



Developing California Inland Geographic Response Plans

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ABSTRACT

California emergency regulations governing the development of oil spill contingency plans and financial responsibility for inland facilities, pipelines, refineries and railroads became effective in 2015, with final regulation adoption scheduled for the fall of 2016. With the California Department of Fish and Wildlife's (CDFW) Office of Spill Prevention and Response's (OSPR) authority for oil spill prevention, preparedness, and response being extended to inland waters of the State, the need to develop Geographic Response Plans (GRP) for priority watersheds with higher risk of an oil spill has become a top priority. With the success of development, implementation, and maintenance of Area Contingency Plans (ACP) for marine waters of California, OSPR intends to implement a successful GRP program consistent with the accomplished marine ACP program.

GRPs will be driven by access to sites along river systems and lakes where response activities are feasible. Current efforts are underway to complete a Feather River GRP. The Feather River GRP has been vetted through the regional Local Emergency Planning Committee's (LEPC) which is comprised of first responders, rail/industry representatives, and federal, state, and local government agencies. The process of developing GRPs for the State will consist of: 1) developing a template utilizing the Feather River GRP to provide a consistent framework, 2) implementing a Statewide GRP Steering Committee, and 3) developing partnerships with industry representatives, and federal, state and local agencies, including first responders, and vetting the GRPs through the LEPC's to ensure critical local expertise and information is incorporated.

JURISDICTION

OSPR's Jurisdiction Expands to Inland Waters of the State Senate Bill 861, Chapter 35, Statutes of 2014

- Extended current 6.5 cent fee to all crude oil entering into or produced by CA refineries
- Created single, statewide program to cover spills of oil or oil products from all sources in marine and inland waters
- Ensured entities owning pipelines, production facilities, and rail have contingency plans and the ability to pay for spill response
- Extended expenditures of OSPR's spill response trust fund to be used to pay for responses to all oil spills if no "Responsible Party"

GOALS

The Inland Geographic Response Plan program seeks to develop comprehensive and consistent oil spill response plans for inland waters of the state through a transparent process of working with agencies, industry, tribal representatives, environmental non-governmental organizations, and oil spill response organizations.



CDFW File Photo

GRP DEVELOPMENT

The Process of Developing GRPs for the State will Consist of the Following Elements:

- Developing a GRP template to provide a consistent plan framework;
- Implementing a Statewide GRP Steering Committee;
- Developing partnerships with industry representatives, and federal, state and local agencies, including first responders;
- Vetting the GRPs through the Local Emergency Planning Committee's or local subcommittee's to ensure critical local expertise and information is incorporated.;
- Developing an on-going maintenance and revision cycle for the GRPs to potentially include drills and exercises.

What are Geographic Response Plans?

GRPs will provide an efficient and effective mechanism for oil spill and emergency responders to respond to a petroleum-based incident, as well as provide for the protection of the public and sensitive environmental and cultural resources. GRPs will be driven by access to sites along river systems and lakes where response activities are feasible. Each plan will cover a specific geographic area and contain information meant to aid the response community in managing the incident through the initial phase of the response and beyond.

RESOURCES-AT-RISK



Desert Tortoise



Kangaroo Rat
CDFW File Photo



Mountain Yellow-legged Frog
CDFW File Photo



Chinook Salmon
CDFW File Photo



Southwestern Willow Flycatcher
USFWS Photo

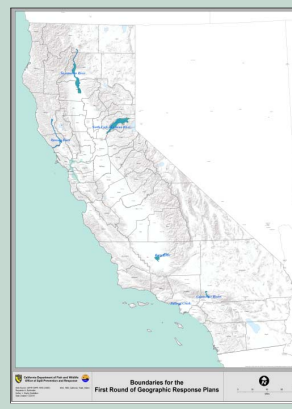


Western Burrowing Owl
CDFW File Photo

PRIORITY GRP'S

Key Criteria Used to Determine Priority GRP's

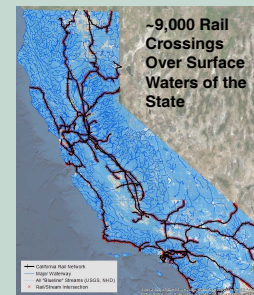
- Rail and high hazard rail within ¼ mile of a waterway
- Pipelines and facilities within ¼ mile of a waterway
- Presence of terrestrial and aquatic threatened and endangered species and their habitats
- Tribal/historical concerns
- Area with numerous past spills
- Political sensitivities



Boundaries for the First Round of Geographic Response Plans

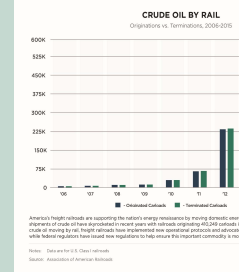
OIL SPILL RISK

Class 1 Railroad Lines in California



-9,000 Rail Crossings Over Surface Waters of the State

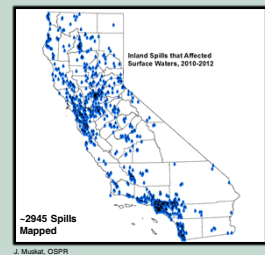
Significant Increases in Oil by Rail Transportation



CRUDE OIL BY RAIL
Originators vs. Terminators, 2006-2016

Oil Spill Risk in California From Inland Facilities

- Class 1 railroads operating on ~4438 miles of track
- ~4,048 total miles of crude pipeline
- ~15,000 miles of highway
- 18 oil refineries



-2945 Spills Mapped
J. Muskat, OSPR

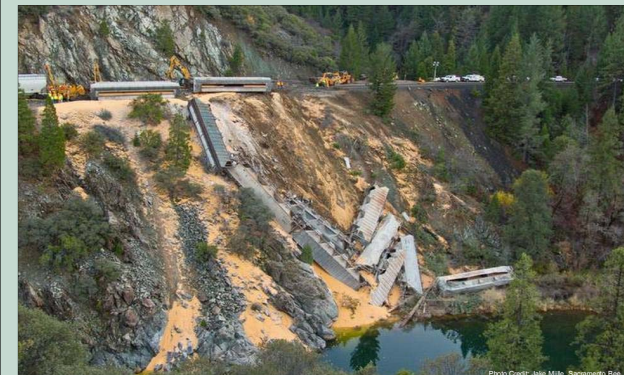


Photo Credit: Jake Mills, Sacramento, CA

For further information about California Inland Geographic Response Plans, please contact Ms. Anna Burkholder at Anna.Burkholder@wildlife.ca.gov, or 916-322-1195.