



2014 Pipeline Report

Citizens Advisory Committee on Pipeline Safety

March 2015

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Executive Summary

The Citizens Advisory Committee on Pipeline Safety is charged with monitoring and providing guidance to policymakers, pipeline operators and regulators on pipeline safety in Washington. (RCW 81.88.140). With more than 41,000 miles of underground pipelines transporting natural gas and hazardous liquid to all corners of the state, Washington has established a practice of ensuring that this system is both efficient and safe to operate.

Introduction

The annual report of the Citizens Advisory Committee on Pipeline Safety (CCOPS) is intended to inform decision makers, the industry, and the public of the work of the committee related to the pipeline system in Washington state. In 2014, the committee met on a regular basis with state regulators, industry representatives, and the people of the state to discuss issues of concern and interest with the natural gas and hazardous liquid pipelines. This is a high-level report on the state of the pipeline system in Washington; a summary of the issues that the committee raised during 2014; and a work plan for 2015.

Overview

There are more than 2.5 million miles of pipeline in the United States operated by about 3,000 companies. Stacked end to end, there is enough pipe to travel to the moon and back more than five times. Nationally, these pipelines include:

- 182,000 miles of Hazardous Liquid and Carbon Dioxide pipelines;
- 325,000 miles of onshore and offshore Gas Transmission and Gathering Systems pipelines;
- 2,145,000 miles of Natural Gas Distribution mains and services pipelines;
- 129 Liquid Natural Gas (LNG) Facilities connected to our gas transmission and distribution systems; and
- Propane Distribution System pipelines.¹

Hazardous liquid pipelines carry crude oil and refined products developed from crude oil, such as gas, diesel, home heating oil, jet fuels, and kerosene, along with liquefied gases and highly volatile commodities, like propane, butane, and ethane. Natural gas pipelines transport natural gas, which is composed of, in large part, methane. Taken together, natural gas and petroleum account for 65 percent of the total energy used for heating, transportation, electricity, etc. in the United States (petroleum 40 percent, natural gas 25 percent).² To put this in perspective, the remaining 35 percent of energy used is made up of coal at 22 percent, nuclear at 8 percent and renewables at 4 percent.

¹ <http://primis.phmsa.dot.gov/comm/PipelineBasics.htm>

² <http://phmsa.dot.gov/portal/site/PHMSA/menuitem.6f23687cf7b00b0f22e4c6962d9c8789/?vgnextoid=a62924cc45ea4110VgnVCM1000009ed07898RCRD&vgnnextchannel=f7280665b91ac010VgnVCM1000008049a8c0RCRD&vgnnextfmt=print>

There are different types of pipeline which are used based on the need and function for the pipeline. For example, pipelines that collect products for further refinement or to be transported in a transmission line are called gathering lines. Transmission pipelines are used to transport large quantities of hazardous liquids or natural gas over long distances at high pressures. Distribution lines consist of main and service lines that move gas to industrial customers and individual consumers including commercial property and residential homes. Finally, pipelines are also divided into interstate pipelines, i.e., those crossing state boundaries, and intrastate pipelines, or those that operate entirely within a state. When operating correctly and safely, these primary components of the energy transportation system are, in large part, unseen by the general public.

Section I: Regulatory Framework

A number of federal agencies are responsible for and are involved in the regulation and oversight of pipelines in the United States. The Natural Gas Pipeline Safety Act of 1968 (P.L. 90-481) and the Hazardous Liquid Pipeline Act of 1979 (P.L. 96-129) are two of the key early acts establishing the federal role in pipeline safety. Under both statutes, the transportation secretary is given primary authority to regulate key aspects of interstate pipeline safety, including: design, construction, operation and maintenance, and spill response planning.³

The Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) is the primary federal regulatory body responsible for the oversight of pipeline safety in the United States. All pipelines are subject to PHMSA safety regulations. PHMSA, acting through the Office of Pipeline Safety (OPS), regulates, monitors and enforces pipeline safety. There are 135⁴ full time PHMSA pipeline inspectors employed to ensure that pipeline operators comply with safety regulations.⁵

The Federal Energy Regulatory Commission (FERC) regulates the siting of interstate natural gas pipelines⁶, storage of natural gas flowing through the pipelines, natural gas transportation in interstate commerce, and LNG facility construction. It also oversees operations at U.S. points of entry for natural gas imports and exports, and analyzes environmental impacts of natural gas projects.

The National Transportation Safety Board (NTSB) is an independent federal agency that investigates the probable cause of transportation accidents. The Pipeline Division of NTSB investigates accidents that occur during the transport of natural gas or other hazardous liquids through the pipeline system. NTSB investigates all pipeline accidents that result in a fatality, substantial property damage, or significant environmental impact.⁷

The Environmental Protection Agency (EPA) and the U.S. Coast Guard act as incident commanders and spill response agencies should an oil spill occur. The EPA has also been advised, based on a July 2014 Office of Inspector General (OIG) report, to address methane emissions from natural gas distribution pipelines.

The Transportation Security Administration (TSA) is assigned the duties and powers related to general transportation security, such as intelligence management, threat assessment, mitigation, security measure oversight and enforcement, including transportation by pipeline. The TSA pipeline security plan requires the development of a national plan for critical infrastructure and key resource protection. Pipeline security activities are led by the Pipeline

³ <http://fas.org/sgp/crs/homsec/RL33347.pdf>

⁴ <http://phmsa.dot.gov/pipeline/inspections>

⁵ June 2010 PHMSA FTE reported number

⁶ Energy Facility Site Evaluation Council regulates siting of intrastate pipelines in Washington state.

