter along the route from 10 to 12 to 16 inches, will permit the use of state-of-the-art safety sensor probes to internally inspect the pipe to detect potential pipe wall weakness far in advance of potential failure.

In addition to these technological improvements, standardizing pipe diameter will permit an increase in pipeline capacity from 63,500 to 95,000 barrels-per-day of crude oil flowing from the oilfields to the refinery. This reduces reliance on other means of crude oil transport, particularly tanker ships and tanker trucks. Refinery capacity will not increase because Mobil will reduce delivery from other sources, including other pipelines, ships and trucks.

Overall, the replacement project will create a superior, safe crude oil transport system to provide Southern California consumers with gasoline. The Mobil refinery produces 12% of all gasoline used in Southern California.

F178

Pipelines increase crude oil transport safety by reducing the need for ship, rail or tanker truck transportation. For example, it would require 800 trucks each day to transport the crude oil that will be transported from the San Joaquin Valley to the Torrance refinery daily by the new pipeline.

Additionally, there is little danger of explosion or fire from crude oil pipelines. Unlike refined products such as gasoline and unlike natural gas, crude oil has a high flashpoint. Ignition would require the direct application of intense flames. This event is highly unlikely in daily pipeline operations and even in an accidental leak or spill.

Adding to this basic safety are several technologically advanced improvements in the M-70 replacement pipeline.

More valves and more temperature and pressure sensors will be added to the data acquisition and control system which now monitors and records pipeline pressure, temperature and flow 24 hours a day. Any deviation which might indicate problems permits system operators -- by remote control -- to review and, if necessary, shut down the system to avoid malfunctions. Repair crews can be dispatched immediately to the site of the potential problem.

Using current state-of-the-art technology, the entire length of the replacement pipeline will be sealed with fusion bonded epoxy and water resistant polypropylene, molecularly fused into the steel, creating barriers extremely resistant to corrosion.

The existing pipeline changes diameter from 10 to 12 to 16 inches 43 times along the route. The varying sizes prevents the use of one of the most technologically advanced techniques to bolster pipeline safety. This is a safety sensor probe, an electromagnetic device coupled with a computer that is propelled through the length of the pipeline, measuring thickness of the pipe wall. The slightest pipe wall weakness from external or internal corrosion or from damage is revealed on a printed inch-by-inch record of pipe conditions. Thus, any weakness in the pipe wall can be detected, inspected and corrected far in advance of leak or rupture.

Installation of the New Pipeline

Once necessary environmental reviews have been completed and construction permits obtained, installation of the full length of the pipeline will take approximately two years. Installation will proceed more rapidly in rural areas than in urban areas -- about one-half mile and one-quarter mile per day, respectively. Regarding construction impact in rural areas, a major concern is to minimize disruption to the terrain and other environmental features; in urban areas, the primary objectives are to ensure public safety and minimize disruption for residents and businesses.

subject to strict federal and state procedural guildelines, is required to address and resolve each issue the report may raise before any approvals are issued to begin work. Because the new pipeline will be installed largely under existing roadways, both rural and urban, there is little likelihood of permanent environmental disruption. Where natural formations or plant life must be disturbed, they will be restored once installation of the pipeline is complete. In urban areas, street surfaces will be restored to original condition, if not improved.

Overall, added improvements in the computerized monitoring system, use of new anticorrosive pipe and use of internal inspection in the replacement pipeline create a superior crude oil transport system.

For Further Information

Billie Greer
Bill Canup
Braun & Company
(213) 385-3481

3/90

M/O Pipeline Replacement Project

For Super
Oil Transp
Safety

PIPELINE SAFETY: NOW AND IN THE FUTURE

The M-70 Pipeline Replacement Project will take advantage of more than 130 years of oil industry pipeline construction experience to replace the existing underground pipeline with a new, state-of-the-art system. The new pipeline will be superior to the existing system due to:

-- improvements in the existing computerized safety monitoring system which keeps the pipeline under surveillance 24 hours a day to immediately detect and respond to potential pipeline failure;

-- use of the latest technology in anticorrosion pipe sealants which are actually molecularly bonded into the steel itself to form barriers highly resistant to corrosive elements;

-- replacement of varying pipe diameters with a uniform diameter to permit use of a state-of-the-art safety sensor probe, a computerized electromagnetic internal inspection device, which produces an inch-by-inch graphic record of pipe wall conditions, allowing inspection and repair of the pipe far in advance of leak or rupture.

Additionally, the uniform pipeline diameter will increase capacity from 63,500 to 95,000 barrels-per-day flowing from the San Joaquin Valley oil fields to the Torrance refinery. This reduces reliance on other means of transporting crude oil, including tanker ships and tanker trucks. Pipelines have been long recognized as the safest, most environmentally sound method of transporting crude oil.

While the existing pipeline is maintained and operated to rigid standards in compliance with U.S. Department of Transportation regulations and requirements of the California Pipeline Safety Act, all these improvements in the new pipeline will creat superior safety and enviromment soundness.

Pipeline Safety: A Good Record Overall

The oil industry has been moving crude oil and crude oil products through pipelines in the United States since 1865, and there has been continuous research and development of pipeline technology since that time. With more than 227,000 miles of oil pipeline in operation across the nation, the record of safety on these lines is excellent.

corrosion. Recent tests have shown the fusion bonded sealant to be superb in withstanding corrosive effects of heat and moisture while remaining fully bonded to the pipe. The addition of the waterproof bonding provides even greater anticorrosion protection. In addition, the pipeline will be equipped with an electrical protection system that counteracts the natural tendency of steel to corrode.

Pipeline Safety: Internal Inspection

The existing pipeline, ranging in age from 2 to 50 years, changes diameter from 10 to 12 to 16 inches 43 times along the route. The varying sizes prevents the use of one of the most technologically advanced techniques to bolster pipeline safety. This is a safety sensor probe, an electromagnetic device coupled with a computer, that is propelled through the length of the pipeline to measure the thickness of the pipe wall. If this device detects the slightest pipe wall weakness from external or internal corrosion or from damage, this information is immediately recorded by the computer and a printed record shows the condition of the pipeline inch by inch. Thus, any weakness in the pipe wall can be detected, inspected and corrected far in advance of leak or rupture.

Pipeline Safety: Other Precautions

Other pipeline safety precautions include weekly aerial surveillance of the pipeline route (in areas where flights do not interfere in busy air traffic patterns), bi-weekly line rider patrols for closeup visual inspection of the route, quarterly testing of protective devices at all pump stations and semi-annual inspection of main line values.

Pipeline Safety: Earthquake Engineering

The design and construction of pipelines is governed by very strict local, state and federal regulations which set standards for seismic safety. Because pipelines are very flexible, bending rather than breaking under stress, they are able to withstand substantial earth movement. Recent strong earthquakes in the San Francisco Bay in the north and Whittier in the south did not damage any local pipelines. This record is in keeping with the remarkable overall safety of pipelines throughout the state over the years which have sustained 19 large tremors with only minor localized damage on three occasions. Pipelines have proven to be the most stable of California's infrastructure systems.

This superb safety record stems from a variety of advanced pipeline safety engineering techniques. For this replacement project, any known faults along the route of the replacement pipeline will be located and investigated to determine the best engineering approach. Whatever special engineering solutions are determined best suited to maximize earthquake protection will be applied.

MITIGATIONS TO TRAFFIC AND NEIGHBORHOOD IMPACTS

Installation of the M-70 pipeline along its 75-mile route from near Lebec to Torrance will proceed through largely rural areas in southern Kern County and northern Los Angeles County. Work here creates no or little traffic and neighborhood impact.

However, the pipeline will be installed largely under public streets and roads for about 62 miles in urban neighborhoods in Santa Clarita, Los Angeles, Culver City, Inglewood, Hawthorne and Torrance. A variety of commercial, industrial and residential neighborhoods exist along this route.

In such areas, careful consideration will be given to minimizing traffic impact and other neighborhood disruptions. It is estimated that construction in the average city block will take from three to five days. In full cooperation with local jurisdictions, a number of mitigation measures can be imposed.

-- Only half or less of the width of roadways will be affected by construction and a normal thruway for traffic will be maintained. A minimum of 20 feet will be retained for two-way traffic and parking.

-- The spread of the construction area -- people, tools, machinery and vehicles -- will be kept as compact as possible. As appropriate, signs and construction personnel will be posted to direct traffic around the construction site.

-- Access will be provided at all times to all commercial and industrial buildings and to all apartment buildings and homes during construction. Barricades, fences, walkways, lights and signs will be used to facilitate safe pedestrian traffic.

-- In commercial areas with heavy traffic and distant from any residences, construction may take place at night; in other areas with heavy traffic, daytime construction may be limited to non-rush hours.

-- At certain major street intersections with an unusually heavy or complicated traffic pattern, trenches will be bored beneath the intersection to avoid traffic disruption.

-- Construction crews will assemble elsewhere to be transported to the construction site to avoid adding to the number of parked vehicles. Construction machinery and vehicles will be at the sites only when needed.

M/O Pipeline Replacement Project

For Superi
Oil Transp
Safety

QUESTIONS & ANSWERS

Q. What is the M-70 Pipeline Replacement Project?

A. The M-70 Pipeline Replacement Project is a proposal to replace a 75-mile existing underground crude oil pipeline that travels from Lebec in southern Kern County to the Mobil refinery in Torrance.

The project will create a superior state-of-the-art crude oil transport system. Safety improvements to be added are:

-- more valves and sensors in the existing 24-hour-a-day computerized safety monitoring system which allows rapid shut down if readings suggest potential malfunctions;

-- new pipe sealed with state-of-the-art anticorrosion protections, molecularly bonded into the steel itself to form corrosion resistant barriers;

-- a uniform 16-inch diameter to allow internal inspection by a safety sensor probe, a computerized electromagnetic device which records minute weaknesses in pipe walls, permitting inspection and repair far before leaks or spills can occur.

Q. Who owns and operates the pipeline?

A. Mobil Oil Corporation owns and operates the pipeline system, which will be used only for crude oil transport.

Q. What's wrong with the existing pipeline? Why can't Mobil just continue to use it?

A. There is nothing wrong with the existing pipeline. It is maintained in accordance with state and federal standards and could be used for many more years. But substantial improvements are possible with the latest pipeline knowledge and technology. The pipeline was originally installed in 1916 and includes segments ranging in age from 2 years to over 50 years. These segments vary in diameter from 10 to 12 to 16 inches, changing 43 times over the route. And the pipe is covered with a variety of different corrosion-protection coatings. The disparity in pipe sizes makes it impossible to use the state-of-the-art techniques available for safety monitoring, and significantly improved products and techniques are available for corrosion protection.

Q. What is the route of the existing pipeline, and will it be the same for the proposed replacement?

Q. Why is the capacity of the pipeline being increased? Does this raise cause for safety and environmental concerns?

A. The National Transportation Safety Board rates pipelines as the safest method of long distance transportation of liquid products such as crude oil. The U.S. Department of Transportation has cited pipeline transportation as "by far and away the safest ...mode of transportation in existence today." Overall, the increased capacity of the replacement pipeline will improve the safety and the environment by making it possible to reduce transport of an equivalent amount of crude oil to the Torrance refinery by other means, including ships and tanker trucks. With respect to its total capacity, the replacement pipeline displaces approximately one tanker ship, 150-200 rail cars or some 800 tank trucks per day that would be required to transport the same amount of crude oil.

The increased pipeline capacity will not, however, boost refinery capacity and will only displace crude oil deliveries to the Torrance refinery from other pipelines, trucks and ships which will be reduced as a result of the new M-70 pipeline.

Mobil has no plans to increase refinery capacity, but any such proposal would require intense review and permitting by local, state and federal agencies of construction plans and of environmental impact. Such reviews would required substantial public notice and comment.

Q. What are the safety features of the proposed pipeline?

A. Numerous. By replacing the pipeline in its entirety, the new installation can incorporate all of the latest developments for equipment and system safety. A key element in the improved safety of the new pipeline -- made possible by the uniform diameter of the full length of the pipeline -- is the ability to use the most advanced technology available for monitoring and testing the pipeline. These are safety sensor probes, a computerized electromagnetic device which travels through the pipeline emitting a magnetic field which measures the thickness of the pipe wall. Any weakness in the wall's thickness -- which might indicate internal or external corrosion or damage -- is immediately detected. The computer records this information and prints a graph which documents the condition of the pipeline inch-by-inch, pinpointing any weakness that needs further investigation and possible repair before leaks or ruptures can occur.

The pipeline will be sealed with fusion bonded epoxy and a water resistant sealant, which are molecularly bonded into the pipe steel, forming corrosion barriers extremely resistant to deterioration. Mobil has tested the fusion bonded epoxy sealant on pipe laid

proceed more rapidly in rural areas than in urban areas, of course -- approximately one-half and one-quarter mile per day, respectively. Whether rural or urban, the major objectives of the installation process are to ensure public safety and minimize disruption.

To speed installation, it is projected that four construction teams will be deployed about five miles apart to install connecting segments of the pipeline. Trenches will be dug a section at a time; in urban areas the maximum length of each open trench will be 1000 feet. During non-working hours the open trenches will be covered with heavy steel plates.

