

Oregon Fuel Action Plan



Plan, Prepare, Respond, & Recover
From Severe Fuel Shortages



OREGON
DEPARTMENT OF
ENERGY

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OREGON FUEL ACTION PLAN



AUTHORITY

GOVERNOR'S AUTHORITY

Oregon Revised Statute (ORS) 401 – grants the Governor of Oregon broad authority to protect the public by declaring a State of Emergency regardless of the cause. An emergency declaration gives the governor authority to control emergency operations in the affected area and to:

- Suspend provisions of any order or rule of any state agency
- Use and employ state personnel, equipment, and facilities
- Direct supplemental services and equipment

In the event the Governor is not available to perform the emergency powers described in ORS 401, the authority is next delegated to the Secretary of State, and then to the State Treasurer.

ORS 401.188 – additional powers granted to the governor during a declared emergency are outlined in the “Management of Resources.” The governor may issue, amend, and enforce rules and orders to “Control, restrict, and regulate the use, sale or distribution of food, **fuel**, clothing, and other commodities, materials, goods and services.”

OREGON DEPARTMENT OF ENERGY AUTHORITY

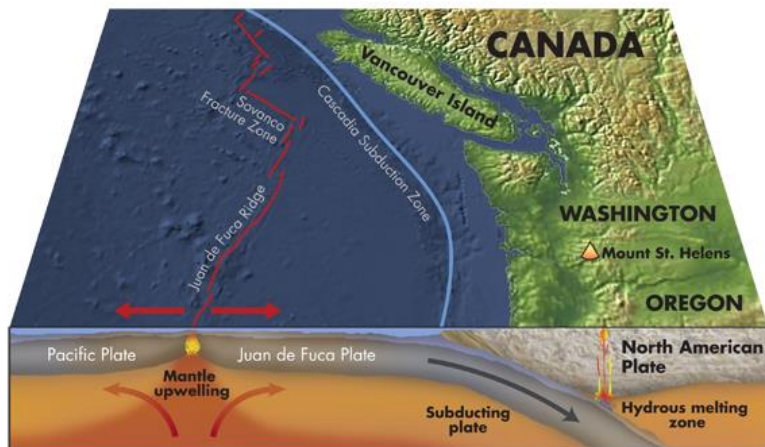
ORS 176.750-820 – authorizes the Oregon Department of Energy (ODOE) to develop and maintain a statewide contingency plan in response to petroleum shortages that impact Oregon. This includes providing adequate fuel supplies to maintain emergency services, transportation, and the operation of the economy to ensure the health, safety, and welfare of the residents of the State of Oregon while an emergency exists.

Emergency Support Functions (ESF) – There are 18 critical lifelines and services that, if disrupted, could threaten the health and safety of Oregonians. These critical lifelines and services are called Emergency Support Functions or ESFs. Each ESF sector has a designated lead state agency and federal agency. ODOE, along with the Oregon Public Utility Commission (PUC) is the designated Primary State Agency for ESF 12: Energy. ODOE is the lead for the petroleum sector. PUC is the lead for the electricity and natural gas sectors. ODOE works closely with the lead federal agency for ESF 12, the U.S. Department of Energy

(USDOE) to ensure the federal plans integrate and align with state strategies in preparation for responding to and recovering from fuel disruptions with potential impacts to Oregon.

PLANNING BASIS: WORST CASE SCENARIO

The Pacific Northwest region's most likely catastrophic event is the 9.0 Cascadia Subduction Zone (CSZ) earthquake and tsunami. Expected impacts include ground shaking for 4 – 6 minutes causing massive critical infrastructure damage along with a tsunami reaching some parts of the Oregon coast within 15 minutes of the quake.



The Federal Emergency Management Agency (FEMA) anticipates up to 25,000 fatalities, tens of thousands of people in need of shelter, and \$30+ billion in economic losses.

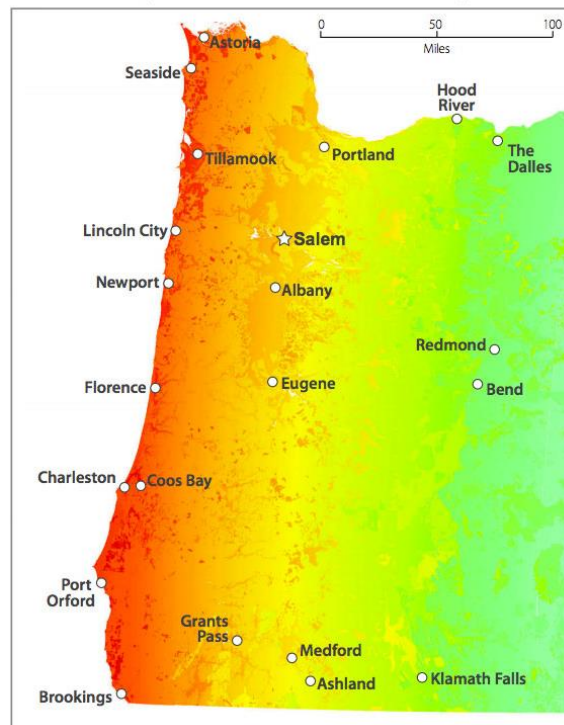
Oregon counties in the high impact areas along the coast include: Clatsop, Tillamook, Lincoln, Lane, Douglas, Coos, and Curry counties. Mid-range impacted areas include the Portland metropolitan area with Washington, Multnomah, and Clackamas counties.

Additional counties west of the Cascades in the mid-range impact areas include: Columbia, Yamhill, Polk, Marion, Benton, Linn, Jackson, and Josephine counties.

This event would devastate the region's petroleum supply and distribution system. Oregon can expect to lose most of the normal incoming supply of fuel. The Oregon Department of Geology and Mineral Industries (DOGAMI) 2013 Seismic Study found that the region's refineries and petroleum distribution terminals are expected to sustain moderate to significant damage. The facilities will have tank farm failures, marine dock failures, pipeline system breaks, hazardous material spills, fires, and structural damages onsite. Restoring the region's petroleum infrastructure would likely take months if not longer. In addition, the Olympic Pipeline that transports the majority of gasoline, diesel, and jet fuel to Oregon is projected to suffer as many as 250 breaks and 82 leaks.

ODOE has no regulatory authority to require its private sector partners to make seismic upgrades to their fuel tank farms, pipeline systems, marine docks, or other facilities. However, ODOE is responsible for ensuring the state can respond to a catastrophic event whenever it may happen and is prepared to address the impacts to the fuel infrastructure in its current state with all of its vulnerabilities.

ShakeMap for SIMULATED M9 Cascadia earthquake



The Oregon Fuel Action Plan was developed to address this need. It is designed to bring bulk fuel supplies into the state from outside the region to support the state's ongoing emergency response and recovery efforts until the regional infrastructure can be restored.

