



# INLAND GEOGRAPHIC RESPONSE PLANS

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# Overview

- OSPR Expands Into Inland Waters
- Crude Oil Transportation and Facilities
- Developing GRP's-Where Do We Start?
- Examples of High Risk Areas in the State
- GRP's: Driven by Access Sites
- Resources-At-Risk
- Where Are We Now? Existing GRP's
- Priority GRP's Identified by OSPR to Develop
- Next Steps in the GRP Development Process



# OSPR's Jurisdiction Expands Beyond the Marine Environment

## Why Inland Waters?

In 2014, Senate Bill 861 extended OSPR's authority to all waters of the State, creating a Statewide Oil Spill Prevention and Response Program

- 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
- Authorized emergency regulations to implement the new program, went into effect January 2015



Image: Google Earth, theutiman



# ~9,000 Rail Crossings Over Surface Waters of the State

## Oil Spill Risk in California From Inland Facilities

- Class 1 railroads operating on 4,438 miles of track
- 4,048 total miles of crude pipeline
- 15,000 miles of highway
- 19 oil refineries

— California Rail Network  
— Major Waterway  
— All "BlueLine" Streams (USGS, NHD)  
× Rail/Stream Intersection

Sources: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, SFR, swisstopo, and the GIS User Community

# Developing GRP's...Where Do We Start?



Photo: Google Earth - JwTinCa

We needed to develop a systematic approach to address high risk areas for a spill, coupled with highly sensitive environmental areas to prioritize the development of GRP's statewide.