⁷ http://www.nts.gov/about/organization/RPHM/Pages/office_rph.aspx

Security Division (PSD) with the agency's Office of Transportation Sector Network Management. TSA has reported that virtually all pipeline companies have developed security plans, identified critical assets and conducted background checks on new employees.

Other than Alaska and Hawaii, which are the only states to be completely regulated by OPS, states supplement federal enforcement through state pipeline safety programs. Through annual certifications and agreements, individual states have enforcement responsibility for intrastate pipelines. The agreement between the individual states and PHMSA requires a state to adopt and enforce regulations consistent with federal regulations. State pipeline inspectors make up around 75 percent of all the pipeline inspectors nationally. Beyond the regulation of intrastate pipeline, some states have the authority to inspect interstate pipeline as well. Currently only Arizona, Connecticut, Iowa, Michigan, Minnesota, New York, Ohio, Washington, and West Virginia are authorized to act as interstate agents. In Washington state, the Utilities and Transportation Commission (UTC) is responsible for developing and enforcing safety standards for intrastate natural gas and hazardous liquid intrastate pipelines and the portions of interstate pipelines located within the state.

Interstate Agent Agreements – State Role in Interstate Pipeline Safety

Following the 1999 pipeline explosion in Bellingham, WA, the state's congressional delegation was instrumental in establishing a federal program, as mentioned previously, by which states would conduct inspections of interstate pipelines, as well as, intrastate pipelines. PHMSA oversees this program through "Interstate Agent Agreements." Under these agreements, inspectors from authorized states perform federal safety inspections, but PHMSA retains enforcement authority.

The Washington pipeline safety program has held authority to conduct these inspections since 2001 following the failure of the interstate Olympic Pipe Line in Bellingham, which killed three people and caused substantial property damage in the city.

In the wake of that incident, there was widespread criticism that inspections conducted by PHMSA were not sufficiently in-depth and were too infrequent to be effective. The Washington State Legislature directed the UTC to seek to obtain interstate inspection authority for the state, which it did in 2001, both for gas pipelines and for hazardous liquid pipelines.

PHMSA has indicated in recent appropriations discussions that it would like to rescind these Interstate Agent Agreements and reassume inspection authority over interstate pipelines. The elimination of the agreements would negatively impact the overall effectiveness and efficiency of the pipeline inspection program in Washington and the other authorized states. Key reasons for maintaining the interstate agent agreement for Washington include:

1. *Shorter incident response time.* UTC staff are geographically closer to the pipelines being inspected; PHMSA staff are based in Denver, CO. Therefore, UTC response time is faster.

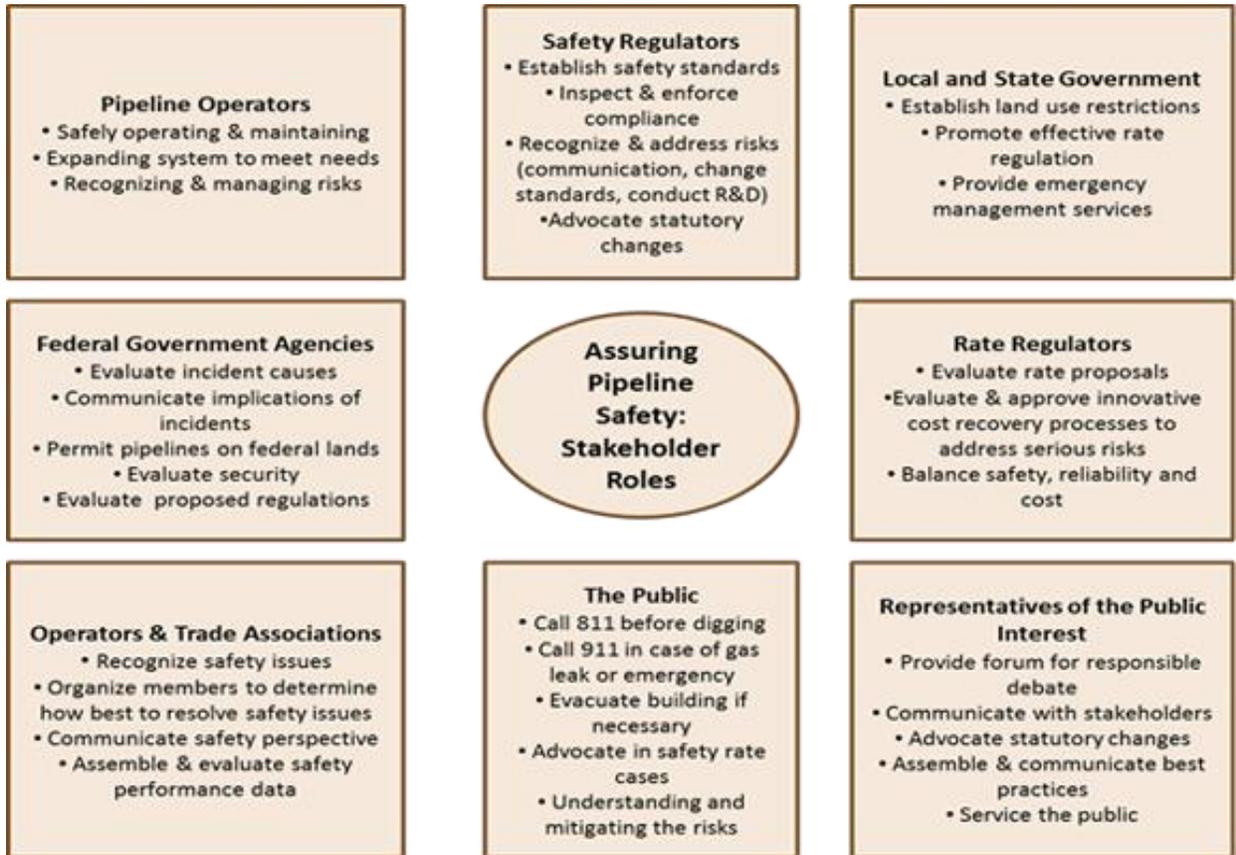
2. *Greater “local knowledge.”* UTC staff, being closer to the pipelines being inspected, have greater knowledge of the facilities and their operational history.
3. *More thorough inspections.* The greater proximity of state UTC staff, and little need for travel time, leads to more thorough inspections.
4. *Public trust.* The UTC makes a significant amount of pipeline information available to the public and works closely with local governments. For example, in a survey of local government planning officials by the Pipeline Safety Trust, 25 percent said they most trusted the UTC to provide them accurate information about pipeline risks. PHMSA scored 4 percent – less than half the trust accorded pipeline operators which rated 10 percent.⁸
5. *Better oversight of pipeline construction projects.* The UTC also monitors pipeline construction projects. Until recently, PHMSA has not made this an area of focus.
6. *Direct integration with other state and local agencies.* UTC staff are directly involved with other state agencies and local government operations with pipeline safety concerns or responsibilities.