PLAN STRUCTURE

ODOE developed and maintains the Oregon Fuel Action Plan, which:

- Identifies ODOE's decision-making structure and authority to implement Oregon's Fuel Action Plan to provide adequate fuel supplies to emergency and essential service providers in Oregon in the event of a severe/long-term fuel disruption and shortage in the region.
- Identifies timelines for initiating and completing ODOE's nine priority missions called "Actions" to protect public health and safety and restore critical lifeline services during emergencies impacting the region's petroleum supply and distribution system.
- Provides mission analysis for completing each of the nine Actions. This includes identifying: key objectives and tasks; facts and assumptions; constraints and limitations; and gaps/information needed to complete the mission.
- Provides procedures for ODOE Agency Operations Center (AOC) activation and response positions to complete each mission. Each response position procedure includes key objectives, a checklist of tasks, guidance to accomplish objectives and tasks, and reference materials as appropriate.
- Identifies approved priority users and provides a structure and guidelines to request, justify, and receive emergency fuel to support mission critical functions to save lives, protect public health and safety, and restore critical lifelines and services.
- Aligns and integrates with federal, state, and county emergency response plans. This includes:
 - Federal Response Plan
 - Federal ESF 12: Energy Annex
 - State of Oregon Emergency Operations Plan
 - Cascadia Playbook
 - State ESF 12: Energy Annex
 - County emergency response plans
 - Tribal emergency response plans
- Identifies strategies to address all levels of fuel shortages and disruptions impacting Oregon.

PLAN ASSUMPTIONS

The Oregon Fuel Action Plan assumes that all state, local, and tribal organizations with emergency authorities and responsibilities to save lives, protect public health and safety, and restore critical lifeline

services have developed or are in the process of developing agency emergency response plans and strategies for responding to a catastrophic earthquake and tsunami. This includes:

- **ESF Primary State Agencies** – Designated ESF Primary State Agencies in Oregon have emergency response plans identifying all mission critical functions for its sector of responsibility. This includes a general understanding of the amount of fuel needed to perform identified missions.

ESF 1: Transportation – Assess fuel needs to restore access and repair highways, roads, bridges, rail lines, and tunnels to support the transportation of goods and services and to perform other mission critical functions. *ESF Primary State Agency: ODOT.*

ESF 2: Communications – Assess fuel needs to repair damaged communications systems and to perform other mission critical functions. *ESF Primary State Agencies: OPUC and Oregon Emergency Management (OEM).*

ESF 3: Public Works – Assess fuel needs for debris removal from critical highways and for restoration of damaged public systems including: 1) highways, 2) water, sanitary sewage, and storm water systems, and 3) dams, levees, and other water control structures. *ESF Primary State Agency: ODOT.*

ESF 4: Firefighting – Assess fuel needs for fire suppression, mobilizing Urban Search and Rescue Teams, and to perform other mission critical functions. *ESF Primary State Agency: Oregon State Fire Marshall (OSFM).*

ESF 5: Information and Planning – Assess fuel needs to conduct a rapid needs assessment of the impacted areas and to perform other mission critical functions. *ESF Primary State Agency: OEM.*

ESF 6: Mass Care – Assess fuel needs to identify and establish viable shelters and mass care facilities in the impacted areas and to perform other mission critical functions. *ESF Primary State Agency: Oregon Department of Human Services (DHS).*

ESF 7: Resource Support – Assess fuel needs to deliver emergency relief supplies to impacted areas and to perform other mission critical functions. *ESF Primary State Agency: Oregon Department of Administrative Services.*

ESF 8: Health and Medical – Assess fuel needs to mobilize professional/reserve medical personnel and supplies to impacted areas to triage and stabilize the wounded in impacted areas, perform casualty clearing/staging, and other mission critical functions. *ESF Primary State Agency: Oregon Health Authority (OHA).*

ESF 9: Search and Rescue – Assess fuel needs to deploy teams into impacted areas, transport injured individuals recovered from the scene, and to perform other mission critical functions. *ESF Primary State Agency: OSFM and OEM.*

ESF 10: Hazardous Materials – Assess fuel needs to identify and deploy teams to contain oil and other hazardous materials spills from impacted areas and to perform other mission critical functions. *ESF Primary State Agencies: OSFM and Oregon Department of Environmental Quality.*

ESF 11: Food and Water – Assess fuel needs to deliver food and water to shelters and isolated communities and to perform other mission critical functions. *ESF Primary State Agencies: Oregon Department of Agriculture and DHS.*

ESF 12: Energy – Assess fuel needs to assess and restore the petroleum, natural gas, and electricity supply and distribution systems and to perform other mission critical functions. *ESF Primary State Agencies: ODOE and OPUC.*

Note: ODOE is responsible for the petroleum sector. OPUC is responsible for the electricity and natural gas sectors.

ESF 13: Military Support – Assess fuel needs for the Oregon National Guard's air and ground response in support of civilian authorities. This includes the mission critical functions of all ESF Primary State Agencies and Oregon counties as appropriate. *ESF Primary State Agency: Oregon Military Department.*

ESF 14: Public Information – Assess fuel needs for the Public Information Sector to communicate emergency information to the news media and the public as appropriate. *ESF Primary State Agency: OEM.*

ESF 15: Volunteers & Donations – Assess fuel needs for the Red Cross and other non-profit agencies to provide shelter, roadway assistance, donations management, establish blood bank capabilities in impacted areas and to perform other mission critical functions. *ESF Primary State Agency: OEM.*

ESF 16: Law Enforcement – Assess fuel needs to protect life and property, provide traffic and crowd control, provide security for responders and critical facilities, and to perform other mission critical functions. *ESF Primary State Agency: Oregon State Police.*

ESF 17: Animal Protection – Assess fuel needs to provide veterinary medical care, animal sheltering, animal carcass disposal and to perform other mission critical functions. *ESF Primary State Agency: OHA.*

ESF 18: Business and Industry – Assess fuel needs for the Business and Industry Sector as appropriate. *ESF Primary State Agency: OEM.*

➤ **County Emergency Management Agencies** – County emergency management agencies have emergency response plans identifying mission critical functions for the county and a general approximation of the fuel needed to perform identified missions. This includes the cities, special districts, and regional governments within county borders. County plans should have a fuel annex or section in their plans that identifies:

- Priority tier 1 roads the county will restore to support fuel deliveries and other disaster relief commodities.
- Fuel Points of Distribution (FPOD) to receive emergency bulk fuel supplies.
- Methods to deliver the fuel from the designated FPODs to critical facilities and to the emergency responders in the field.

➤ **Federally-Recognized Tribes** – Tribes have emergency response plans identifying the mission critical functions of the tribe. This includes a general approximation of the amount of fuel needed to perform identified missions.