The steel piping will be brought to installation sites for assembly and placement. Connecting sections of the pipeline will be welded together at the site, after which the welds will be examined by x-ray to ensure exactness and alignment. Each connection will be sealed with the same corrosion protectants used on the rest of the pipeline.

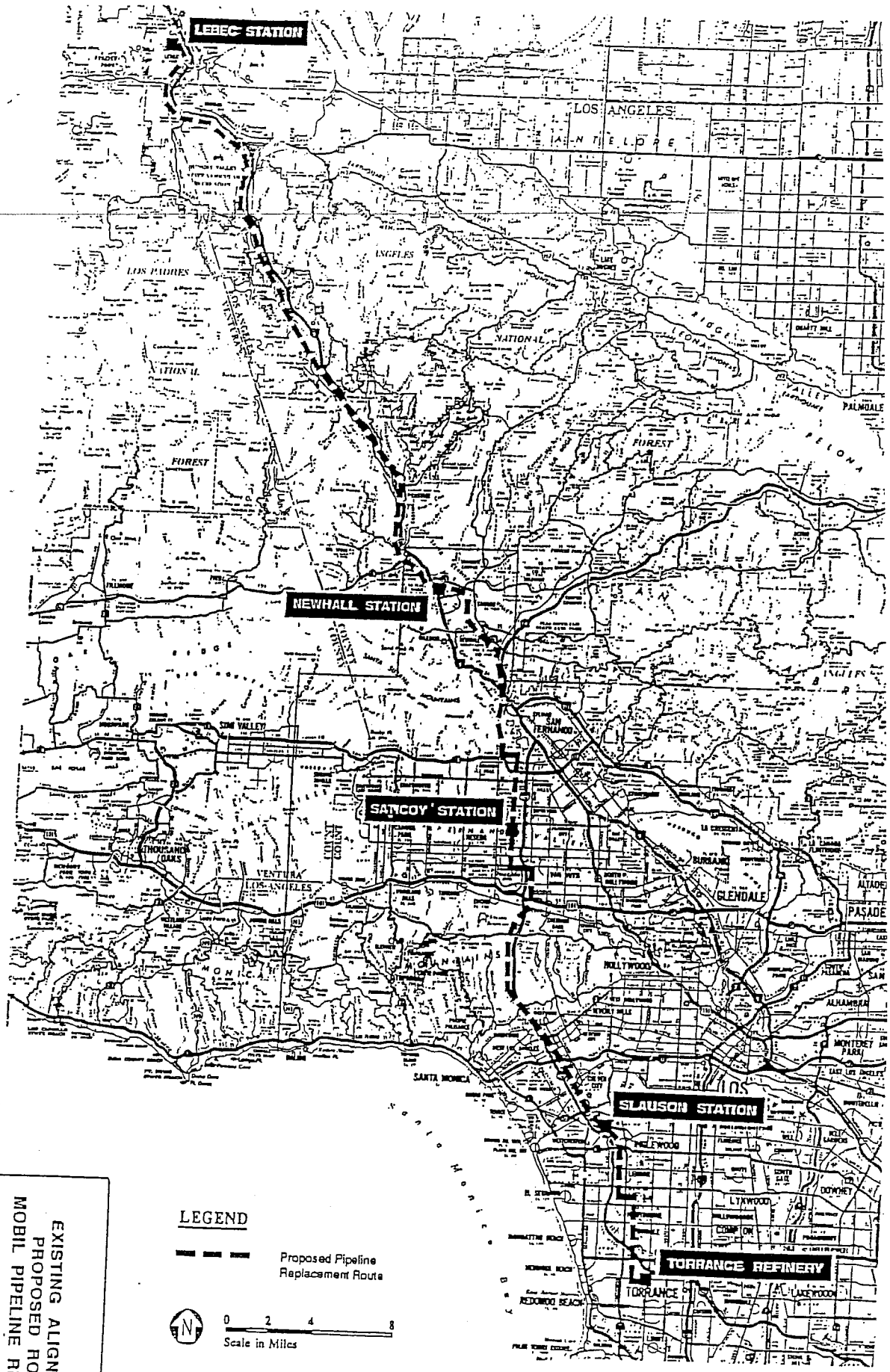
Vehicular traffic and pedestrian access will be accommodated throughout the installation, with minimal disruption. Streets will remain open. As required by local jurisdictions, installation activity at intersections may take place during low traffic periods, including some nighttime installation. Standard controls will be imposed to reduce dirt, dust and noise.

Pipeline work will typically last three to five days on most blocks in urban neighborhoods.

Q. How will the replacement pipeline affect the environment over the long term?

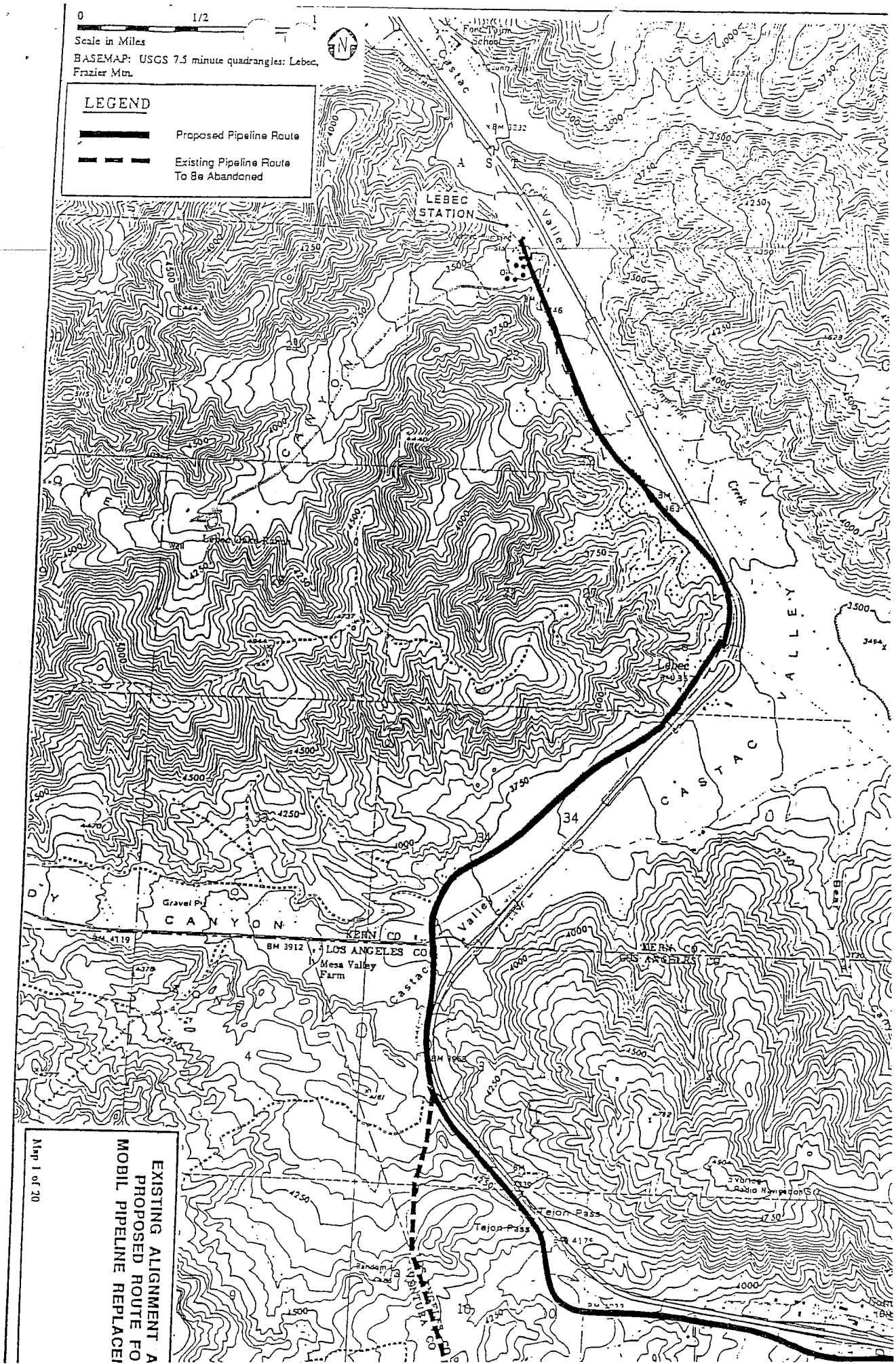
A. Most environmentalists agree that pipelines are the most environmentally sound way to transport crude oil -- much preferable to the emissions and safety risks of transport by rail, truck or ship. The increased capacity of the pipeline will actually reduce transport by these means.

With respect to long term impacts on natural resources, little is expected because the pipeline will be traveling primarily under or along existing roadways. Nevertheless, a complete joint federal Environmental Impact Statement and state Environmental Impact Report will be prepared to identify any issues of environmental concern. Forty three government agencies will review this report. Mobil will be required to solve any adverse environmental impact identified by this rigorous scrutiny. Once installation of the pipeline is complete, all aspects of the route will be restored to pre-installation conditions.

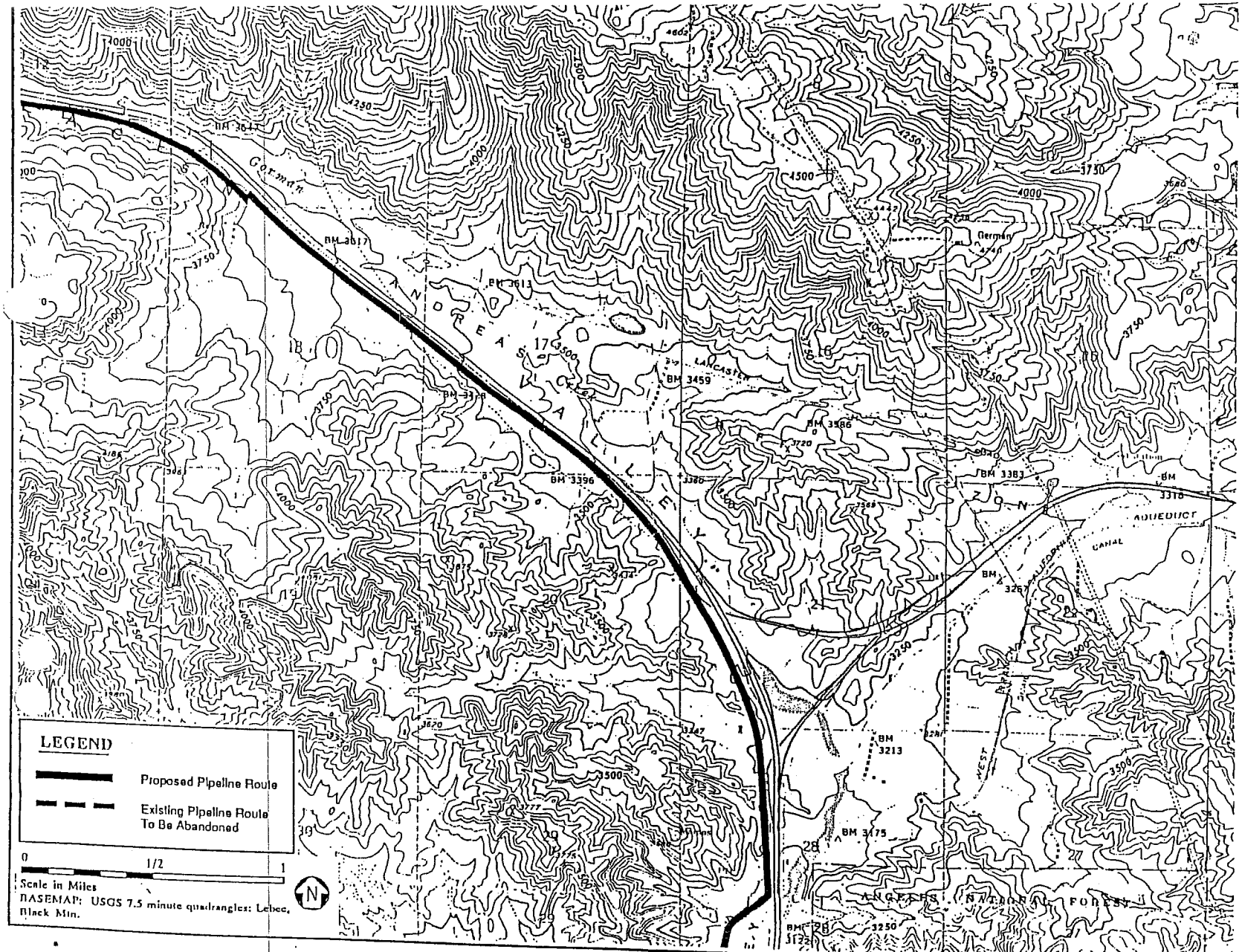


EXISTING ALIGNMENT /
PROPOSED ROUTE FO
MOBIL PIPELINE REPLACE

F187


0 1/2 1
Scale in Miles
BASEMAP: USGS 7.5 minute quadrangles: Lebec, Frazier Mtn.
LEGEND
Proposed Pipeline Route
Existing Pipeline Route To Be Abandoned
LEBEC STATION
Fort Tejon School
Lebec
Gravel Pit
Mesa Valley Farm
KERN CO
LOS ANGELES CO
Tejon Pass
Random Ridge
CASTAC VALLEY
CANYON
EXISTING ALIGNMENT A
PROPOSED ROUTE FO
MOBIL PIPELINE REPLACE
Map 1 of 20