Terminating these agreements would also be counter to the initial intent, embodied in the pipeline safety legislation co-sponsored by Senator Patty Murray, to allow qualified states to conduct inspections of interstate pipelines, not just intrastate pipelines.

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<http://primis.phmsa.dot.gov/tag/PrjHome.rdm?prj=346&s=DC53A80466A14DEE810CF1EE63DF2FF0&c=1&nocache=2627>

Pipeline Safety: Stakeholder Roles



⁹ <http://www.pipeline101.com/are-pipelines-safe/who-oversees-pipeline-safety>

The federal regulations governing pipelines can be found in Title 49 CFR Part 190, 191, 192, 193, 194, 195, 198 and 199. A reference guide is as follows:

Table 1: Title 49 Code of Federal Regulation
<u>PART 190 - PIPELINE SAFETY PROGRAMS¹⁰</u>
<u>PART 191—TRANSPORTATION OF NATURAL AND OTHER GAS BY PIPELINE; ANNUAL REPORTS, INCIDENT REPORTS, AND SAFETY-RELATED CONDITION REPORTS¹¹</u>
<u>PART 192 - TRANSPORTATION OF NATURAL GAS¹²</u>
<u>PART 193—LIQUEFIED NATURAL GAS FACILITIES: FEDERAL SAFETY STANDARDS¹³</u>
<u>PART 194—RESPONSE PLANS FOR ONSHORE OIL PIPELINES¹⁴</u>
<u>PART 195 - TRANSPORTATION OF HAZARDOUS LIQUIDS BY PIPELINES¹⁵</u>
<u>PART 198—REGULATIONS FOR GRANTS TO AID STATE PIPELINE SAFETY PROGRAMS¹⁶</u>
<u>PART 199—DRUG AND ALCOHOL TESTING¹⁷</u>

¹⁰<http://www.ecfr.gov/cgi-bin/text-idx?SID=967d61d8c1357a55e9f041067e3b62a4&node=pt49.3.190&rgn=div5>

¹¹ <http://www.ecfr.gov/cgi-bin/text-idx?SID=967d61d8c1357a55e9f041067e3b62a4&node=pt49.3.191&rgn=div5>

¹² <http://www.ecfr.gov/cgi-bin/text-idx?SID=967d61d8c1357a55e9f041067e3b62a4&node=pt49.3.192&rgn=div5>

¹³ <http://www.ecfr.gov/cgi-bin/text-idx?SID=f297f09b3c8041c1b9fa7cbe8adf19fc&node=pt49.3.193&rgn=div5>

¹⁴ <http://www.ecfr.gov/cgi-bin/text-idx?SID=967d61d8c1357a55e9f041067e3b62a4&node=pt49.3.194&rgn=div5>

¹⁵ <http://www.ecfr.gov/cgi-bin/text-idx?SID=967d61d8c1357a55e9f041067e3b62a4&node=pt49.3.195&rgn=div5>

¹⁶ <http://www.ecfr.gov/cgi-bin/text-idx?SID=967d61d8c1357a55e9f041067e3b62a4&node=pt49.3.198&rgn=div5>

¹⁷ <http://www.ecfr.gov/cgi-bin/text-idx?SID=967d61d8c1357a55e9f041067e3b62a4&node=pt49.3.199&rgn=div5>

Section II: Washington Pipeline Overview

The State's Pipeline System

There are 30 pipeline companies in Washington with more than 41,000 miles of main and service line pipe for natural gas and hazardous liquid. There are approximately 2,725 miles of total transmission line in the state, with the commodities breakdown found in Table 2.¹⁸

Table 2: Transmission Mileage by Commodity		
Commodity	Pipeline Miles	%
Highly Volatile Liquid (HVL)	5	0.10%
CRUDE OIL	69	2.50%
REFINED AND/OR PETROLEUM PRODUCT (NON-HVL)	726	26.60%
HYDROGEN GAS	3	0.10%
LANDFILL GAS	0	0.00%
NATURAL GAS	1921	70.40%
OTHER GAS	1	0.00%
Totals	2725	100%