OREGON PETROLEUM INFRASTRUCTURE



Oregon does not have refining capabilities and imports 100 percent of the refined petroleum products used in the state. That is an estimated three billion gallons of fuel each year or roughly 250 million gallons each month.

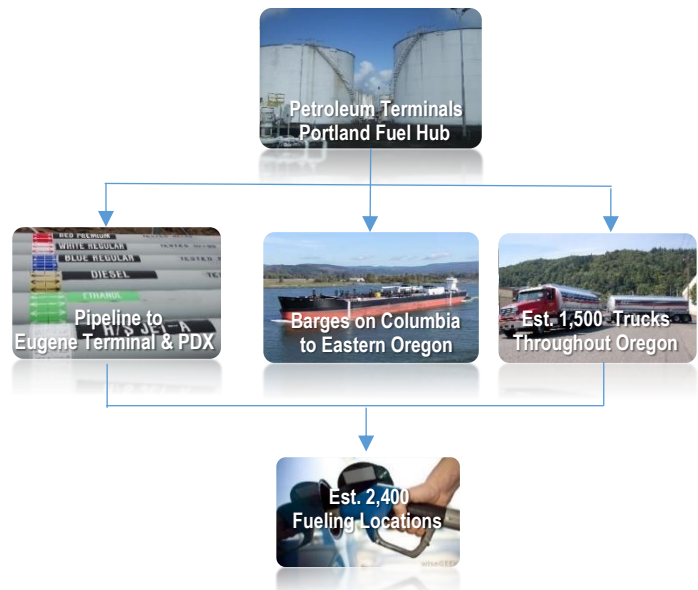
Gasoline & Diesel Supply and Distribution System

More than 90 percent of the refined petroleum product used in Oregon come from four refineries located in the Puget Sound area of Washington State. Product is transported from the refineries in Washington to Oregon via the 400 mile Olympic Pipeline (est. 90 percent) and barges (est. 10 percent) entering the state at the Port of Portland where seven petroleum distribution terminals are located in what is called the Portland Fuel Hub.

Oregon receives the remaining less than 10 percent of the state's refined petroleum products from refineries in Salt Lake City, Utah and the California Bay Area. From Salt Lake City, the refineries transport product via Tesoro's Salt Lake Products Pipeline System to a distribution terminal in Pasco, Washington. From the Pasco facility, fuel is trucked into Oregon to service eastern Oregon communities. California Bay Area refineries supply minimal quantities of fuel to a Chico, California terminal and then product is trucked into Oregon to supply southern Oregon communities.

Portland Distribution Terminals (Fuel Hub) – From the Portland Fuel Hub, product is distributed throughout Oregon by:

- Two Pipelines – Kinder Morgan's pipelines link petroleum terminals in the Portland Fuel Hub with the petroleum distribution terminal in Eugene, Oregon and provide jet fuel to the Portland International Airport.
- Barges – Product is loaded onto barges from the BP, Chevron, and Phillips 66 marine docks and delivered up the Columbia River to Pasco to service eastern Oregon communities.



- Tanker Trucks – an estimated 1,500 tanker trucks deliver fuel throughout the state to about 2,400 fueling locations.

Jet Fuel and Aviation Gas Supply & Distribution System

Oregon imports about 15 million gallons of jet fuel each month (about 180 million gallons of jet fuel annually) from the refineries in Washington State. An estimated 90 percent of the jet fuel is transported via the Olympic Pipeline to the petroleum distribution terminals located at the Port of Portland Fuel Hub. The remaining estimated 10 percent of the jet fuel is transported by ship or barge directly to the Port of Portland.



From the Fuel Hub, the Kinder Morgan Pipeline transports the bulk of the jet fuel to the Portland International Airport. Jet fuel is delivered by truck to other airports and air fields in the state from the Fuel Hub.

Oregon also imports up to 170,000 gallons of aviation gasoline (AVGAS) each month (just over two million gallons annually) from Canada and Texas. AVGAS is transported by rail to the Chevron and Kinder Morgan terminals in the Fuel Hub then trucked to airports and airfields throughout Oregon.

Constraints and Limitations

The petroleum industry exercises a “just in time” business strategy. Refineries and distribution terminals maintain adequate supplies to meet expected demands under normal conditions. Because of this, a significant increase in demand regardless of the cause will likely result in a fuel disruption or shortage.

Crude Supply in Alaska – At any given time, there is less than one week of crude oil available at the Alaska Terminal that supplies Washington’s four refineries.

Refineries in Washington – Refineries located in the Puget Sound area of Washington State also have about a one week supply of product on hand. These refineries have been operating above 90 percent capacity for decades. The refineries have no plans to increase capacity and cannot accommodate a dramatic demand increase.

Portland Petroleum Distribution Terminals – The seven terminals located in the Fuel Hub in Portland are on a six-day refueling cycle. At any given time, the Fuel Hub has only a one week supply of refined gasoline and diesel reserves on hand.

Retail Service Stations – Depending on the storage capacity and refueling cycles, retail service stations throughout the state have about a two to three day supply on site.

PETROLEUM SECTOR INTERDEPENDENCIES

The rapid recovery of the region's petroleum supply and distribution system is heavily dependent on other critical lifeline services. The fuel sector is reliant on other ESFs to gain situational awareness; conduct damage assessment; obtain and transport fuel to priority users; and support recovery operations in the aftermath of a Cascadia earthquake. These interdependencies include:

ESF 1: Transportation – Viable roads, highways, bridges, and waterways are essential to supporting fuel deliveries to priority users.

ESF 2: Communications – Viable communications are essential to ODOE's ability to: 1) assess impacts to the petroleum supply and distribution system; 2) work with USDOE and petroleum industry partners to obtain fuel from outside the region and transport it into Oregon; 3) facilitate emergency fuel requests and deliveries to priority users; 4) provide fuel sector situational awareness to key federal, state, and local emergency response agencies and other critical stakeholders; and 5) provide emergency information and instructions regarding critical fuel conservation measures to the news media and public.

ESF 12: Energy (Electricity) – Operators at the petroleum terminals need electricity to conduct damage assessments to the facilities, tanks, equipment, and systems. Power is essential to getting the fuel out of the storage tanks into delivery trucks. Electricity is also needed at designated fuel distribution points and emergency fueling locations for responders to fuel up their response vehicles. Electric power is also required for pipeline operation.

ABOUT FUEL ALLOCATION

Because there are no refineries in the state, Oregon is extremely vulnerable to fuel disruptions and shortages. The purpose of fuel allocation is to help alleviate shortages and hardships for priority users who save lives and restore critical infrastructure during severe and long-term fuel disruptions. Criteria for allocating fuel include:

1. Governor's Emergency Declaration.
2. Emergency and essential service providers unable to obtain fuel at any price.
3. Market forces, voluntary fuel conservation, and/or mandatory fuel conservation measures fail to provide for adequate and equitable distribution of fuel.