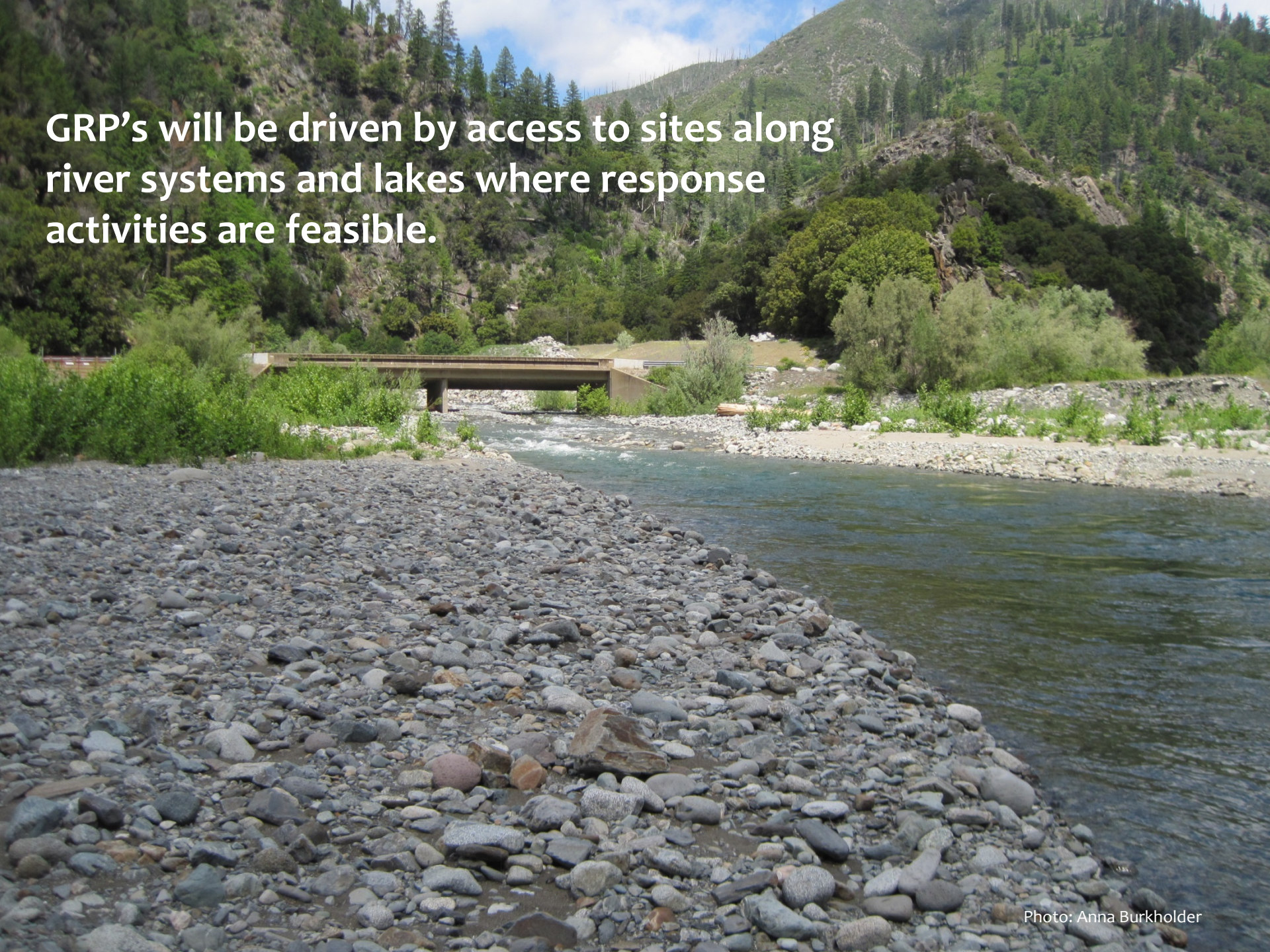


## Key criteria used identify priority GRP's:

- Rail and High Hazard Rail within  $\frac{1}{4}$  mile of a waterway
- Pipelines and facilities within  $\frac{1}{4}$  mile of a waterway
- Area with historical spills
- Presence of terrestrial and aquatic threatened and endangered species and their habitats
- Cultural/historical concerns
- Political sensitivities
- LEPC boundaries – 1 GRP in each LEPC



GRP's will be driven by access to sites along river systems and lakes where response activities are feasible.





# Resources-At-Risk





An aerial photograph of a large, deep blue reservoir nestled in a dry, mountainous landscape. The water is a vibrant blue, contrasting with the surrounding arid terrain. The reservoir is surrounded by steep, brownish hills with sparse green vegetation. A winding road or path is visible along the right side of the reservoir. In the background, more mountains are visible under a clear blue sky. The overall scene suggests a natural water storage area in a semi-arid region.

# Where Are We Now?

## Existing GRP's:

- Carson River (2005)
- East Walker River (2006)
- Lake Tahoe (2014)
- Lower Colorado River (2014)
- Upper Sacramento River (2005)
- Truckee River (2005)

## Industry Sponsored GRP's in Development

- Feather River – Union Pacific
- Lake Almanor - BNSF



# Feather River Canyon

## March 2016

### High Risk:

- Rail
- Highway 70 and 89
- Major source of drinking and irrigation water for California
- Hydroelectric Power Facilities



Photo Credits: Central Valley Water Board





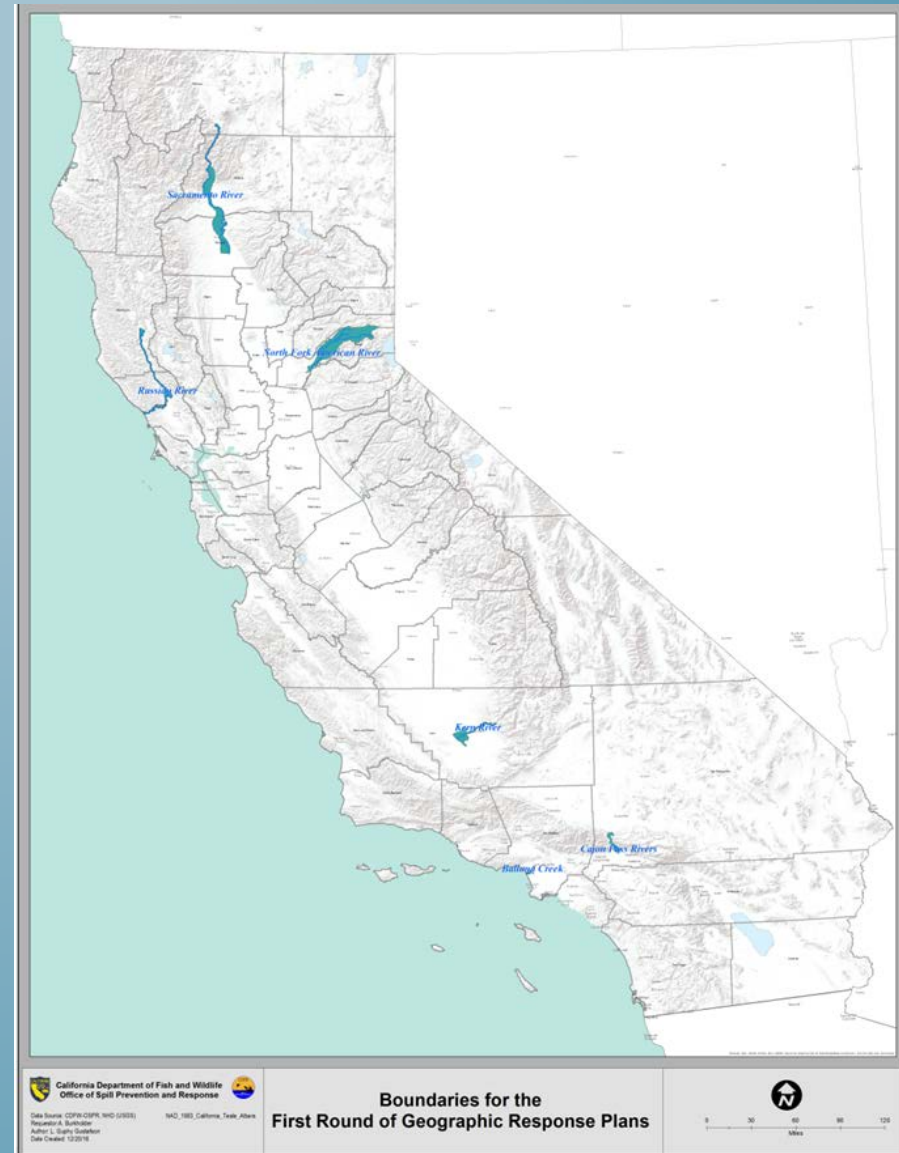
Photo Credit: Jake Miille, Sacramento Bee