Commodity Capacity

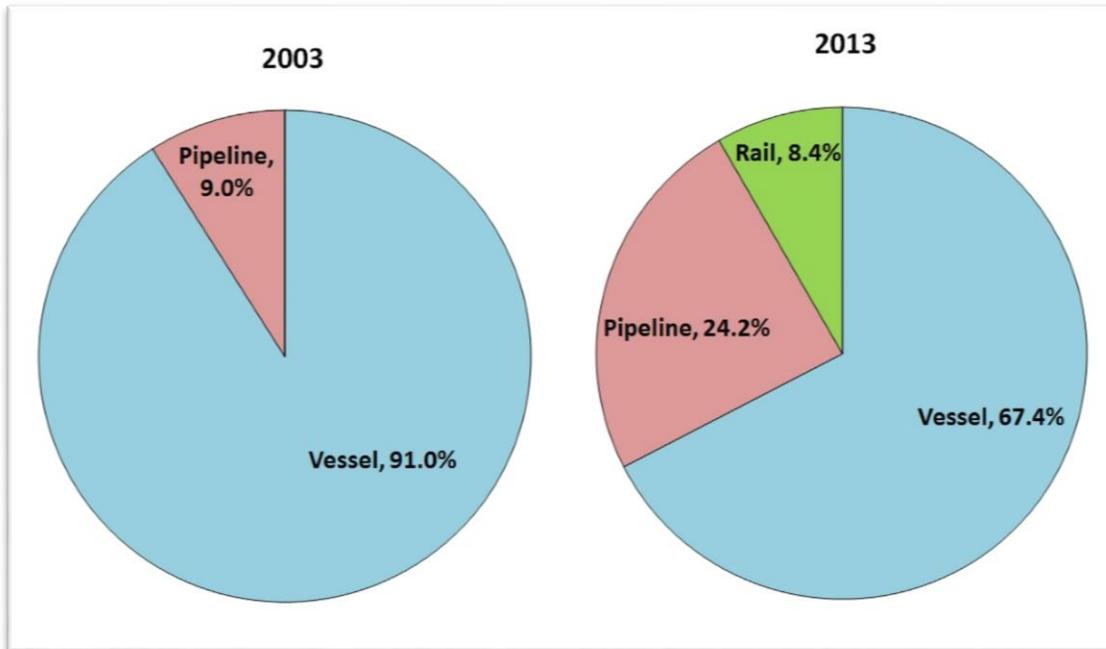
According to the PHMSA annual hazardous liquid inventory, Washington received approximately 50 million barrels of crude oil through pipelines in 2013.¹⁹ The crude oil is refined, in large part, at the five refineries located in the state, (BP West Coast Products, Shell Oil Products, Phillips 66 Co., Tesoro West Coast and U.S. Oil & Refining). Approximately 49 percent of the refined product (gasoline) is sent by pipeline.

Overall, Washington has seen a significant shift in the mode of transportation of crude oil from marine and pipeline to include rail, with significant increases in transportation by both pipeline and rail, and a reduction in marine transportation, as shown in Figure 2. While there has been a shift in the mode of transportation, the amount of crude oil being transported has not significantly changed. The figure represents crude oil transport and not refined oil.

¹⁸ http://primis.phmsa.dot.gov/comm/reports/safety/wa_detail1.html, 8/06/14,

¹⁹ PHMSA 2013 Annual Hazardous Liquids Inventory

Figure 2: Comparison between Crude Oil Transport Modes in Washington 2003 and 2013



Natural gas pipeline companies operate their systems near capacity, however the actual utilization rate seldom reaches 100 percent. Some factors that limit utilization rates are maintenance, decrease in market demand and weather-related limitations.²⁰ Washington’s inflow and outflow can be found in Tables 3 and 4 at capacity with no variability over time.

Table 3: State Inflow Capacity

State to	State From	MMcf/d ²¹			
		2013	2012	2011	2010
Washington	British Columbia	1832	1832	1832	1832
	Idaho	2915	2915	2915	2915
	Oregon	883	883	883	883
	Washington Total	5,630	5,630	5,630	5,630

²⁰ http://www.eia.gov/pub/oil_gas/natural_gas/analysis_publications/ngpipeline/usage.html

²¹ MMCF/D stands for Million Cubic Feet per Day

Table 4: State Outflow Capacity²²

State From	State to	MMcf/d			
		2013	2012	2011	2010
Washington	British Columbia	51	51	51	51
	Idaho	59	59	59	59
	Oregon	4,315	4,315	4,315	4,315
Washington Total		4,425	4,425	4,425	4,425

Replacing Bare Steel and Wrought Iron Pipe

On March 23, 2012, PHMSA issued an advisory bulletin in the Federal Register urging owners and operators of natural gas cast iron distribution pipelines to conduct a comprehensive review of their cast or wrought iron pipeline, bare steel pipe, and aging infrastructure focusing on repair and replacement of high risk pipelines. Also included in the bulletin is a request for state agencies to consider enhancements to cast and wrought iron replacement plans.