Set-Aside Volume: Non-Catastrophic Events (*Viable Fuel Infrastructure*) - If fuel allocation becomes necessary, ODOE would administer the state's Fuel Allocation Program. The first step is to designate the Set-Aside Volume. The Set-Aside Volume is the amount of fuel ODOE will request from the state's petroleum industry partners (oil companies) to designate solely to support Oregon's response and recovery efforts.

The Set-Aside Volume Percentage will be no larger than what is expected to be required to meet emergency supply needs based on the amount of fuel already in the state in storage and the amount estimated to enter the state from the prime suppliers each month.

The Fuel Allocation Program is designed to: 1) interfere minimally with the market, 2) make no attempt to reduce or inhibit the market price of fuels, and 3) ensure all fuel delivered through the program is purchased at the market price, and whenever possible, through the usual supplier. **Note:** Refer to Appendix H for details.

Set-Aside Percentages	
Monthly Fuel volume from Oregon Supplies	
Motor Gasoline.....	up to 5 percent
Middle distillate..... (diesel & heating oil)	up to 4 percent
Jet Fuel.....	up to 5 percent
Aviation Gasoline.....	up to 5 percent

Set-Aside Volume: Cascadia Subduction Zone Earthquake (Fuel Infrastructure Devastated) – Experts anticipate severe damage to the region’s petroleum supply and distribution system from a catastrophic earthquake. This would likely shut down the operations of the region’s refineries, pipelines, and petroleum distribution terminals for months. ODOE would work with the oil companies, USDOE, FEMA, and the military to identify and deliver an alternate fuel supply from outside of the region to support the state’s emergency response and recovery efforts. No set-aside volume would be implemented. ODOE would initially allocate **ALL** of the fuel brought into Oregon to the state’s emergency and essential service providers to save lives, protect public health and safety, and to restore critical infrastructure and lifeline services.

FUEL ALLOCATION STRUCTURE

Allocating fuel is a huge undertaking. Oregon has nearly 120 state agencies with varying degrees of emergency response duties and capabilities. The state has 36 counties with more than 240 cities. Each jurisdiction has its own emergency and essential service providers. ODOE would easily be overwhelmed if we were to receive fuel requests from all of these entities individually.

As a result, ODOE streamlined its process and designed a structure for fuel allocation. Those who qualify for emergency fuel fall under three categories. Our priority users include:



- 18 ESF Primary State Agencies
- 36 County Emergency Management Agencies
- 9 Federally-Recognized Tribes

All fuel requests will be filtered through one of these pre-approved priority users.

MAINTAINING OREGON FUEL ACTION PLAN READINESS

ODOE will work with industry, federal, state, local, and tribal emergency response organizations to ensure a collaborative and seamless response to a long-term or severe fuel shortage or disruption with potential impacts to the State of Oregon.

Training – Training is essential to maintain program readiness to protect public health and safety in the event of a Cascadia Subduction Zone earthquake and tsunami or other disaster scenario impacting Oregon’s fuel supply and distribution system. ODOE will work with industry, federal, state, and local emergency response organizations to coordinate, implement, and participate in workshops, drills, tabletops, and exercises as needed to ensure program readiness.

Plan Review and Update - ODOE will review and update the Oregon Fuel Action Plan annually or as needed. Revisions will include lessons learned from drills and exercises. ODOE will coordinate reviews and revisions with industry, federal, state, local, and tribal emergency response organizations.

Public Outreach – ODOE will also work to improve public awareness of and confidence in the Oregon Fuel Action Plan by providing information on ODOE’s web page, giving presentations about the program, and producing materials to be distributed to the news media and made available at libraries, schools, hospitals, and other locations as appropriate.

FOR MORE INFORMATION

For more information about the Oregon Fuel Action Plan, contact the Oregon Department of Energy’s Nuclear Safety & Energy Emergency Preparedness Division at 503-378-4040 or the agency’s Energy Emergency Preparedness Manager at 503-932-4428.

Oregon Fuel Action Plan: Nine Priority Actions

Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Action 7	Action 8	Action 9
Notification Activation and Authorities	Public Information	Damage Assessment	Assess Fuel Needs & Determine Priorities	Outside Assistance: Fuel Supply	Fuel Conservation Measures	Temporary Waivers	Fuel Allocation	Recovery
Initial Notifications	ODOE Fuel Emergency Outlook Web Page	Assess impacts to petroleum infrastructure	Assess fuel availability in Oregon	National Fuel Task Force	Issue voluntary fuel conservation measures	Obtain temporary environmental, operational, and safety waivers as needed to ensure the timely delivery of fuel	Review & approve/deny fuel requests (ESF Primary State Agencies, counties & tribes)	Allocate fuel to support recovery activities
Activate ODOE AOC	Public Information Campaign – social media	Estimate timeline for repairs	Assess 18 state ESFs, counties, and tribal fuel needs	Identify & obtain fuel source	Issue mandatory fuel conservation measures		Allocate fuel to approved state agencies, counties & tribes	State Recovery Coordinating Team - SRF 6
Succession & Authorities	News conferences	Provide fuel sector info & status updates	Determine state & regional fuel priorities	Identify viable fuel delivery options into Oregon			Odd/Even Fuel Allocation	Governor's Recovery Cabinet
	Telephone Information Center		Governor's Disaster Cabinet	Identify viable options for dispensing fuel			<i>Fuel Request Form Provided</i>	Terminate fuel recovery activities as appropriate

ACTION 1

Notification, Activation, and Authorities

0 – 12 HOURS TO INITIATE - ESTIMATED COMPLETION 96 HOURS	
Mission Analysis	
<p>Objectives/Tasks</p> <ul style="list-style-type: none"> • Assess availability of ODOE staff. • Determine lines of succession and authorities. • Assess ODOE facility conditions. • Activate the ODOE Agency Operations Center (AOC) if possible, or relocate to state-designated alternative location. • Make initial notifications. 	<p>Facts/Assumptions</p> <ul style="list-style-type: none"> • Significant ground shaking (5 + minutes). • Significant damage to region's communications systems. • ODOE response structure disrupted due to personnel injuries and loss of life. • ODOE facility integrity breached disrupting operations. Implement Continuity of Operations Plan (COOP).
<p>Constraints/Limitations</p> <ul style="list-style-type: none"> ➤ ODOE facility not seismically sound – building may not be habitable in the aftermath of a significant earthquake. ➤ Notifications may be limited to amateur radio, satellite phone, texting and social media with most communications systems down (phone lines, internet, emails, etc.). 	<p>Gaps/Requests for Information</p> <p><i>Prior to Event:</i></p> <ul style="list-style-type: none"> ➤ Develop lines of succession and authorities. ➤ Designate alternate facility - ODOE (COOP). ➤ Identify viable communications for making initial notifications (texting, social media tools, satellite phones, etc.) ➤ Identify ODOE or other volunteer Amateur Radio Emergency Services (ARES) operators to support agency communications. <p><i>After an Event:</i></p> <ul style="list-style-type: none"> • Identify ODOE personnel able to respond.
<p>ODOE Response Positions:</p> <ul style="list-style-type: none"> ➤ ODOE Assistant Director, Nuclear Safety and Energy Emergency Preparedness Division ➤ ODOE Emergency Preparedness Manager ➤ ODOE Duty Officer(s) ➤ AOC Manager ➤ AOC Facilities Specialist ➤ Other Responders as Appropriate <p>Procedures: Procedures for ODOE AOC activation and response positions are included in Appendix J of this Plan. Each response position procedure includes key objectives, checklist of tasks, guidance to accomplish objectives and tasks, and reference materials as appropriate.</p> <p>Note: ODOE NSEEP Division staff have pre-approved access to and can respond from the following facilities:</p> <ol style="list-style-type: none"> 1. Oregon State Emergency Coordination Center (ECC) at the Anderson Readiness Center. 2. Washington State Emergency Operations Center (EOC) at Camp Murray. 	