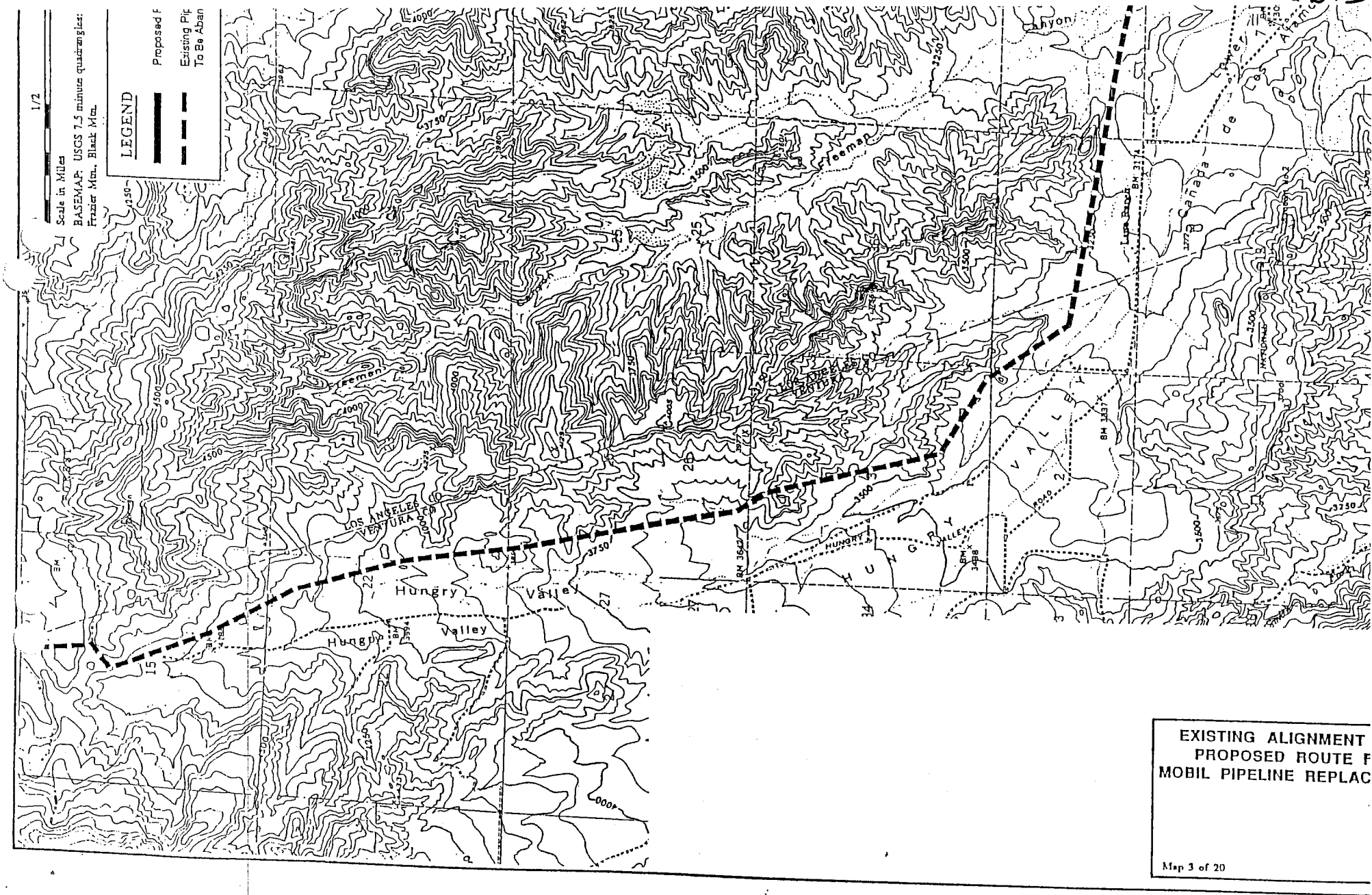
T188

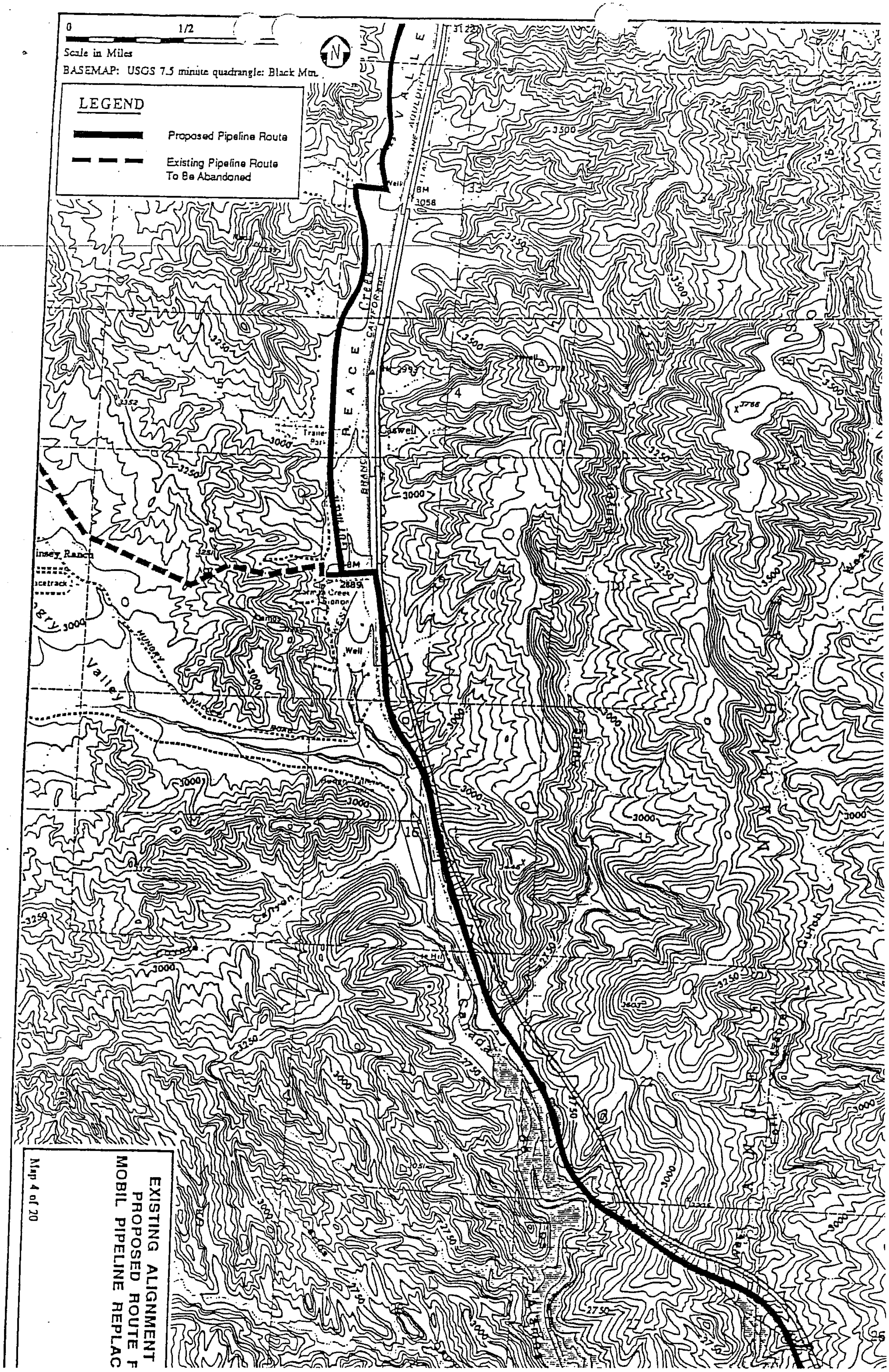


EXISTING ALIGNMENT
PROPOSED ROUTE FO
MOBIL PIPELINE REPLACE

Map 2 of 20

F189


LEGEND
Proposed
Existing Pip
To Be Aban
1/2
Scale in Miles
BASEMAP: USGS 7.5 minute quadrangles:
Frazier Mtn., Black Mtn.
Hungry Valley
Hungry Valley
Freeman
Freeman
Canyon
LOS ANGELES
VENTURA
HUNGRY VALLEY
EXISTING ALIGNMENT
PROPOSED ROUTE F
MOBIL PIPELINE REPLAC
Map 3 of 20


0
1/2
Scale in Miles
BASEMAP: USGS 7.5 minute quadrangle: Black Mtn.
LEGEND
Proposed Pipeline Route
Existing Pipeline Route
To Be Abandoned
Caswell
Kinsey Ranch
Hungry Valley
EXISTING ALIGNMENT
PROPOSED ROUTE F
MOBIL PIPELINE REPLAC
Map 4 of 20