Cast and wrought iron pipelines are among the oldest energy pipelines in the United States. The age and degrading nature of iron alloys increase the overall risks associated with this type of pipeline. Similarly, uncoated steel pipelines (bare steel), tend to become a higher risk due to the lack of protective coating. The industry has moved to producing and using plastic or coated steel for natural gas distribution lines in the U.S. with plastic and coated steel representing approximately 97% of the pipe produced at the end of 2012. Replacement of cast iron and bare steel pipeline reduces the risk of leaks, cuts methane emissions and increases system safety.²³

Washington effectively replaced all cast and wrought iron pipeline in 2014. Table 5 illustrates the progress of the state at the close of 2013, showing just three miles remaining to be replaced.

²² <http://www.eia.gov/naturalgas/data.cfm>

²³ http://www.northeastgas.org/accelerated_infrastructure.php

Table 5: Cast and Wrought Iron Pipeline 2013²⁴

State	Main Miles	% of Total Main Miles	Service Count	% of Total Service Count
NEW JERSEY	4,881	14.3%	0	0.0%
NEW YORK	4,254	8.9%	7,208	0.2%
MASSACHUSETTS	3,691	17.3%	1,583	0.1%
PENNSYLVANIA	3,115	6.5%	60	0.0%
MICHIGAN	3,011	5.3%	17	0.0%
ILLINOIS	1,645	2.7%	74	0.0%
CONNECTICUT	1,426	18.2%	37	0.0%
MARYLAND	1,378	9.4%	0	0.0%
ALABAMA	1,288	4.2%	344	0.0%
MISSOURI	1,071	3.9%	0	0.0%
RHODE ISLAND	831	26.1%	185	0.1%
TEXAS	827	0.8%	0	0.0%
OHIO	570	1.0%	53	0.0%
NEBRASKA	457	3.6%	0	0.0%
DISTRICT OF COLUMBIA	418	34.9%	0	0.0%
LOUISIANA	408	1.5%	995	0.1%
VIRGINIA	333	1.6%	78	0.0%
INDIANA	275	0.7%	0	0.0%
FLORIDA	211	0.8%	0	0.0%
NEW HAMPSHIRE	125	6.6%	39	0.0%
TENNESSEE	118	0.3%	0	0.0%
ARKANSAS	103	0.5%	0	0.0%
DELAWARE	86	2.9%	0	0.0%
KENTUCKY	86	0.5%	1,233	0.1%
KANSAS	86	0.4%	0	0.0%
MAINE	51	5.5%	47	0.2%
MISSISSIPPI	49	0.3%	1	0.0%
MINNESOTA	29	0.1%	0	0.0%
CALIFORNIA	29	0.0%	0	0.0%
COLORADO	14	0.0%	0	0.0%

²⁴ Data Source: US DOT Pipeline and Hazardous Materials Safety Administration, Portal - Data as of 11/20/2014

WEST VIRGINIA	14	0.1%	30	0.0%
SOUTH DAKOTA	9	0.2%	0	0.0%
IOWA	7	0.0%	7	0.0%
GEORGIA	5	0.0%	0	0.0%
WASHINGTON	3	0.0%	0	0.0%

Similarly, Washington will have the last remaining bare steel gas distribution pipeline replaced in the first part of 2015. Table 6 illustrates the progress of the state at the close of 2013.

Table 6: Bare Steel Pipeline 2013

State	Main Miles Bare Steel	% of Total Main Miles	Service Count	% of Total Service Count
OHIO	8,641.57	15.1%	151,370	4.3%
PENNSYLVANIA	7,648.74	16.1%	326,151	11.5%
NEW YORK	6,515.83	13.6%	317,447	10.0%
TEXAS	5,932.16	5.8%	158,199	3.2%
KANSAS	3,433.28	15.4%	117,677	12.4%
CALIFORNIA	3,430.94	3.3%	17,807	0.2%
WEST VIRGINIA	2,911.75	27.2%	82,337	19.4%
OKLAHOMA	1,783.73	6.9%	54,805	4.2%
MASSACHUSETTS	1,697.82	7.9%	188,612	14.7%
NEW JERSEY	1,556.20	4.6%	269,636	11.6%
MICHIGAN	1,354.26	2.4%	49,493	1.5%
ARKANSAS	1,341.43	6.6%	22,805	3.4%
MISSOURI	1,190.22	4.4%	13,578	0.9%
FLORIDA	1,135.48	4.2%	43,033	4.9%
LOUISIANA	984.18	3.7%	27,717	2.5%
NEBRASKA	958.47	7.6%	5,130	0.9%
KENTUCKY	831.38	4.6%	25,666	3.0%
INDIANA	741.81	1.8%	3,079	0.2%
ALABAMA	591.20	1.9%	154,068	14.3%
VIRGINIA	574.80	2.7%	15,000	1.2%
ARIZONA	548.72	2.3%	11,487	0.9%
MISSISSIPPI	529.17	3.2%	2,179	0.4%
MINNESOTA	438.53	1.4%	5,482	0.4%