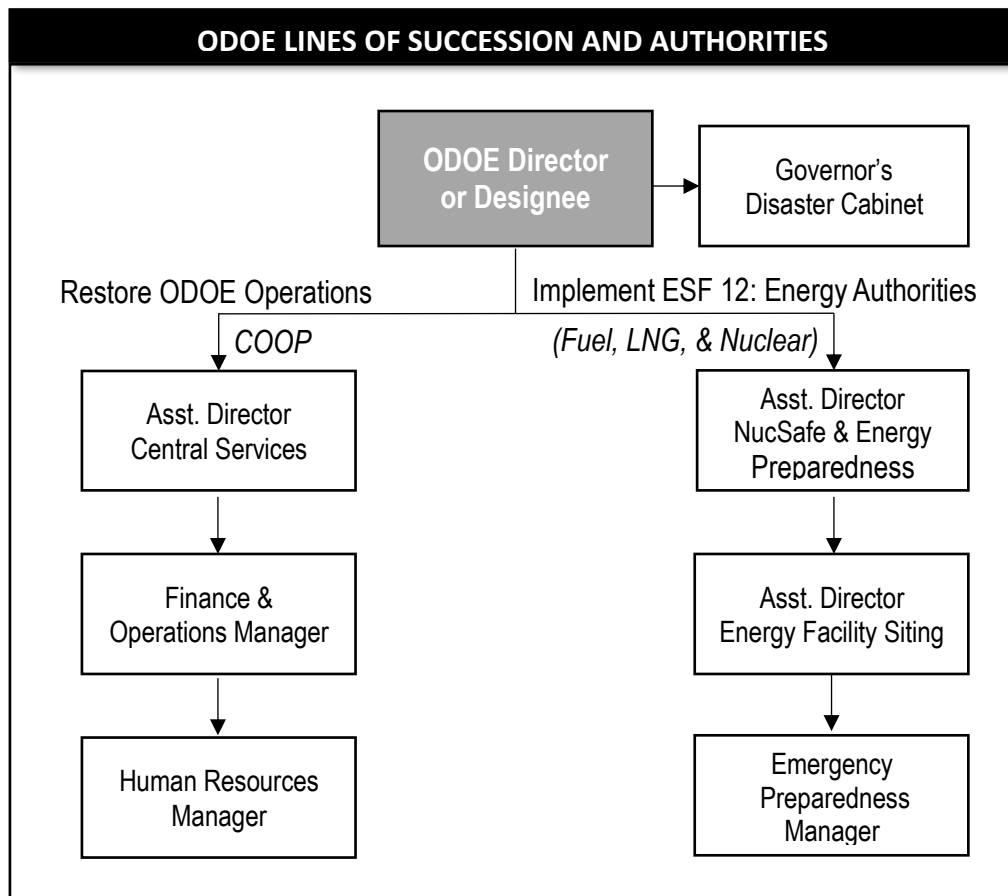
Task 1: Assess the availability of ODOE staff.

Note: In the event of a CSZ earthquake, significant ground shaking (5+ minutes) is considered the initial notification.

- a. ODOE Duty Officer notifies the Assistant Director of NSEEP Division, the Emergency Preparedness Manager, and NSEEP Division staff.
- b. The Assistant Director of NSEEP Division or Emergency Preparedness Manager will notify the ODOE Director and Executive Management Team.
- c. ODOE's Executive Management Team notifies respective division staff.

Task 2: Determine and activate ODOE lines of succession and authorities.

- a. The ODOE Director or authorized designee will implement the agency lines of succession as follows:



Note: The line of succession is subject to change at the discretion of the ODOE Director or designee.

- b. Exercise authorities and implement the Oregon Fuel Action Plan in response to a state declared emergency resulting in a severe or long-term petroleum shortage with potential impacts to the health and safety of Oregonians. ODOE authorities include:
 - ORS 176.750-785 - Energy Resources Emergency Powers authorizes ODOE to develop and maintain a statewide contingency plan in response to petroleum shortages or disruptions that impact the state. This includes the state's Fuel Allocation Program.
 - ORS 469.080 - gives the ODOE Director subpoena power to obtain information from producers, suppliers and consumers of energy resources in Oregon on the status of their operations, damage assessments, fuel supply availability, estimated repair times, and overall recovery efforts.
 - ORS 469.090 – authorizes the ODOE Director to keep confidential if requested by the provider any information that is proprietary in nature.

Task 3: Assess ODOE facility conditions.

- a. ODOE's Assistant Director of the Central Services Division will work with the building owner/manager and others as appropriate to assess the severity of the damages to the building.
- b. Upon completion of the damage assessment, determine the status of the facility's condition and make a recommendation to ODOE's Executive Management Team. Assessment and recommendations include:
 - ODOE personnel are safe to re-enter the building.
 - Only essential ODOE personnel may re-enter the building. ODOE's Executive Management Team identifies essential personnel to perform critical functions as appropriate. This is dependent on the nature of the facility damage, event conditions, and other pertinent factors as appropriate.
 - ODOE facility is closed until further notice and personnel are not to re-enter the building. Instruct ODOE staff to standby for further instructions.
- c. If ODOE facility is not structurally sound, ODOE's Assistant Director of the Central Services Division will initiate the agency's COOP as appropriate.

Task 4: Begin ODOE AOC Activation (*ODOE or COOP facility*).