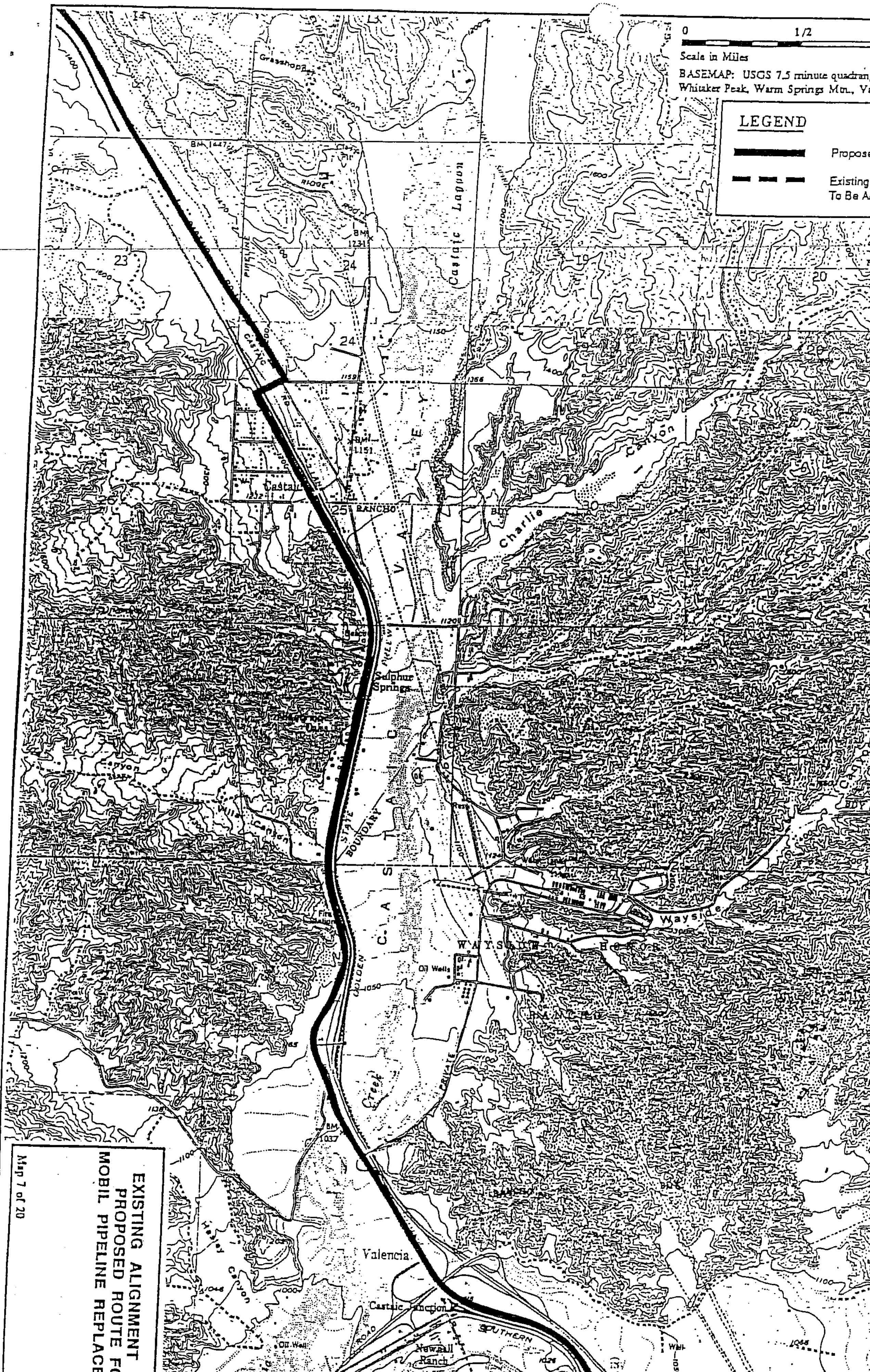
EXISTING ALIGNMENT
PROPOSED ROUTE
MOBIL PIPELINE REPLAC

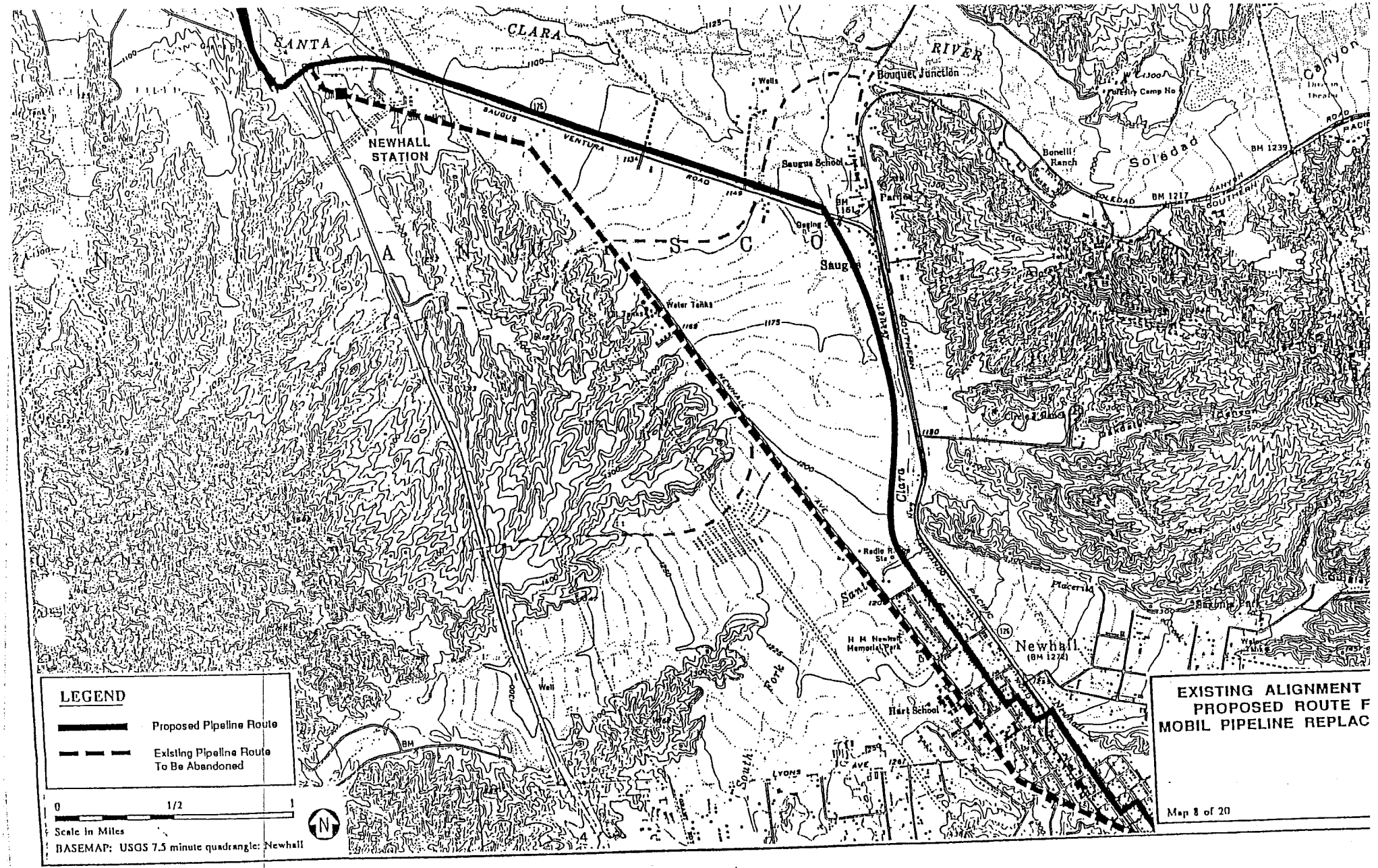
Map 5 of 20

EXISTING ALIGNMENT
PROPOSED ROUTE FO
MOBIL PIPELINE REPLACE

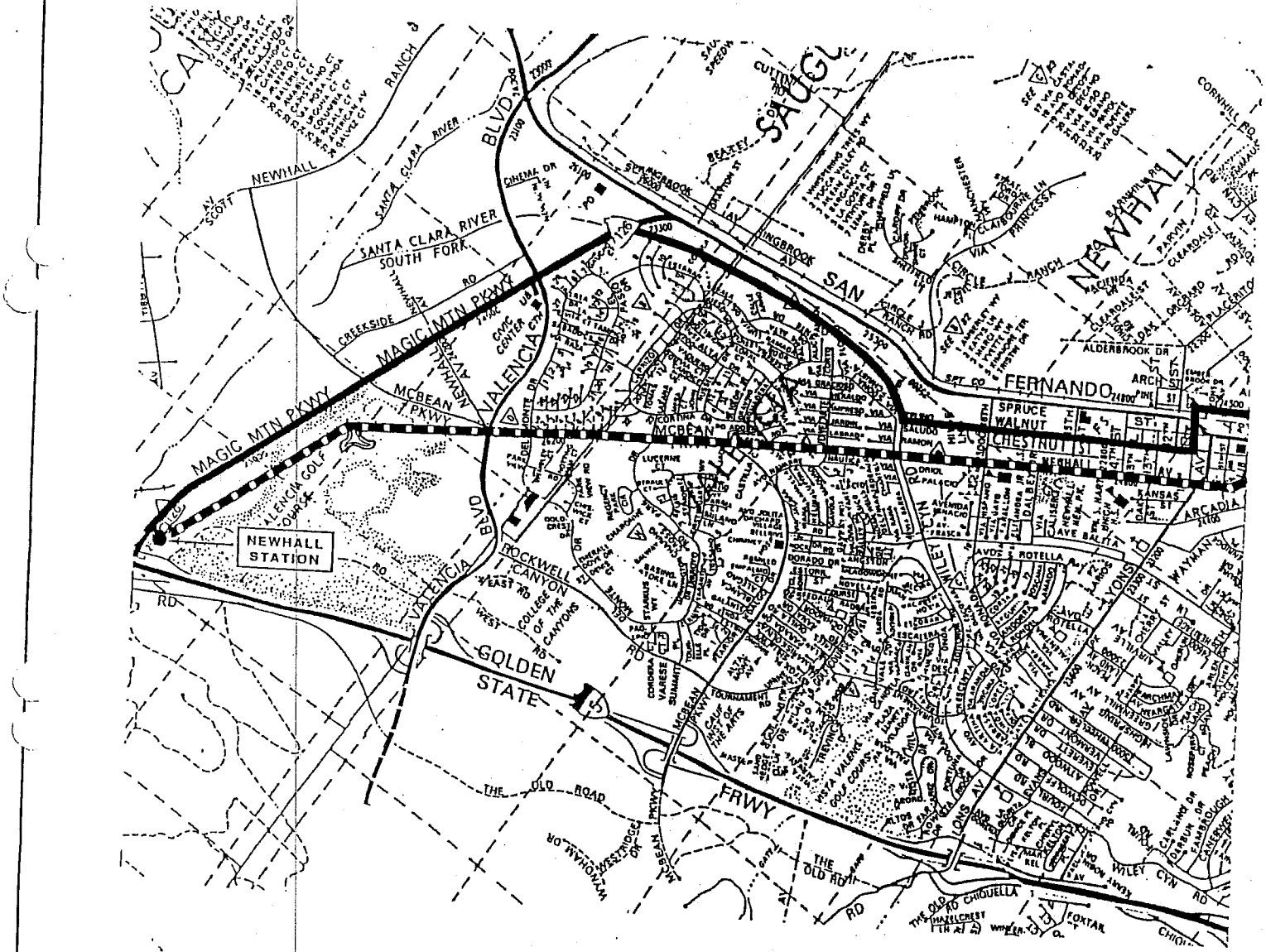
Map 6 of 20

F193


0
1/2
Scale in Miles
BASEMAP: USGS 7.5 minute quadran
Whitaker Peak, Warm Springs Mtn., V
LEGEND
Propose
Existing
To Be Al
Castaic Lagoon
Charlie
Canyon
Sulphur Springs
CASTAIC VALLEY
STATE BOUNDARY
Wayside
Oil Wells
Creek
PRIVATE
Valencia
Castaic Junction
SOUTHERN
Newhall Ranch
EXISTING ALIGNMENT
PROPOSED ROUTE FO
MOBIL PIPELINE REPLACE
Map 7 of 20


SANTA CLARA RIVER
NEWHALL STATION
SAUGUS
VENTURA ROAD
Saugus School
Bouquet Junction
Wells
Bonelli Ranch
Soledad Canyon
BM 1239
BM 1217
SOUTHERN PACIFIC
Water Tanks
Saugus
Newhall
(BM 1274)
Placerita
Radio Relay Sta
H M Newhall Memorial Park
Hart School
South Fork
LYONS AVE
Well
BM
LEGEND
Proposed Pipeline Route
Existing Pipeline Route To Be Abandoned
0
1/2
1
Scale in Miles
BASEMAP: USGS 7.5 minute quadrangle: Newhall
N
EXISTING ALIGNMENT
PROPOSED ROUTE F
MOBIL PIPELINE REPLAC
Map 8 of 20