RHODE ISLAND	319.84	10.1%	41,821	21.7%
MARYLAND	308.48	2.1%	91,270	9.0%
ILLINOIS	303.87	0.5%	26,597	0.7%
COLORADO	229.96	0.7%	19,101	1.2%
CONNECTICUT	173.72	2.2%	55,468	12.9%
IOWA	172.49	1.0%	8,318	0.9%
HAWAII	109.10	17.9%	7,272	20.9%
NEW MEXICO	98.44	0.7%	10,477	1.7%
TENNESSEE	81.27	0.2%	3,066	0.2%
GEORGIA	81.20	0.2%	11,708	0.6%
WYOMING	43.08	0.8%	3,078	1.7%
SOUTH DAKOTA	32.30	0.7%	2,157	1.1%
NEW HAMPSHIRE	29.88	1.6%	6,704	7.5%
DISTRICT OF COLUMBIA	27.72	2.3%	6,908	5.6%
WASHINGTON	23.30	0.1%	2,094	0.2%
DELAWARE	22.59	0.8%	957	0.6%
MONTANA	10.03	0.1%	599	0.2%
OREGON	10.01	0.1%	69	0.0%
SOUTH CAROLINA	10.00	0.0%	410	0.1%
ALASKA	7.99	0.3%	0	0.0%
NORTH DAKOTA	7.81	0.2%	68	0.0%
UTAH	6.56	0.0%	8	0.0%
MAINE	1.67	0.2%	185	0.7%

Pipeline Incidents

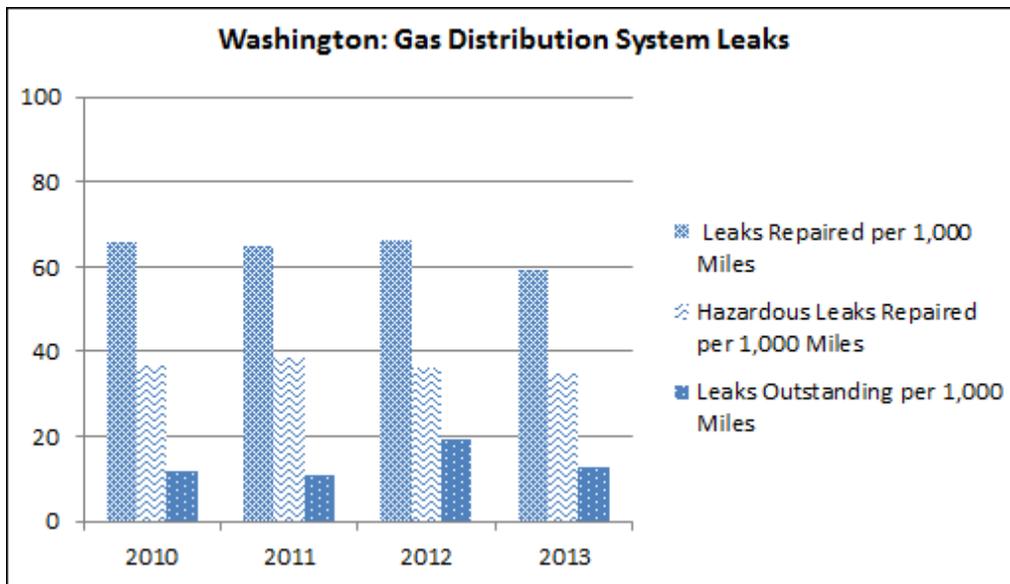
During the previous five years, there have been 12 significant pipeline incidents in Washington, all on natural gas pipelines. Table 7 provides basic information about all these incidents.

Date	Incident Cause	County	Operator Name	Fatalities	Injuries	Property Damage As Reported
01/08/2009	BUTT WELD	SNOHOMISH	NORTHWEST PIPELINE LLC	0	0	\$128,035
06/01/2009	JOINT/FITTING/COMPONENT	WHITMAN	NORTHWEST PIPELINE LLC	0	0	\$320,578
05/05/2009	VEHICLE NOT ENGAGED IN EXCAVATION	YAKIMA	CASCADE NATURAL GAS CORP	0	2	\$54,300
08/19/2009	OPERATOR/CONT RACTOR EXCAVATION DAMAGE	KING	PUGET SOUND ENERGY	0	0	\$108,667
09/02/2010	INCORRECT VALVE POSITION	SKAGIT	NORTHWEST PIPELINE LLC	0	0	\$300,100
06/04/2011	THIRD PARTY EXCAVATION DAMAGE	KING	PUGET SOUND ENERGY	0	0	\$103,133
09/26/2011	ELECTRICAL ARCING FROM OTHER EQUIPMENT/FACILITY	KING	PUGET SOUND ENERGY	0	2	\$511,000
09/13/2011	VEHICLE NOT ENGAGED IN EXCAVATION	KITSAP	CASCADE NATURAL GAS CORP	0	1	\$58,857
04/28/2012	VEHICLE NOT ENGAGED IN EXCAVATION		PUGET SOUND ENERGY	0	0	\$155,300
03/14/2013	THREADED CONNECTION/COUPLING FAILURE	WHITMAN	GAS TRANSMISSION NORTHWEST LLC	0	0	\$340,019
04/12/2013	THIRD PARTY EXCAVATION DAMAGE	SPOKANE	AVISTA CORP	0	0	\$147,250
12/16/2013	HEAVY RAINS/FLOODS	CHELAN	NORTHWEST PIPELINE LLC	0	0	\$250,000

Section III: PHMSA Performance Metrics

PHMSA annually conducts an evaluation process of the individual state regulatory programs. PHMSA and the National Association of Pipeline Safety Representatives developed a performance metric to better inform the evaluation. One metric that is used, which is associated with the discussion on the replacement of leaking pipelines, is a leak management system. Under this system, leak management is measured by the total number of leaks repaired per mile, the total number of hazardous leaks repaired per mile, and the total leaks scheduled for repair per mile for gas distribution systems in the state. The results for Washington can be found in Figure 3.

Figure 3: Washington Leak Management²⁵



Inspection activity is another metric used by PHMSA in its evaluation of the state programs. Inspection time is critical in ensuring the safe operation of the state's pipelines. Figures 4 and 5 illustrate the current inspection system in the state of Washington.