- a. The Assistant Director of the NSEEP Division, Emergency Preparedness Manager, or authorized designee will activate the ODOE AOC to monitor impacts to Oregon's petroleum supply and distribution system. NSEEP Division Responders include:
 - Assistant Director of NSEEP Division
 - Emergency Preparedness Manager
 - ODOE Duty Officer

- b. Upon activation, the following responders will report to the ODOE AOC or to the COOP location as directed depending on event conditions. This includes:
- ODOE Director
 - Petroleum Event Manager
 - Fuel Supply Assessor
 - Petroleum Industry Liaison
 - County Liaisons
 - State Agency Liaison (*reports to the OR ECC upon activation*)
 - Federal Agency Liaison
 - Public Information Officer (PIO)
 - Social Media Liaison
 - AOC Manager
 - AOC Facilities Specialist
 - *Other response positions as appropriate*

Appendix I: ODOE AOC Response Structure Chart

Note: *Multiple positions can be filled by one individual with approval by the Assistant Director of NSEEP or the Emergency Preparedness Manager.*

- c. Upon Activation of the OR ECC, ODOE will send the State Agency Liaison to the OR ECC to serve as the Primary State Agency representative for ESF 12: Energy (*specific to the petroleum sector*).

Note: *For large scale events requiring a joint federal-state response, a Joint Field Office (JFO) may be established. ODOE will respond to the Oregon ECC or the JFO as appropriate.*

Task 5: Make initial notifications.

- a. The ODOE Director or authorized designee will notify the governor of the emergency situation resulting in a severe or long-term fuel disruption with potential impacts to the health and safety of Oregonians. This includes:
- Advising the Governor that an executive order (*Appendix F: Fuel Executive Order*) may need to be issued authorizing ODOE to implement the strategies in the Oregon Fuel Action Plan in response to the fuel emergency.
- b. The ODOE Director or authorized designee will notify the legislative branches of the emergency situation resulting in a severe or long-term fuel disruption with potential impacts to the health and safety of Oregonians as appropriate. This includes:
- Senate Leadership
 - House Leadership

- c. Notify the Oregon Emergency Response System (OERS) to inform OERS about ODOE AOC activation status.
- d. Notify the Oregon Military Department (OMD) and request OMD contact Department of Defense's (DOD) Defense Logistics Agency (DLA) to activate the Federal Emergency Management Agency's (FEMA) fuel purchasing contract authorizing DLA to purchase bulk fuel to support Oregon's emergency response and recovery activities.

Note: FEMA contracts with the Department of Defense (DOD) for fuel support during presidential declared disasters to meet civilian and government fuel needs. DOD's Defense Logistics Agency has the capability to purchase bulk fuel and trucks to deliver the fuel to FEMA designated locations. The bulk fuel can be further re-deployed to the impacted communities as directed by FEMA in coordination with state authorities as needed. This includes delivering bulk fuel to existing tanks as well as refuel fleet vehicles and first responder vehicles such as ambulances and fire trucks. In response to Hurricane Sandy, the Defense Logistics Agency purchased 12 million gallons of gasoline and 12 million gallons of diesel fuel. The agency has 260 fuel trucks on contract for fuel distribution.

- e. Notify USDOE, the Federal ESF 12: Energy Primary Agency. Notifications include:
 - USDOE Headquarters Duty Officer about the emergency in Oregon and to request information and situation awareness on the impacts to the region's petroleum supply and distribution system.
 - USDOE Region X Field Office in Richland, WA to request USDOE presence and support in Oregon in response to the emergency.
- f. Notify the U.S. Coast Guard (USCG) at Sector Columbia River to request initial information on waterway and fuel terminal conditions.
- g. Notify the Washington Emergency Management Agency (WA EMD) regarding ODOE AOC activation status and to share initial emergency information between Oregon and Washington regarding impacts to the region's petroleum supply and distribution system.

ACTION 2

Public Information

8 - 24 HOURS TO INITIATE - ESTIMATED COMPLETION 180+ DAYS	
ODOE Mission Analysis	
<p>Objectives/Tasks</p> <ul style="list-style-type: none"> • Develop and disseminate Oregon fuel sector information to federal, state, local, tribal, and industry emergency response partners. • Participate in the Oregon Joint Information Center news briefings to provide fuel sector information to the news media and the public. • Monitor national, regional, and local news media and social media outlets to identify and address misinformation, rumors, and concerns. • Coordinate with USDOE and the State of Washington to ensure consistent fuel messaging prior to an Oregon Fuel Sector Information release to the Public 	<p>Facts/Assumptions</p> <ul style="list-style-type: none"> • Significant damage to the region's communications Infrastructure: <ul style="list-style-type: none"> - No landlines. - Limited internet or wireless services. • Limited power to charge cell phones or other communication devices. • Communications companies' response structure disrupted due to personnel injuries and loss of life resulting in significant delays in restoring communication systems.
<p>Constraints/Limitations</p> <ul style="list-style-type: none"> • Fuel and viable transportation routes required for restoring communications towers and systems. ➤ Power required to sustain communications systems needed to get information out to the news media and public. 	<p>Gaps/Requests for Information</p> <p><i>Prior to Event</i></p> <ul style="list-style-type: none"> ➤ Identify and test all primary and backup communication methods to provide fuel sector information to stakeholders. ➤ Identify and train ODOE employees interested in getting certified to operate Amateur Radio during emergencies. <p><i>After an Event</i></p> <ul style="list-style-type: none"> ➤ Use backup communication methods (satellite phones, texting, amateur radio, social media) to provide fuel sector information to all stakeholders until normal communications channels are restored.
<p>ODOE Response Positions:</p> <ul style="list-style-type: none"> ➤ Petroleum Event Manager ➤ PIO ➤ Deputy PIO ➤ Social Media Liaison ➤ News Center Manager ➤ Telephone Information Manager ➤ Phone Team Operators ➤ Other Response Positions as Appropriate 	

Procedures: Procedures for ODOE AOC response positions are included in Appendix J of this plan. Each response position procedure includes key objectives, checklist of tasks, guidance on how to accomplish objectives and tasks, and reference materials as appropriate.

Note: Boilerplate news releases, fuel conservation tips, news media information packet, and other fuel sector information exist on file in the procedures of the ODOE PIO Team for use and can be modified as appropriate to address different event situations and conditions.

Task 1: Develop and widely disseminate news releases, situation reports, or other messages on Oregon fuel sector information to provide situation awareness to a broad audience. This includes

:

- Governor
- Legislative leadership
- Federal, state, and local emergency response partners
- Federally-Recognized Tribes
- Petroleum industry partners
- News media
- Public
- Other stakeholders as appropriate

Information to be developed for dissemination includes:

- Oregon's fuel supply outlook
- Event impacts to the region's petroleum infrastructure
- ODOE's actions and decisions in response to the fuel shortage/disruption
- Fuel Conservation Measures recommended for the public
- Fuel allocation for emergency services, essential services, and public
- Warnings against price gouging, topping off tanks or hoarding of fuel
- Tips on conserving fuel
- Links to petroleum industry, federal, state, and local websites with information on the region's energy infrastructure
- Other information as appropriate

Task 2: Participate in the Oregon Joint Information Center (JIC) briefings and news conferences to provide fuel sector information.