F194



LEGEND

Proposed Pipeline Route

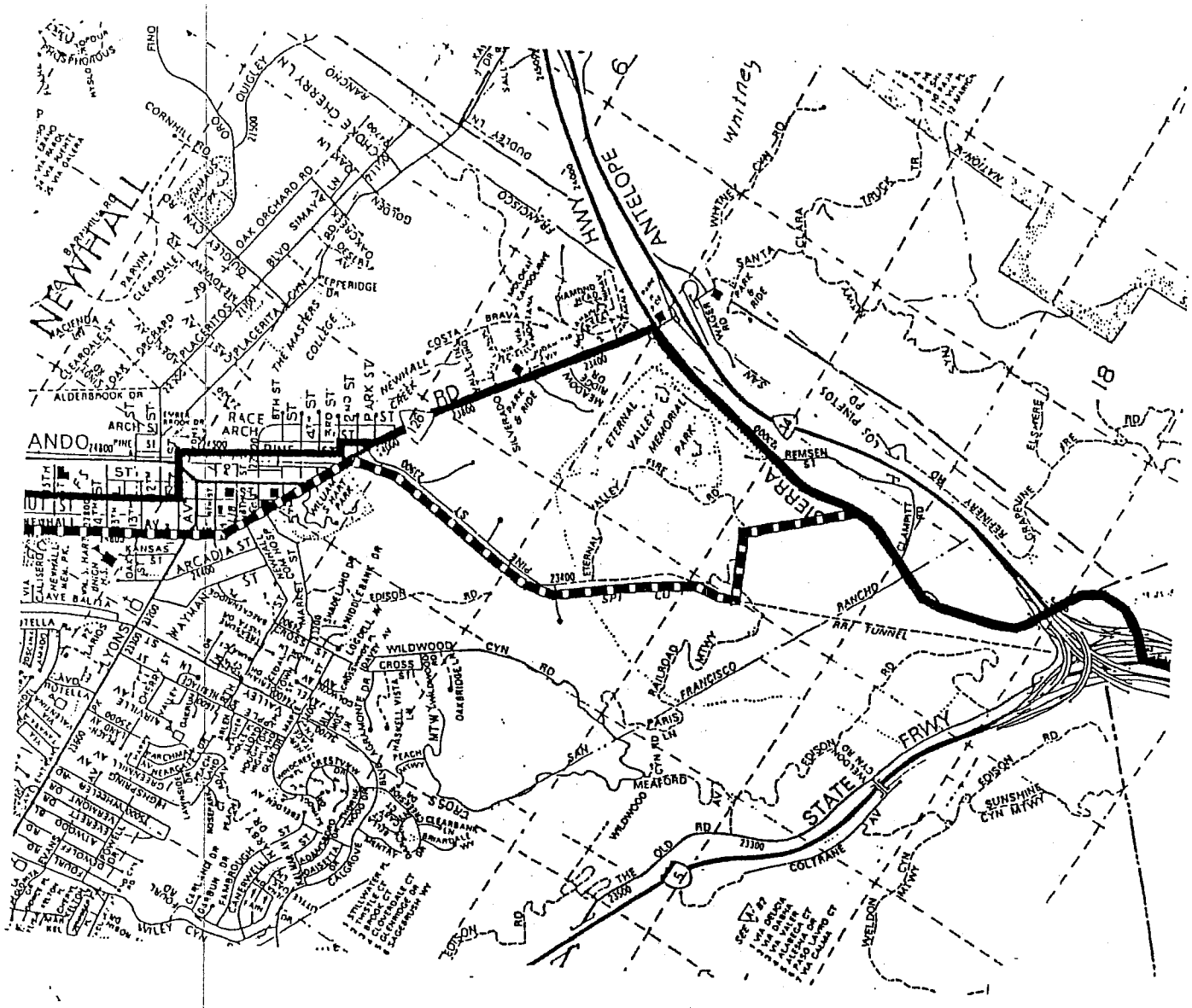
Existing Pipeline Route To Be Abandoned

0 1/2 1

SCALE IN MILES

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEME

Map 9 of 20



LEGEND

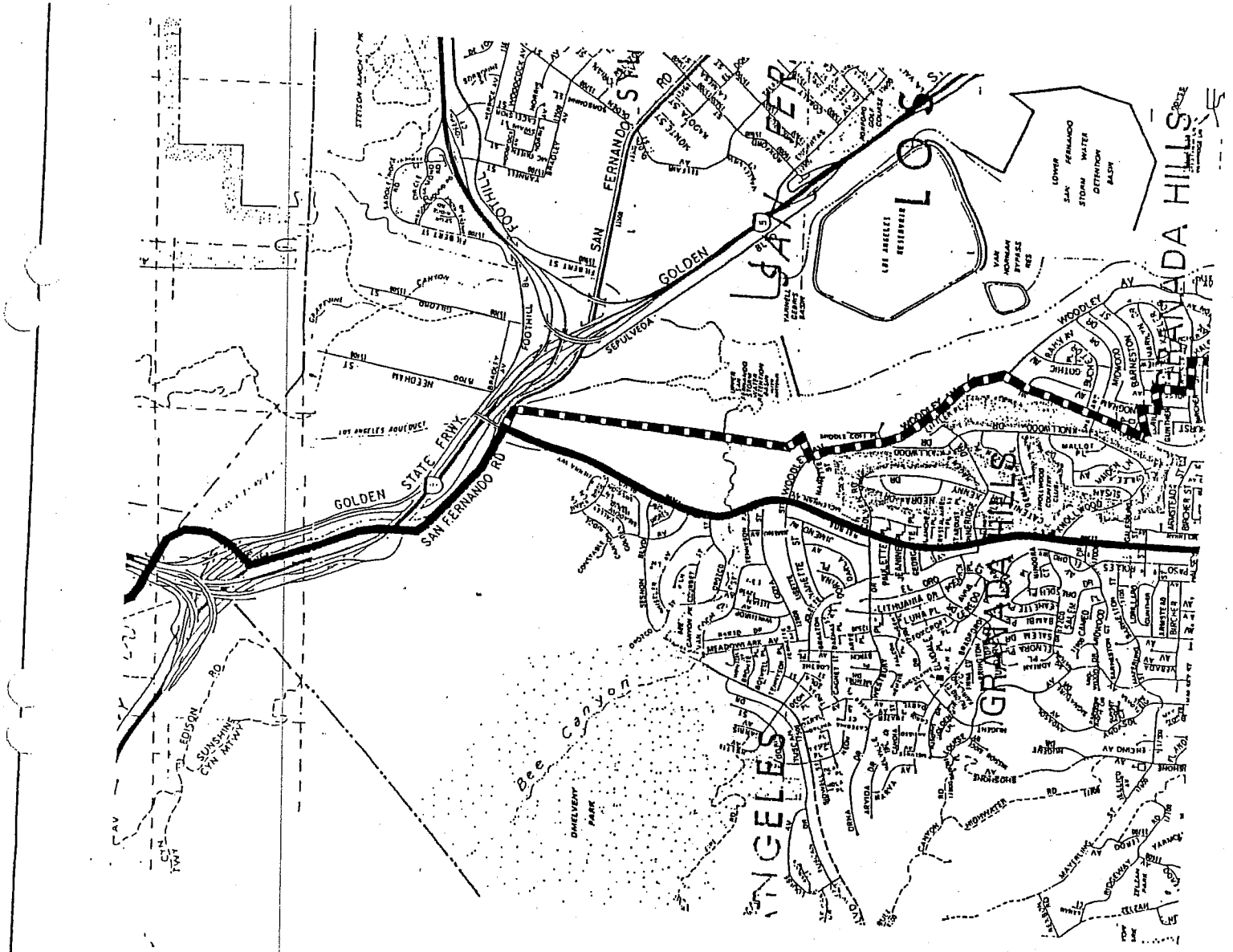
Proposed Pipeline Route

Existing Pipeline Route To Be Abandoned

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEMEI

Map 10 of 20

F19



LEGEND

Proposed Pipeline Route

Existing Pipeline Route To Be Abandoned

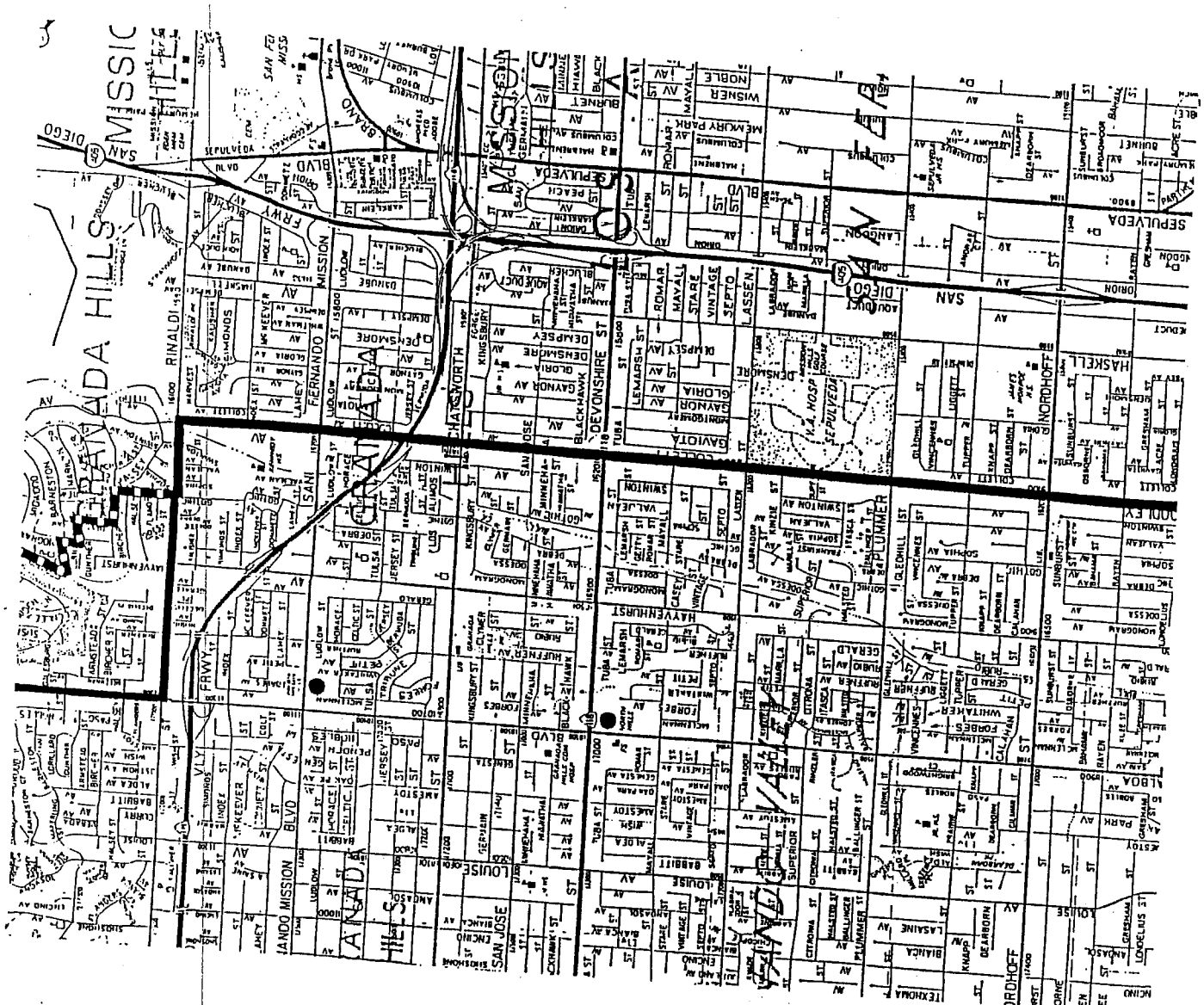
N

0 1/2

SCALE IN MILES

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEME

Map 11 of 20



LEGEND

- Proposed Pipeline Route
- Existing Pipeline Route To Be Abandoned

N

0 1/2 1

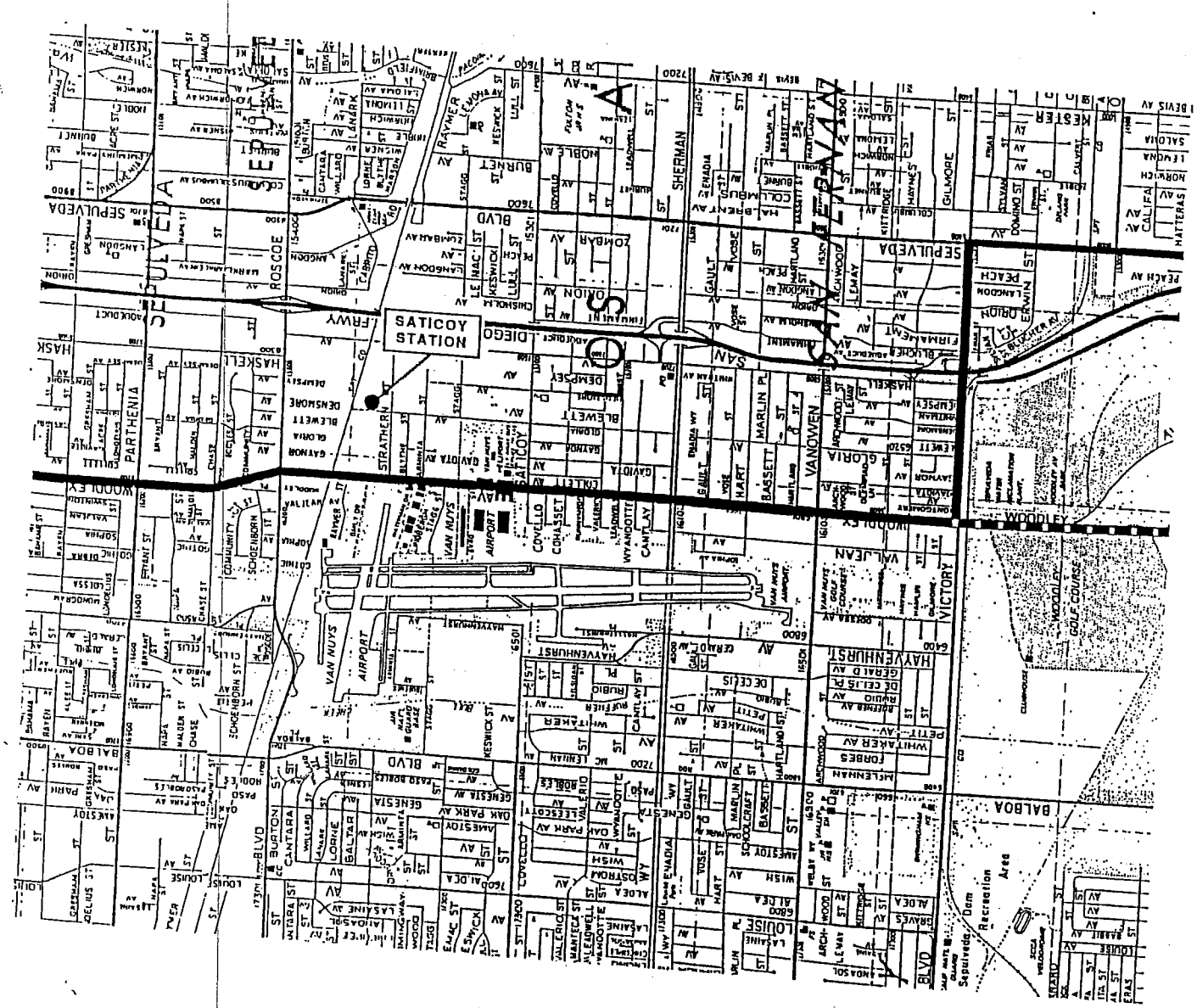
SCALE IN MILES

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEMEN

Map 12 of 20

F1090

F200



LEGEND

- Proposed Pipeline Route
- Existing Pipeline Route To Be Abandoned

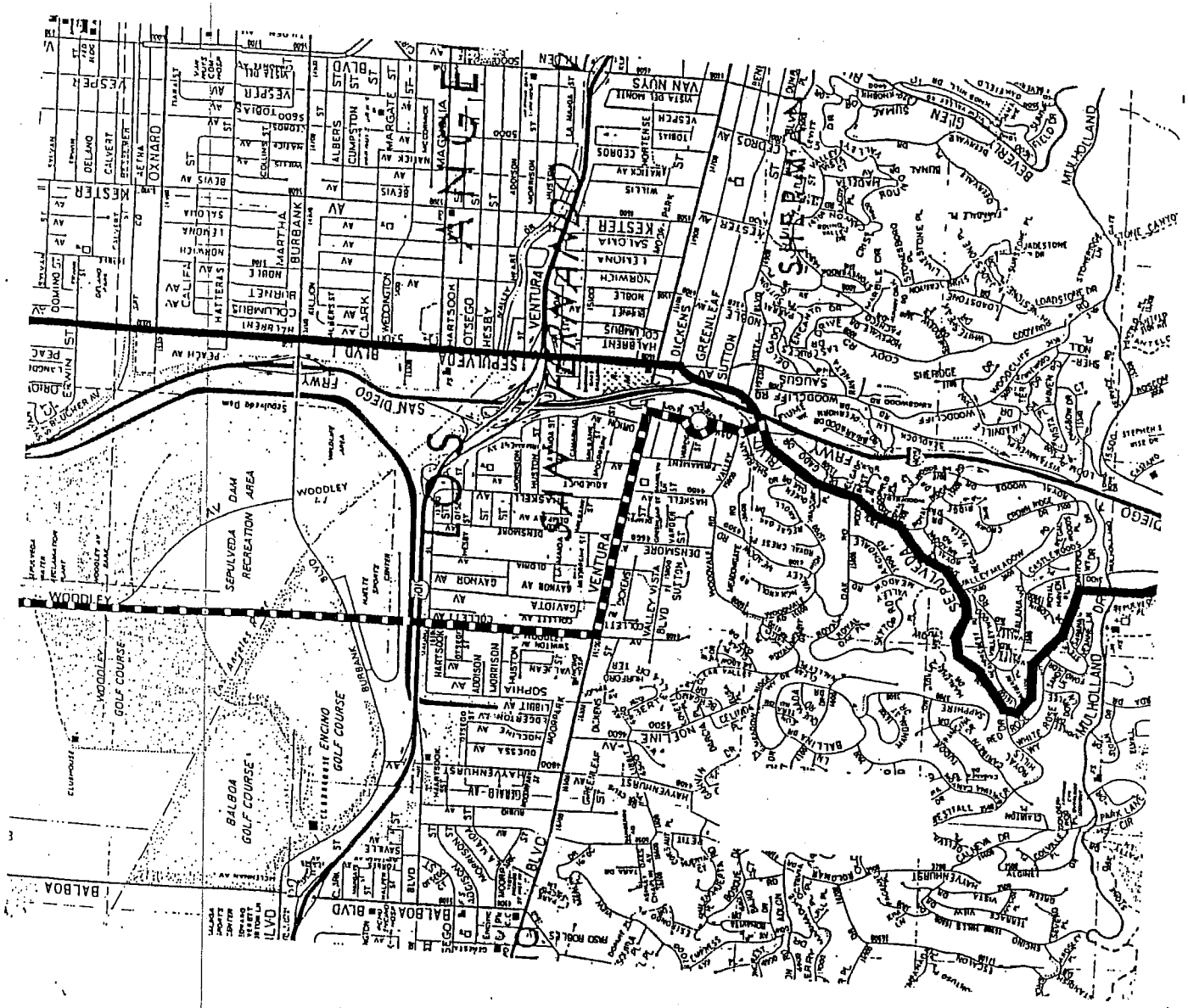
N

0 1/2 1

SCALE IN MILES

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEMEN

Map 13 of 20



LEGEND

- Proposed Pipeline Route
- Existing Pipeline Route To Be Abandoned

N

0 1/2 1

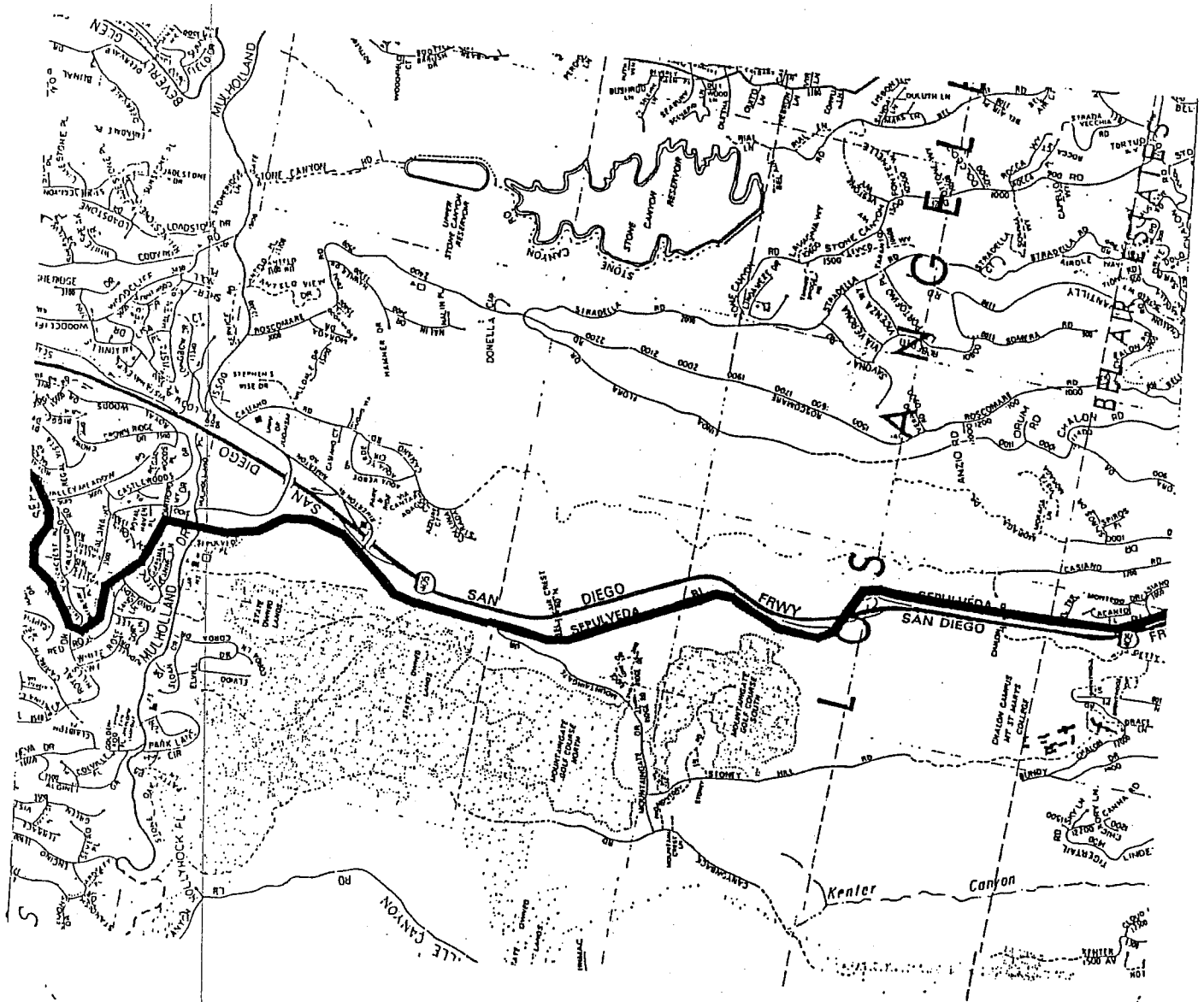
SCALE IN MILES

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEMEN

Map 14 of 20

F201

F202



LEGEND

Proposed Pipeline Route

Existing Pipeline Route To Be Abandoned

N

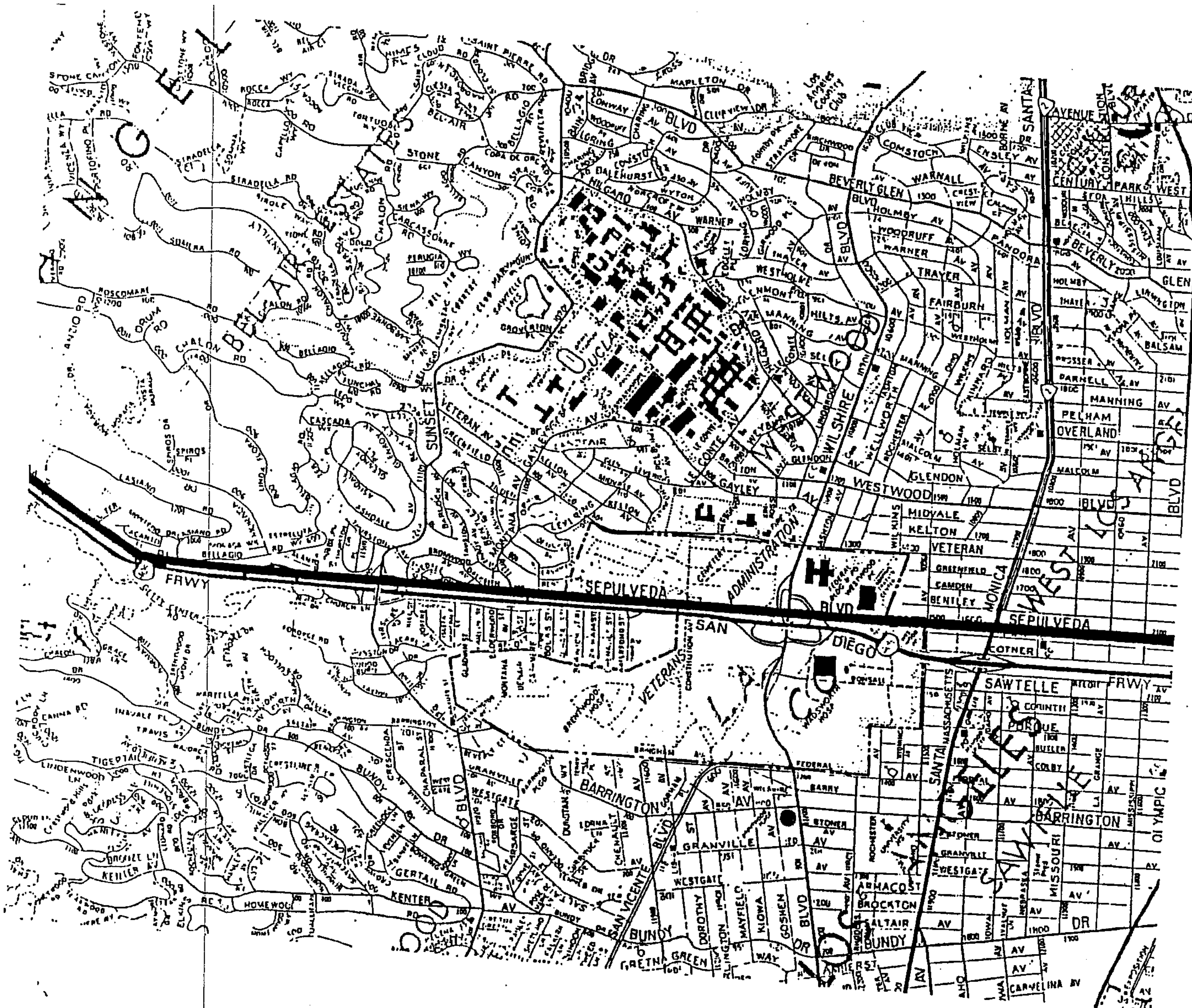
0 1/2 1

SCALE IN MILES

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEMEN

Map 15 of 20

E203



LEGEND

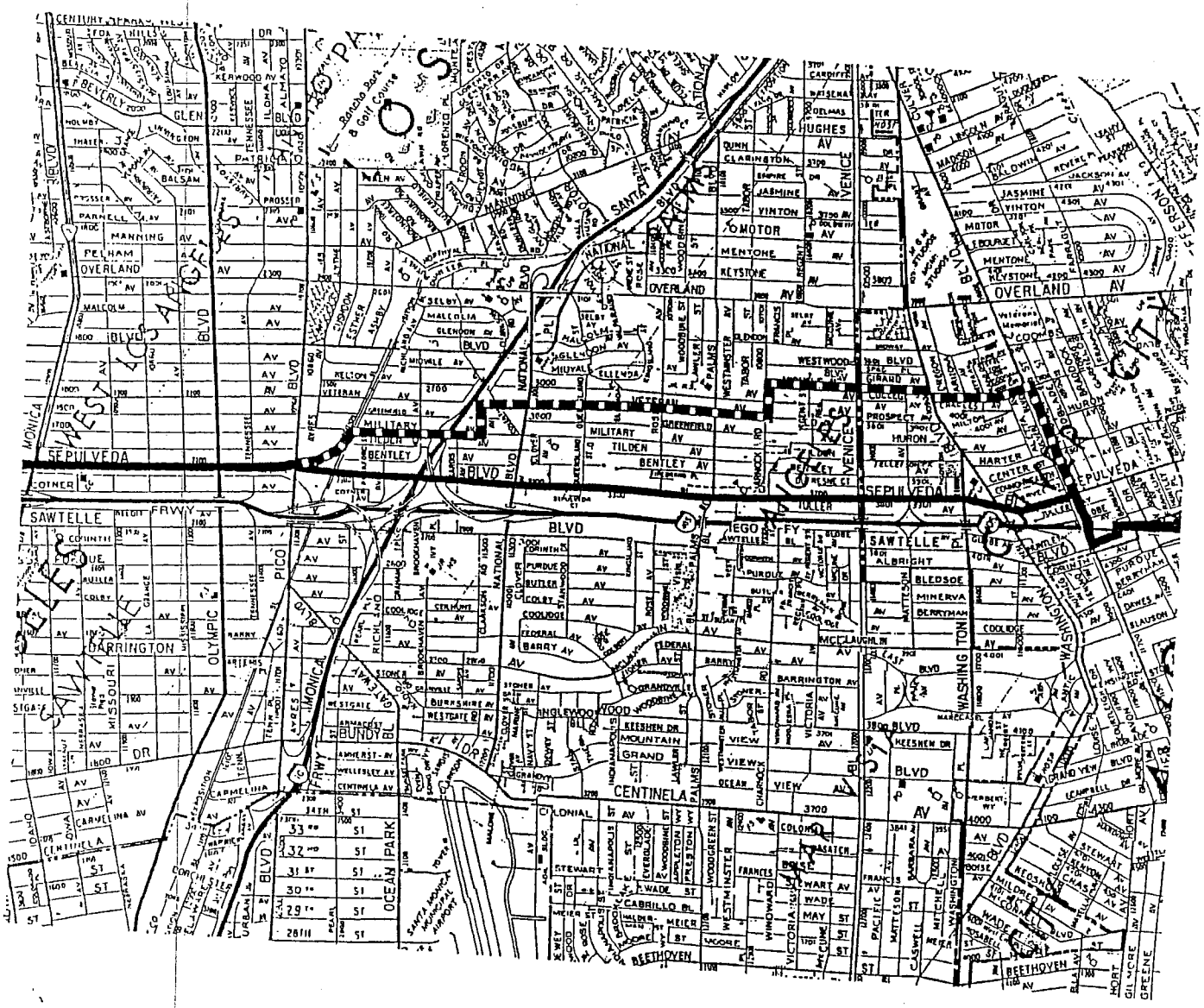
Proposed Pipeline Route

Existing Pipeline Route To Be Abandoned

0 1/2 1
SCALE IN MILES

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEMEN

Map 16 of 20



LEGEND

Proposed Pipeline Rou

Existing Pipeline Route
To Be Abandoned

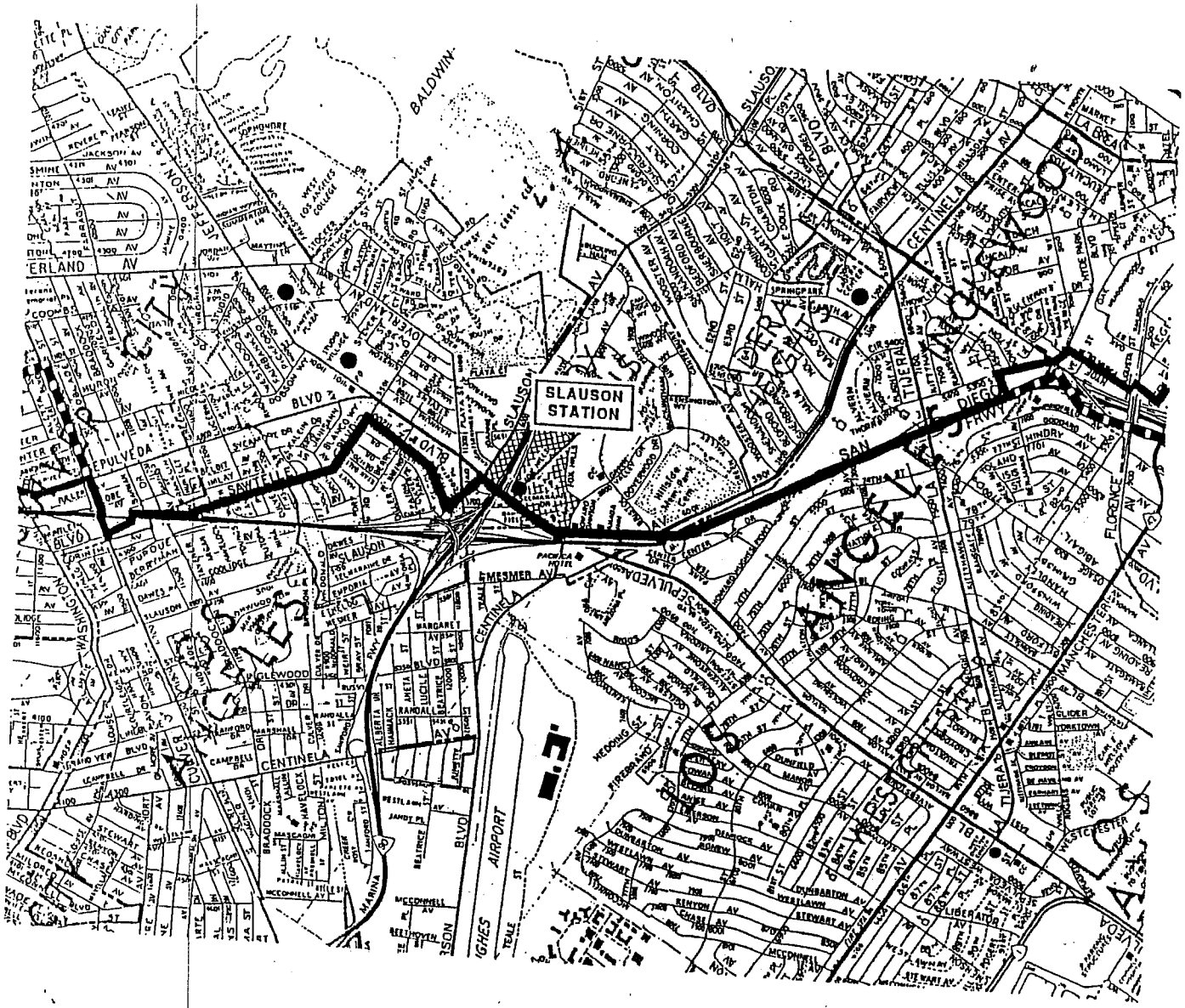
1/2

SCALE IN MILES

EXISTING ALIGNMENT AN
PROPOSED ROUTE FOR
MOBIL PIPELINE REPLACEM

Map 17 of 20

F205



LEGEND

- Proposed Pipeline Route
- Existing Pipeline Route To Be Abandoned

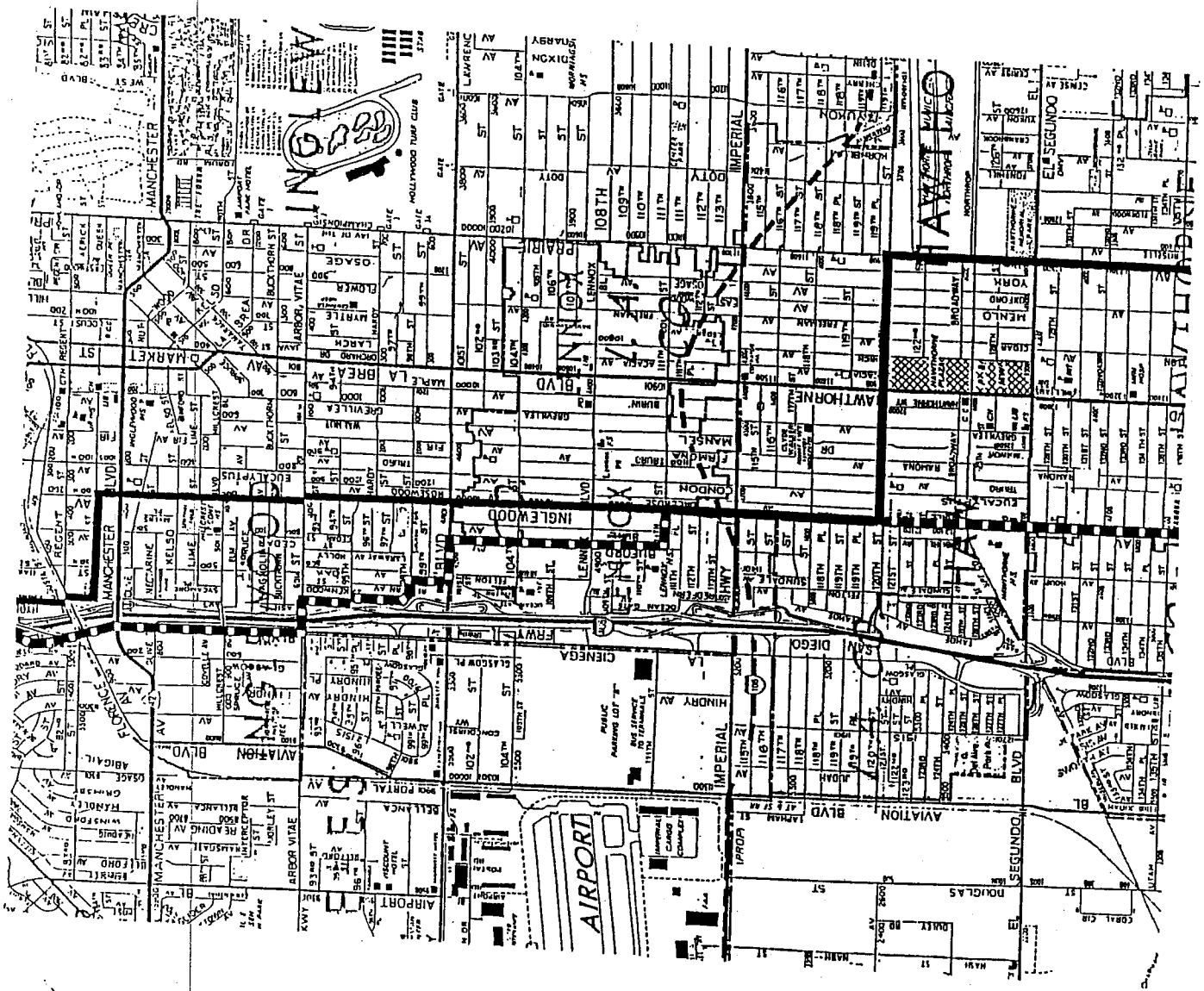
N

0 1/2 1

SCALE IN MILES