²⁵ http://primis.phmsa.dot.gov/previewamur/stateprogrammetrics/stateprogrammetrics_wa.htm

Figure 4: Gas Pipeline Inspection Days

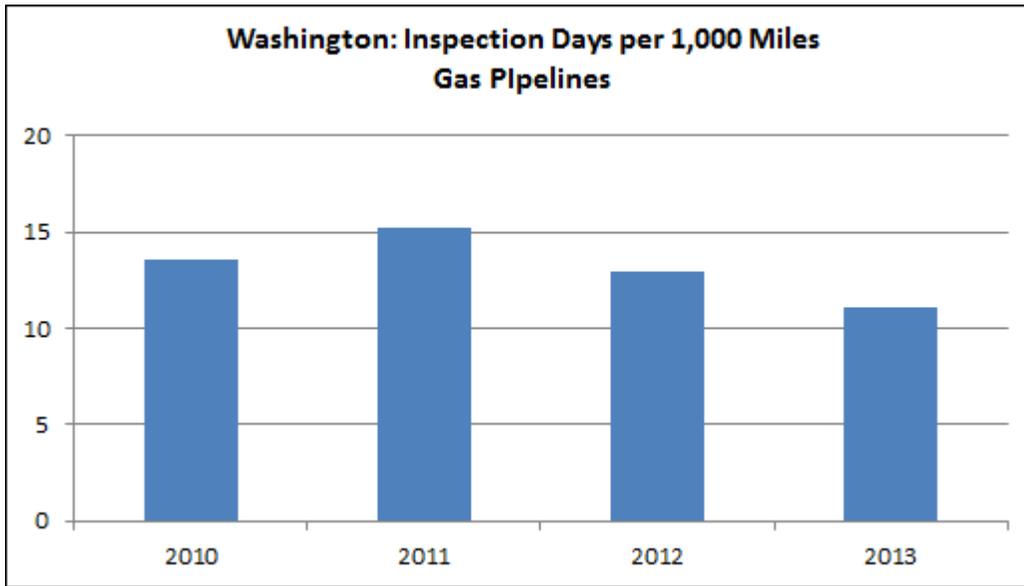
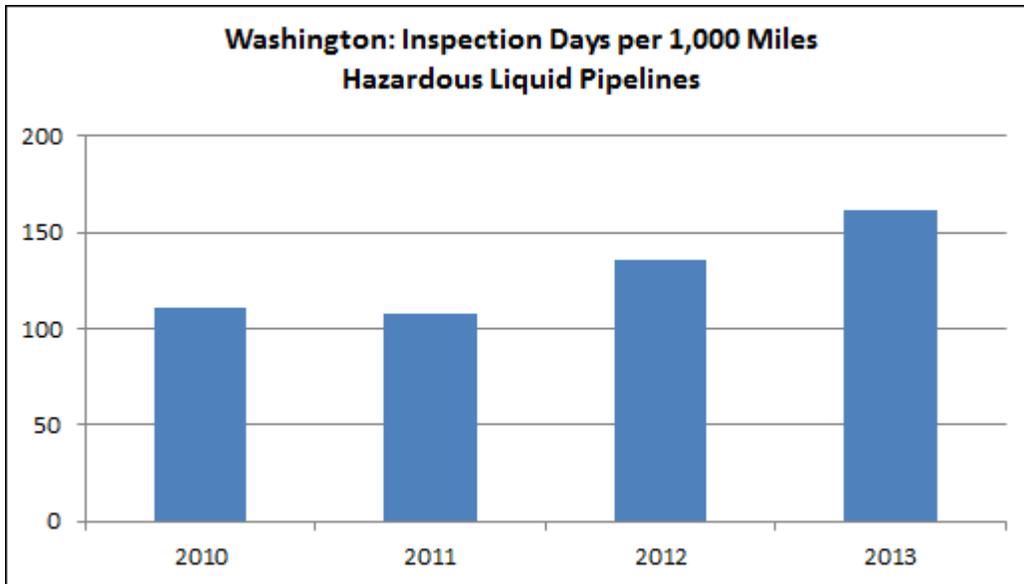


Figure 5: Hazardous Liquid Pipeline Inspection Days



Washington participates in PHMSA federal grant program and is able to be reimbursed up to 80 percent of the agency's actual cost for its pipeline safety program. UTC's program performance is based on PHMSA's annual Program Evaluation and Progress Report scoring. The Program Evaluation considers a state's performance in achieving established goals for pipeline safety programs set by PHMSA. The Program Evaluation includes an on-site review

of the state’s inspection, compliance, accident investigation, training, and excavation damage prevention records and activities.²⁶ The UTC’s pipeline program scores are reflected in Table 7.