- a. Develop key messages, rehearse walk-through, and participate in JIC briefings and news conferences.
- b. Compile news media kits. These include, but are not limited to brochures, factsheets, and other pre-printed materials that provide general information about Oregon's petroleum supply and distribution system under normal conditions. The kits also include news releases with event conditions, supply disruption status, recommendations for voluntary and emergency conservation measures, information on state decisions and actions in response to the fuel event, and industry actions taken to restore the petroleum infrastructure.

Task 3: Monitor national, regional, and local news media and social media outlets to identify and address misinformation, rumors, and concerns involving Oregon's fuel outlook. This includes, but is not limited to:

- a. Requesting Virtual Operations Support Teams (VOST) support from OEM to:
 - Monitor trends and rumors involving the region's fuel supply and distribution system as well as other fuel sector information.
 - Monitor social media for information involving public concerns and other fuel sector information.
 - Gain situational awareness in the impacted communities.
 - Reinforce official sources for fuel sector information.
- b. Monitoring fuel via VOST at the following sites:
 - t: <https://twitter.com/OregonVOST>
 - f: <https://www.facebook.com/OregonVOST>
 - i: <https://instagram.com/oregonvost>
 - w: <http://oregonvost.com/about/>

Note: VOST provides communication support through internet connected social media devices (Twitter, Facebook, and other messaging devices).

Task 4: Coordinate fuel sector information and messages with USDOE and Washington State's public information officers as appropriate to ensure consistent messages are released to the public, news media, and social media outlets.

Task 5: Establish and maintain Emergency Fuel Outlook Page on the ODOE website when internet and wireless access becomes available.

Task 6: Implement Public Information Campaign to reduce fuel consumption and to encourage motorists to practice responsible driving and vehicle maintenance to save on fuel.

Note: See also *voluntary and mandatory fuel conservation measures in Action 6.*

Task 7: Establish and operate the ODOE Telephone Information Center when communications systems are restored. When activated, the Telephone Information Center call-in number is 1-800-906-9701. Telephone Information Center Operators are trained to:

- a. Receive and address public questions and concerns regarding Oregon's fuel situation and what ODOE is doing in response to the shortage/disruption in supply.

- b. Provide information on Oregon's fuel outlook, ODOE's actions and decisions in response to the fuel shortage/disruption, Fuel Conservation Measures recommended for the public, and fuel allocation, as well as warnings against price gouging, topping off tanks or hoarding of fuel, and other information as appropriate.
- c. Receive and address media inquiries, clarify misinformation and rumors, and reiterate state actions and decisions in response to the fuel supply shortage/disruption.
- d. Direct the public and media to the Emergency Fuel Outlook page on ODOE's Website for more information.

ACTION 3

Damage Assessment

8 – 24 HOURS TO INITIATE - ESTIMATED COMPLETION 21 DAYS	
ODOE Mission Analysis	
<p>Objectives/Tasks</p> <ul style="list-style-type: none"> ● Assess state, regional, and national impacts to the petroleum supply and distribution system. ● Assess estimated timelines for repairs. ● Provide petroleum sector situation awareness and status updates. 	<p>Facts/Assumptions</p> <p>Significant damage to the region's:</p> <ul style="list-style-type: none"> ● Communications systems. ● Transportation infrastructure. ● Power infrastructure. ● Petroleum response structure disrupted due to personnel injuries and loss of life.
<p>Constraints/Limitations</p> <p>Refinery, Terminal, and Pipeline Interdependencies:</p> <ul style="list-style-type: none"> ● Viable roads and bridges to provide access to facilities and pipeline systems. ➤ Power to conduct engineering assessments on facilities, equipment, and systems. ➤ Communication to report the status of facility conditions and to request assistance. ➤ An overwhelming number of requests for aerial assessments requiring coordination. 	<p>Gaps/Requests for Information</p> <p><i>Prior to Event</i></p> <ul style="list-style-type: none"> ➤ Identify potential assistance needed by the Portland and Eugene terminals and pipeline operators to gain access to facilities, assess damages, and mitigate problems to restore operations. This includes, but is not limited to: <ul style="list-style-type: none"> - Viable roads - Generators - Communications - Security - Water - Access to state/federal staging area <p><i>After the Event</i></p> <ul style="list-style-type: none"> ➤ Identify actual state assistance needed by the Portland and Eugene terminals & pipeline operators to restore Oregon's petroleum infrastructure.
<p>ODOE Response Positions:</p> <ul style="list-style-type: none"> ➤ Petroleum Event Manager ➤ Fuel Supply Assessor ➤ Petroleum Industry Liaison ➤ Federal Agency Liaison ➤ State Agency ESF Liaison ➤ Other Response Positions as Appropriate <p>Procedures: Procedures for ODOE AOC response positions are included in Appendix J of this plan. Each response position procedure includes key objectives, checklist of tasks, guidance on how to accomplish objectives and tasks, and reference materials as appropriate.</p>	
<p>Notes: Petroleum and Eugene Terminals - Once operators have access to their facilities, adequate power, and communications, an estimated 72 hours is required to complete damage assessments to facilities, equipment and systems.</p>	

Olympic Pipeline Company – Pipeline operators also estimate 72 hours to assess damages before repairs are made. Prior to restarting the line, pipeline personnel must walk the entire 400 mile line to ensure pipeline integrity. The portion of the pipeline that impacts Oregon runs 299 miles from Blaine, Washington to the Portland Fuel Hub.

Task 1: Establish and maintain communications and work with the Portland & Eugene petroleum distribution terminals to:

- a. Support terminals as appropriate to ensure safe conditions onsite.
- b. Identify, request, and facilitate the delivery of state and/or federal assistance needed by petroleum terminal operators to conduct damage assessments. This includes, but is not limited to:
 - ESF 1: Transportation – Work with the Oregon Department of Transportation (ODOT) to:
 - Identify lifeline roadways, bridges, and tunnels to the terminals.
 - Provide transportation of company responders to the terminals.
 - ESF 2: Communications – Work with the Oregon Public Utility Commission (OPUC) and Oregon Emergency Management (OEM) to:
 - Establish communications between ODOE and the terminals.
 - Coordinate the provision of temporary communications capabilities to the terminals.
 - ESF 3: Public Works – Work with ODOT to:
 - Assist the terminals to stabilize hazardous infrastructure and systems to prevent additional injuries and/or damages.
 - Develop strategies for the provision of potable water to the terminals.
 - ESF 5: Information and Planning – Work with OEM to:
 - Provide oil companies access to federal-state staging areas to deliver personnel, equipment, and resources from outside our region to support the restoration of the terminals and the petroleum infrastructure.
 - ESF 10: Hazardous Materials – Work with the Oregon State Fire Marshall's Office (OSFM) and the Oregon Department of Environmental Quality (DEQ) to:
 - Assist terminals to contain oil spills and hazardous material spills onsite.
 - ESF 12: Energy – Work with PUC to:
 - Ensure utility companies make power restoration a priority to the Portland Fuel Hub and Eugene Terminal to ensure timely damage assessment at the terminals.
 - Ensure generators are provided to the terminals to support initial damage assessment activities until power can be restored to the Portland Fuel Hub and Eugene terminal.

