

2015-2017 Oil Transportation Safety Act Work and Costs



WHY IT MATTERS

The 2015 Legislature designed the Oil Transportation Safety Act to increase Washington’s protection from risks created by transporting oil.

Historically, vessels and pipelines moved the majority of oil in the state.

Ecology developed a strong program of spill prevention, preparedness and response work to ensure it was transported as safely as possible. With the change in oil train transport since 2012, the Legislature, through the Act, expanded Spills Program work to effectively address the additional risks.

To implement new work initiatives (described below), the Act provided one-time funding to execute them. Now that those policies are in place, they require on-going work and funding to sustain them.

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Adequate funding will allow Ecology to continue core spills preparedness and prevention work, including the new work directed in the 2015 Oil Transportation Safety Act, as outlined below. New work for the 2015-2017 biennium cost \$4.8M. Ongoing work from the Act is expected to cost \$6.1M per biennium.¹

Advance Notice of Oil Transfer

Funding for advance notice of transfer allows state, tribal and local emergency managers to be more prepared with information on crude oil moving through their communities. The public can review aggregated quarterly reports on the agency webpage.

Biennium	Price tag	Work
2015-2017	\$ 375,000	Drafted rule, held hearings, collected comments; database development; data collection from railroads and pipelines; aggregated quarterly reports
Ongoing	\$ 27,000	Maintain database; disseminate information to emergency managers

Railroad Contingency Planning

Funding for contingency planning assures railroads can effectively report and respond to a spill. Testing plans through drill exercises builds a network of organizations from the local to the federal level that may be involved in a spill event. Understanding where oil is moved, stored and transferred improves spill risk mitigation.

Biennium	Price tag	Work
2015-2017	\$ 669,000	Drafted rule, held hearings, collected comments, identified affected companies; three plans currently under review, expecting four more
Ongoing	\$ 438,000	Receive plans for review and approval; test plans through drill program

¹ All costs are funded by the Oil Spill Prevention Account except for the Equipment Cache Grants which are funded from the State Toxics Control Account. In addition, the Act funded the Military Department \$1 million for local hazardous materials planning through the 2017-2019 biennium and \$72,000 to Department of Fish and Wildlife.

New Inland Geographic Response Plans (GRPs)

Funding GRPs provides preset tactical strategies for the critical first hours of spill response. All GRPs require ongoing maintenance and revision to remain effective in the event of a spill. Ecology has published 12 GRPs since June 2015, with 17 more scheduled for completion mid-year. By June 2017, Ecology expects to have about 40 existing GRPs, 30 of which will have been updated or created in the last three years.

Biennium	Price tag	Work
2015-2017	\$ 777,000	Began first round of inland GRPs; analyzed gaps in GRPs and contingency plans; provided analysis to Legislature; 40 GRPs expected by June 2017
Ongoing	\$ 777,000	Prioritize and develop next round of GRPs; provide required annual legislative updates in 2017, 2019 and 2021

Columbia River Vessel Traffic Safety Evaluation and Assessment

Funding risk assessments allows Ecology to analyze vessel traffic management, safety and impact. Ecology consulted with a number of organizations such as the U.S. Coast Guard, Oregon pilots and public ports, industry and tribes to conduct the analysis, which informs crude oil transportation recommendations for the Columbia River.

Biennium	Price tag	Work
2015-2017	\$ 688,000	Stakeholder and tribal briefings; hired staff; contracted resources; began assessment; held workshops; examined need for tug escort
Ongoing	\$ 181,000	Conduct model runs, complete modeling; identify risk mitigation measures; analyze best achievable protection; provide information to Legislature

2015 Puget Sound Vessel Traffic Risk Assessment (VTRA) / Rail Traffic Risk Assessment (RTRA) / Grays Harbor VTRA / Risk Experts

Funding vessel and rail traffic risk assessments for the Puget Sound and Grays Harbor will ensure work is relevant by including recent changes to vessel traffic from all modes of oil transportation. Ecology updated the 2010 Puget Sound risk assessment to include these changes. A final report will be posted to Ecology's website in early 2017.

Biennium	Price tag	Work
2015-2017	\$ 388,000	Stakeholder outreach; hired staff; contracted resources; defined worst-case scenarios; recommended nine action items; produced final report
Ongoing	\$ 895,000	Continue updates; develop Grays Harbor VTRA; employ risk expert consultation; develop rail traffic risk assessment (RTRA)

Equipment Cache Grants (funded by State Toxics)

Funding for equipment cache grants gives emergency responders faster access to the right equipment during the critical first hours of a spill. Ecology has awarded grants and is distributing equipment to emergency responders for oil spill and hazardous materials response (including firefighting equipment).

Biennium	Price tag	Work
2015-2017	\$ 1.9 million	Developed administration; convened stakeholders; established grant priorities and eligibility; held workshops; reviewed applications; developed contracts; distributed equipment
Ongoing	\$ 3.8 million	Further distribute equipment through statewide competitive grant process (workshops, applications, contracts, etc.)

Special accommodations: To request ADA accommodation for disabilities, or printed materials in a format for the visually impaired, call Ecology's Spills Program at (360) 407-7455 or visit www.ecy.wa.gov/accessibility.html. Persons with impaired hearing may call Washington Relay Service at 711. Persons with speech disability may call TTY at (877) 833-6341.