Table 7: Washington PHMSA Program Evaluation Score		
Year	Liquid	Gas
2013	100%	99.6%
2012	100%	100%
2011	95.7%	100%
2010	99%	97.1%
2009	98.4%	97.5%

²⁶ <http://www.phmsa.dot.gov/pipeline/state-programs>

Section IV: Annual Review of Committee Work

The Citizen Committee met four times in 2014 with full meeting details, presentations, materials and background information available at www.utc.wa.gov/ccops. There were a number of presentations and discussions surrounding various pipeline and public safety issues. The following are topics discussed and presented to the committee by pipeline safety staff and others:

- **Damage Prevention Program Monitoring**
 - Dirt Analysis Quarterly Dig Report – Developed for education outreach. Available on Pipeline Safety program website.
 - Newsletter – Emailed quarterly to Dig Law interested parties list.
 - Letters to Homeowners and Excavators –UTC sends letters to offenders that damage the gas lines. Information is obtained from Virtual DIRT. Repeat offenders have been identified and are investigated by engineering staff.
 - Dig Law Safety Committee - The committee reviews all complaints received and provide recommendations to the UTC for enforcement. The committee is currently working on several issues, including “Positive response to the dig tickets” and hoping to conclude with recommendations.
 - Dig Law Education Training – Training was conducted at the Dept. of Labor and Industries (LNI) on June 27, 2014.
 - Survey – Advertising agency hired a contractor to conduct a survey of 400 homeowners before and after the advertising campaign. The result of the survey indicates significant improvement of homeowner’s knowledge.
 - 2015 Expenditure – State Pipeline Safety Program will spend \$600,000 from penalty assessment money on future media campaign. An additional \$75,000 may be added to the advertisement. Additional emphasis will be placed on advertising in Hispanic communities.

- **Regulatory Actions**
 - Sent a letter to the U.S. Secretary of Transportation recommending release of long pending PHMSA rules.

- **Emergency Response as it relates to Local Emergency Management and Geographic Response Plans**
 - Discussed the role of the Local Emergency Planning Committees as they relate to Local Emergency Management offices that conduct hazard identification, vulnerability analysis, and risk assessment activities for their jurisdictions.
 - The federal and state statutes requires these committees to develop and maintain response plans.
 - Geographic Response Plans (GRP) guide local responders during the first 24 to 48 hours of a major oil spill until additional resources supplied by Unified Command can arrive.

- Department of Ecology will work with the Committee to receive input and comment regarding GRP's and potential geographic areas where GRP work may be needed.
- **Reviewed Marine and Rail Oil Transportation Study Preliminary Findings**
 - UTC staff presented the preliminary findings of the marine and oil transportation study.
 - Department of Ecology is the lead on the study. UTC, the WA Military Dept. Emergency Management and the Federal Railroad Administration (have assisted Ecology with the study.
 - In June 2014, Governor Inslee issued Directive 14-06 that required Ecology to draft a preliminary report with findings and recommendations by October 1, 2014, to assess the oil transportation safety in Washington.
 - An interim report to the Governor and Legislature was completed by December 1, 2014.
 - The final report is due by March 1, 2015.
- **Alcohol, Tobacco and Firearms (ATF) Involvement During UTC Investigations**
 - Committee was presented with a report from UTC staff regarding possible interference from an ATF agent during a UTC investigation.
 - Issue was raised at the National Association of Pipeline Safety Regulators (NAPSR) meetings.
 - There have been similar reports in other states involving ATF agents.
 - NAPSR has reached out to ATF regarding the potential conflict.
 - UTC reports an improved working relationship with ATF.
- **Emergency Management's Role in Pipeline Incident**
 - King and Pierce County Offices of Emergency Management provided an overview of their emergency roles in informing the public and local government pertaining to emergency planning and incident response.
- **Pipeline Association of Washington Update Presentation**
 - The association presented its Emergency Responder Training sessions.
- **Trans Mountain Worst Case Scenario Spill Drill – May 1, Observation**
 - Committee Member Dave Taylor provided a presentation from his observations on the Trans Mountain Spill Drill held on May 1, 2014, in Bellingham.
 - Following the presentation, committee had a lengthy discussion regarding involvement of the local agencies, roles and responsibilities.
 - It was suggested that the committee should review the spill response plan such as leak detection systems, etc.

- **Washington – Ground Zero for Fossil Fuel Transportation**
 - Rick Kuprewicz with Accufacts, Inc. provided a presentation on the Ground Zero for Fossil Fuel Transportation.
 - Presentation was based on investigation of recent hydrocarbon transportation accidents and also information that is readily available to the public.

- **Emergency Response**
 - Department of Ecology gave regular briefings regarding spill response activities.

Section V: 2015 Annual Work-Plan

Members voted and approved the following topics to be included in the 2015 work plan.

- Geographic Response Plan (GRP) – Interacting with Dept. of Ecology.
- Fugitive Gas as it relates to the conditions of pipelines.
- Cyber Security issues.
- Effectiveness of Damage Prevention programs.
- Updates on Earthquake warning system from University of Washington.
- Evaluate the value of supply disruption public education efforts.
- Update on land use planning around pipelines.
- UTC updates.
- Dept. of Ecology updates.
- Evaluate the Federal Rulemaking Procedures.

CCOPS Members

In 2014, the committee lost and gained members as terms expired and new members were appointed.

Members serving during 2014:

Voting members:

Bob Beaumier, Chair, Spokane	Public
Tim Sweeney, Olympia	Public
David Taylor, Ridgefield	Cities Representative
Carl Weimer, Bellingham	Washington State Association of Counties
Arthur Coulombe, Walla Walla	Public
Ron Schmitt, Tacoma	Public
Terrill Briere, Renton	Public
Christian Amend, Pasco	Public
Robert Oenning, Tacoma	Public
Ron Bowen, Shelton	Public

Non-voting members:

Jody Morehouse, Spokane	Avista Utilities
Nick Peelo, Tacoma	McChord Pipeline
Randy Craig Tarter, Bellingham	Williams Northwest Pipeline
Edward Cimaroli, Maple Valley	BP Pipelines