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEME

Map 18 of 20



LEGEND

Proposed Pipeline Route

Existing Pipeline Route To Be Abandoned

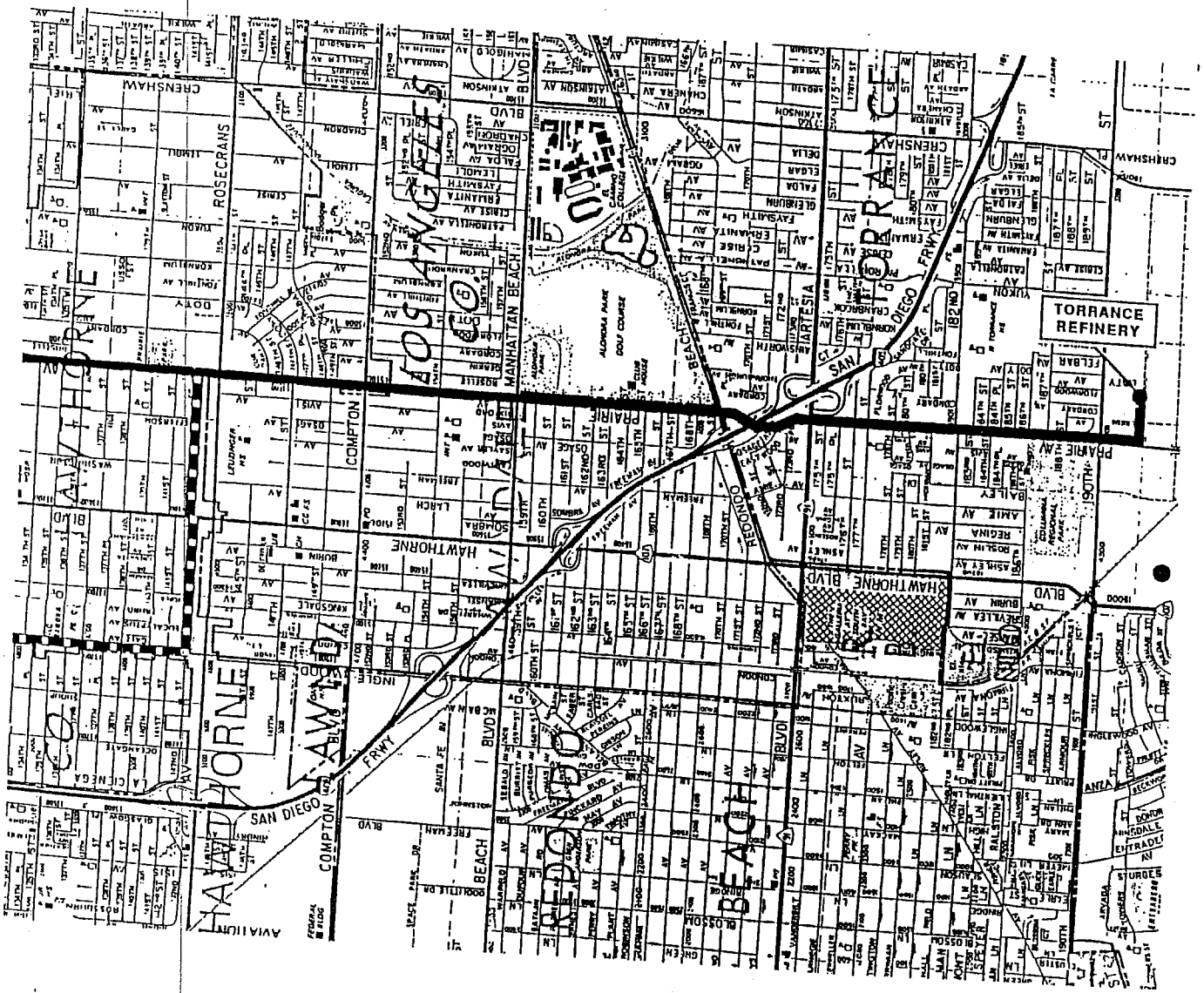
N

0 1/2 1

SCALE IN MILES

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEME

Map 19 of 20



LEGEND

- Proposed Pipeline Route
- Existing Pipeline Route To Be Abandoned

N

0 1/2 1

SCALE IN MILES

EXISTING ALIGNMENT AND PROPOSED ROUTE FOR MOBIL PIPELINE REPLACEME

Map 20 of 20

ExxonMobil Pipeline Company
Torrance Meters
20225 South Van Ness Avenue
Torrance, California 90503
310 212 1762 Telephone
310 328 3954 Facsimile

M.S. Brett
Field Supervisor
Pipeline Operations

Copy: City Atty

ExxonMobil
Pipeline

April 7, 2005

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

RE: ANNUAL THROUGHPUT REPORT

Pursuant to City Ordinance NO. 92-014, specifically Exhibit "C", Mitigation Measure "CC-22", attached you will find the quarterly throughput report for the first quarter of the **2005** operating year. This report reflects 60°F net barrels (NSV) delivered to ExxonMobil, Torrance CA. Refinery.