## Feather River 2014– 12-Car Train Derailment at Rich Bar



# Priority GRP's Identified by OSPR for First Planning Cycle

- Upper Sacramento River
- North Fork American River
- Russian River
- Kern River
- Ballona Creek
- Cajon Pass











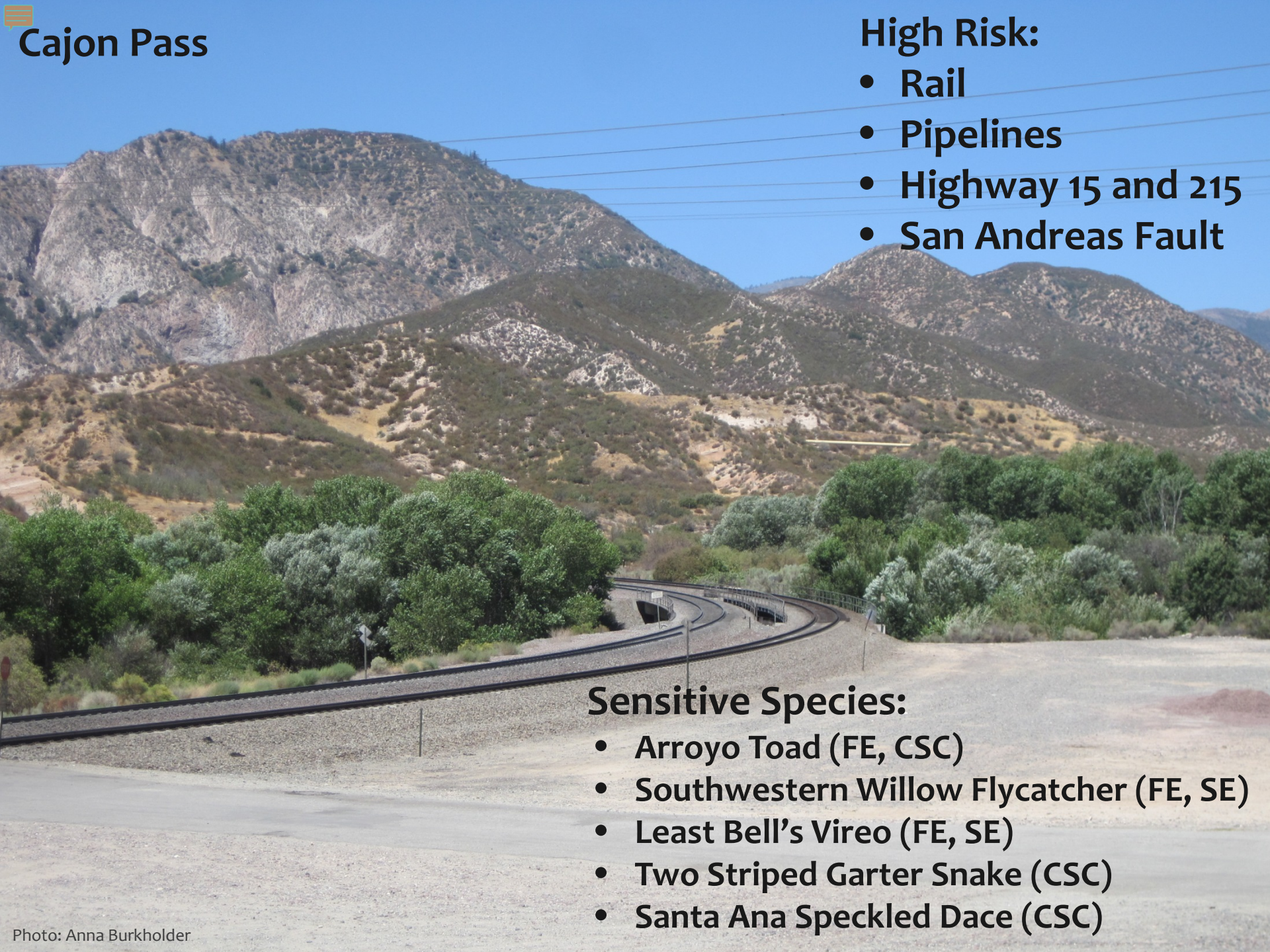
# Cajon Pass

## High Risk:

- Rail
- Pipelines
- Highway 15 and 215
- San Andreas Fault

## Sensitive Species:

- Arroyo Toad (FE, CSC)
- Southwestern Willow Flycatcher (FE, SE)
- Least Bell's Vireo (FE, SE)
- Two Striped Garter Snake (CSC)
- Santa Ana Speckled Dace (CSC)









# Questions?



CDFW File Photo

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<http://www.wildlife.ca.gov/OSPR>