Should you have any questions, I can be contacted at (310) 212-1762.

Sincerely,

M. Steve Brett
ExxonMobil Pipeline, West Coast

cc: R.L.Cronin-Fruitt
Rick MacDonald

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

1st	Month	Total Delivered	Average	Year To Date Total	Annualized Average
2005	January	2,656,292	85,687		
	February	2,544,705	90,882		
	March	3,009,685	97,087		
	TOTAL	8,210,682		8,210,682	22,495

2nd	Month	Total Delivered	Average	Year To Date Total	Annualized Average
2005	April		0		
	May		0		
	June		0		
	TOTAL	-		8,210,682	22,495

3rd	Month	Total Delivered	Average	Year To Date Total	Annualized Average
2005	July		0		
	August		0		
	September		0		
	TOTAL	-		8,210,682	22,495

4th	Month	Total Delivered	Average	Year To Date Total	Annualized Average
2005	October		0		
	November		0		
	December		0		
	TOTAL	-		8,210,682	22,495

ExxonMobil Pipeline Company
12851 East 166th Street
Cerritos, CA 90703
(310) 212-1794 Telephone
(310) 212-1788 Facsimile

ExxonMobil
Pipeline

October 28, 2005

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

RE: FRANCHISE ORD. 92-014 FEE
ADVANCE PERIOD ENDING 11-25-06

Our File: R/W 5531

Enclosed ExxonMobil check, in the amount of $88,151.46, represents full payment of fees for the ab reference franchise and period. Supporting this total is a detailed statement (also enclosed) indicating method of fee calculation.

Should you have questions, or require any additional information, please contact me at (310) 212-1794.

Very truly yours,

Teri A. Shinde

Teri A. Shinde, SR/WA, R/W-NAC
Senior Rights of Way and Claims Agent
For ExxonMobil Oil Corporation

Enclosures
TAS

(5531.doc)

STATEMENT OF PIPELINE FRANCHISE FEES DUE CITY OF CULVER CITY UNDER FRANCHISE ORDINANCE NO. 92-014

BASE FEE: $64,139.85

~~PPI ADJUSTMENT (All Commodities[1982-84=100]):~~

PPI Base (Sept 1992)	=	117.8
PPI Index (Sept 2005)	=	161.9

Calculation: $\frac{\$64,139.85 \text{ (X) } 161.9}{117.8}$ = **$88,151.46**

TOTAL FEE DUE: $88,151.46

I certify that the foregoing is a true and correct statement, made in conformance with the provisions of the above named franchise, for use, operation, and possession thereof for the period ending **November 25, 2006.**

EXXONMOBIL OIL CORPORATION

By: Teri A. Shrode

(I/shared/row/franchis/5531.doc)

F211

ExxonMobil Pipeline Company
12851 East 166th Street
Cerritos, CA 90703
(310) 212-1794 Telephone
(310) 212-1788 Facsimile

ExxonMobil
Pipeline

November 08, 2007

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

RE: FRANCHISE ORD. 92-014 FEE
ADVANCE PERIOD ENDING 11-25-08

Our File: R/W 5531

Enclosed ExxonMobil check, in the amount of $94,467.44, represents full payment of fees for the abo reference franchise and period. Supporting this total is a detailed statement (also enclosed) indicating t method of fee calculation.

Should you have questions, or require any additional information, please contact me at (310) 212-1794.

Very truly yours,

Teri A. Shinde, SR/WA, R/W-NAC
Senior Rights of Way and Claims Agent
For ExxonMobil Oil Corporation

Enclosures
TAS

(5531.doc)

STATEMENT OF PIPELINE FRANCHISE FEES DUE CITY OF CULVER CITY
UNDER FRANCHISE ORDINANCE NO. 92-014

BASE FEE: $64,139.85

~~PPI ADJUSTMENT (All Commodities [1982-84=100]):~~

PPI Base (Sept 1992)	=	117.8
PPI Index (Sept 2007)	=	173.5

Calculation: $\frac{\$64,139.85 \text{ (X) } 173.5}{117.8}$ = **$94,467.44**

TOTAL FEE DUE: $94,467.44

I certify that the foregoing is a true and correct statement, made in conformance with the provisions of the above named franchise, for use, operation, and possession thereof for the period ending **November 25, 2008.**

EXXONMOBIL OIL CORPORATION

By: Teri Shrock

(I/shared/row/franchis/5531.doc)

01 NOV 11 AM 10:21

F213

Culver CITY

INTEROFFICE MEMORANDUM

DATE: 06/14/2007

TO: Crystal Alexander

FROM: Nagam Rao

SUBJECT: Culver City Ordinance No. 2003-16 (Amendment to Mitigation Measure CC-23)

The City of Culver City receives two payments from ExxonMobil Oil Corporation on account of Franchise Tax each year. These are

(1) the Base Annual Fee, and

(2) a Penalty, if the average flow of crude oil through the M-70 Pipeline through the City of Culver City is more than 95,000 barrels per day.

Base Annual Fee:

The Base Annual Fee of $64,139.85 is to be adjusted annually by multiplying the base fee by the Consumer Price Index for the month of September immediately preceeding the month in which payment is due and payable, and dividing by the Consumer Price Index for 1982-84 =100.

The Penalty:

The Schedule of Crude Oil transported through the M-70 Pipeline within Culver City was examined by the independent accounting firm of Pannell Kerr Forster of Texas, P.C. for the calendar years 2004, 2005 and 2006.

The Schedule, which shows the monthly flow of crude, is the basis for calculating the penalty component of the Franchise Tax payable by ExxonMobil Oil Corporation . The penalty is arrived at by multiplying the average quantity pumped in excess of the average annual 95,000 barrels agreed upon, by the number of days in that year and $0.05 (five cents) per barrel.

The following table shows the significant points of the independent accountants report.

Year	Average Barrels per day		Difference	Quantity in excess of 95,000
	Previously Reported	Per Auditors		
2006	81916	81877	-39	0
2005	96457	96458	1	1
2004	95192	94909	-283	0

On the basis of the above, it should be noted that ExxonMobil had over paid by $3,513.60 in 2004 and underpaid by $18.25 in 2005.

Culver CITY

INTEROFFICE MEMORANDUM

DATE: 6-14-07

TO: Mayor Corlin & Members of the City Council

FROM: Crystal Alexander, City Treasurer CSA

SUBJECT: Results of ExxonMobil M-70 Pipeline Throughput Audit

CC: Jerry Fulwood, City Manager Martin Cole, Assistant City Manager Carol Schwab, City Attorney Marlee Chang, City Controller Karen Maggio, Deputy City Treasurer Nagam Rao, Treasury Manager Roland Miranda, Deputy City Attorney Andrea Daroca, Consultant

Attached are results from the aforementioned ExxonMobil audit for calendar years 2004 through 2006.

Completion of this work was slightly delayed, due to the need to resolve Sarbanes-Oxley audit standard issues which had arisen since the completion of the last audit in 2003. These issues were resolved with some assistance from the City Attorney's Office and cooperation from ExxonMobil.

ExxonMobil is in substantial compliance, a positive result from the City's financial forecasting and collection perspectives. Previously reportable volumes, as referenced by the auditor, were confirmed via cross check of City records. The bottom line is that ExxonMobil could, if they so chose, apply to the City for a modest refund of approximately $3,500.

Results from this audit are vastly different from the most previous audit, a not totally unexpected result for two reasons. One, since the prior audit resulted in substantial penalty payouts (more than $900,000) by ExxonMobil and because they know the City does enforce its ordinance by directing audits, greater compliance could reasonably be expected. Second, since the most previous audit, the penalty terms had been re-negotiated (via Ordinance 2003-016, to lower the penalty per barrel from $0.10 - $0.15 down to $0.05) as they were higher than the state fee permit for a common carrier status. This indicates that if the same level of non-compliance existed, it would result in a lower amount owed to the City.

Note that ExxonMobil has until August 27, 2007 to advise the City of their intent to extend the franchise, which expires November 27, 2007.

If you have questions, we'd be happy to address them.

City of Culver City, California

City Council Agenda Item Report

Meeting Date: 02/04/2008	Item Number: A-1
AGENDA ITEM: (1) Adoption of a Resolution Granting a Five Year Extension of an Existing Oil Pipeline Franchise Agreement with ExxonMobil and (2) Adoption of a Resolution Declaring City Council's Intent to Consider Granting an Oil Pipeline Franchise to ExxonMobil and Setting the Time and Place for the Related Public Hearing.	
Contact Person/Dept.: Nick Kimball, Budget & Finance	Phone Number: (310) 253-6013
Fiscal Impact: Yes [X] No []	General Fund: Yes [X] No []
Public Hearing: []	Action Item: [X] Attachments: [X]
Public Notification: Master Notification List (01/30/08); ExxonMobil (01/24/08)	
Department Approval: Martin R. Cole (01/23/2008)	City Attorney Approval: Carol Schwab (by R. Miranda) (01/23/08)
Fiscal Impact Review: Jeff Muir (by M. Noller) (01/23/08)	City Manager Approval: Jerry B. Fulwood (01/23/2008)

RECOMMENDATION:

Staff recommends the City Council adopt a resolution granting ExxonMobil's third five-year extension and adopt a resolution declaring its intent to grant an oil pipeline franchise to ExxonMobil and setting the time and place for holding the related public hearing.

BACKGROUND:

ExxonMobil operates a 16" oil pipeline which carries San Joaquin Valley crude oil from the Grapevine area to ExxonMobil's Torrance refinery. A portion of this pipeline runs underneath Culver City, for approximately 2.7 miles. Culver City originally authorized this pipeline when it granted a franchise to Mobil Oil in 1992. Mobil Oil subsequently became ExxonMobil, which currently operates this pipeline.

The initial term of the franchise was five years, from 1992 to 1997. The franchise gave the pipeline owner the option to renew the franchise for three additional five-year terms. The pipeline operator exercised its first option to renew the franchise in 1997, extending the franchise from 1997 to 2002. The pipeline operator exercised its second option to renew the franchise in 2002, extending the franchise from 2002 through November 25, 2007.

ExxonMobil has notified the City that it wishes to exercise its third option, which would extend ExxonMobil's franchise from November 2007 to November 2012. In addition, ExxonMobil has proposed that the City consider granting ExxonMobil the

right to exercise two additional five-year options after expiration of the third option. Granting ExxonMobil the right to exercise two additional five-year options would extend the franchise agreement to 2022.

In November 2007, the City Council authorized extending the current agreement through January 31, 2007 to give staff an opportunity to negotiate with ExxonMobil regarding their request for the two additional five-year options. Pursuant to that authority, the City Attorney's Office executed a Letter Agreement with ExxonMobil to extend the current franchise agreement until January 31, 2008.

DISCUSSION:

In December 2007, staff met with ExxonMobil's representatives to discuss their request to exercise the third option of their current agreement, as well as their proposal to be granted the right to exercise two more five-year options after expiration of the third option. As a result of those discussions, staff and ExxonMobil's representatives have tentatively agreed that the City will grant ExxonMobil's third option and that ExxonMobil will pay the City a $10,000 administrative fee to cover the costs associated with ExxonMobil's exercising of its third option.

Regarding ExxonMobil's request that it be granted the right to exercise two additional five-year options after expiration of their third option, staff and ExxonMobil's representatives have tentatively agreed on the terms and conditions relating to the granting of such options. However, the City granting ExxonMobil the right to exercise two additional five-year options would constitute the granting of a franchise. Prior to the granting of any franchise, the City Charter requires the adoption of a resolution declaring the City Council's intent to grant the franchise and the setting of a public hearing to consider such a matter. Therefore, staff has also prepared and attached such a resolution for the City Council's consideration. Should the City Council adopt this resolution, staff will return with an ordinance amending the franchise agreement to reflect the granting of the fourth and fifth five-year options and outlining the terms and conditions relating thereto.

FISCAL ANALYSIS:

Under the current franchise agreement, ExxonMobil pays the City a flat fee annually as compensation for use of the City's right-of-way. The flat fee was set at $64,139.85 when the franchise agreement was first executed in 1992 and is subject to an annual increase based on the Producer Price Index for All Commodities.