ESF 13: Military Support – Work with the Oregon Military Department (OMD) to:

- Secure aerial surveillance to assess impacts to the region’s petroleum supply and distribution system. This includes the refineries, pipelines, and fuel terminals in Portland and Eugene, and the Willamette and Columbia River shipping channels.
- Obtain and deliver generators to the terminals.
- Build temporary roads to provide operators access to the terminals.

Note: ODOE will develop pre-scripted missions under Annex E of this plan for the fuel sector. The pre-scripted missions will identify the type and level of support the agency will require from federal and military agencies to accomplish the actions and objectives of the Oregon Fuel Action Plan.

ESF 16: Law Enforcement – Work with Oregon State Police (OSP) to:

- Provide security at the Portland Fuel Hub and the Eugene terminal.

c. Receive and review with petroleum terminal managers’ damage assessment findings. This includes, but is not limited to:

- Fuel Supply (unleaded, diesel, jet fuel, and aviation gas)
- Tank Farms
- Pipeline Systems
- Containment Areas
- Marine Docks
- Loading Racks
- Other as appropriate

Note: In the aftermath of a Cascadia Subduction Zone earthquake, ODOE will likely rely on USDOE to gather initial damage assessment data on Oregon and the region’s petroleum supply and distribution system. USDOE will have communications capabilities and access to the petroleum industry at the corporate level.

d. Confirm with petroleum terminal managers the estimated timeline for repairs to the damages to the terminals, equipment, systems, and operations.

Note: Seismic vulnerability studies by the Oregon Department of Geology and Mineral Industries (DOGAMI) and the U.S. Department of Homeland Security (DHS) show that the Portland Fuel Hub would be devastated from earthquake impacts and may likely be shut down for more than three months if not longer as a result of a Cascadia Subduction Zone earthquake.

e. Provide damage assessment findings, estimated timeline for repairs, and status updates on petroleum terminal response activities in Command and General Staff Briefings, Governor’s Disaster Cabinet Briefings, OR ECC briefings, situation reports, news releases, news conferences, and other forums as appropriate.

Task 2: Establish and maintain communications and work with pipeline companies to:

- a. Receive and review with pipeline operators damage assessments to pipelines for line breaks, product leaks, and destruction to the pressure stations' equipment and systems located throughout the pipeline.
 - Olympic Pipeline Company – connects refineries in the Puget Sound area of Washington State to the Portland Fuel Hub.
 - Kinder Morgan Pipeline – connects the Portland Fuel Hub to the Portland International Airport and to the Eugene terminal.
- b. Confirm with pipeline operators the estimated timeline for repairs to the damaged pipeline equipment and systems.

Note: DOGAMI and FEMA seismic vulnerability studies show that the Pacific Northwest liquid fuel pipelines may likely be shut down more than three months if not longer as a result of a Cascadia Subduction Zone earthquake.

- c. Confirm with pipeline operators the estimated timeline for pipeline inspectors to walk the entire line prior to restarting.
- d. Provide damage assessment findings, estimated timeline for repairs, and status updates on pipeline response activities in Command and General Staff Briefings, Governor's Disaster Cabinet Briefings, OR ECC briefings, situation reports, news releases, news conferences, and other forums as appropriate.

Task 3: Establish Communications and work with refineries located in the Puget Sound area to:

- a. Receive and review with refinery operators damage assessments to the refinery facilities and impacts to the region's fuel supply.
- b. Confirm with refinery operators the estimated timeline for repairs to the damaged facilities, equipment, and systems.

Note: FEMA seismic vulnerability studies show that the refineries in Washington may likely sustain moderate to significant damage and remain shut down for more than three months if not longer as a result of a Cascadia Subduction Zone earthquake.

- c. Provide damage assessment findings, estimated timeline for repairs, and status updates on refinery response activities in Command and General Staff Briefings, Governor's Disaster Cabinet Briefings, OR ECC briefings, Situation Reports, news releases, news conferences, and other forums as appropriate.

Task 4: Establish and maintain communications with the oil companies (corporate offices), USDOE and Washington Department of Commerce (WDOC) State Energy Office to:

- a. Receive and review with industry, USDOE, and WDOC the regional and national energy sector impacts as a result of the CSZ earthquake.

- b. Receive and review with industry, USDOE, and WDOC the regional and national fuel availability to support Oregon and Washington emergency response efforts.
- c. Begin collaborating with USDOE and WDOC to obtain bulk fuel supplies and to coordinate the logistics for fuel delivery into Oregon and Washington from outside of the region to support emergency response efforts.

Note: USDOE, FEMA, and other federal agencies and military would convene a National Fuel Task Force, which includes the petroleum industry to coordinate obtaining bulk fuel supplies and coordinating logistics to deliver fuel to the impacted states. See *Action 5* for more details.

- d. Provide information on available fuel supplies and strategies to obtain fuel from outside of the region into Oregon and Washington in Command and General Staff Briefings, Governor Disaster Cabinet briefings, OR ECC briefings, Situation Reports, news releases, news conferences, and other forums as appropriate.

Task 5: Establish and maintain communications and work with USCG to:

- a. Receive and review with USCG damage assessments to marine docks, bridges, and other structures obstructing fuel deliveries along the Willamette and Columbia Rivers.

Note: According to DHS earthquake studies it will take at least three weeks to assess damages along the Willamette and Columbia Rivers and months to reopen the river system and shipping channels as a result of jetty failures, dike system failures, collapsed bridges and structures, and vessels running aground.

- b. Confirm with USCG the estimated timeline for repairs to marine docks, bridges and other structures as well as river debris removal to clear the Willamette and Columbia Rivers to support fuel transports by barge or tanker vessels.
- c. Provide damage assessment findings, estimated timelines for repairs and debris removal, and status updates in Command and General Staff Briefings, Governor's Disaster Cabinet briefings, OR ECC briefings, Situation Reports, news releases, news conferences, and other forums as appropriate.

Task 6: Establish and maintain communications and work with DHS Infrastructure Security to:

- a. Notify Oregon's Department of Homeland Security (DHS) Protective Security Advisor to request bulk fuel supplies on the Special Event and Domestic Incident Tracker to initiate the process for securing bulk fuel supplies to Oregon from outside of the region.

Note: Once Oregon's request is in the DHS queue, ODOE will need to follow up by completing a FEMA resource request form to complete the resource request process.

- b. Confirm the federal Incident Support Base (ISB) for the event.

Note: Pre-designated federal Incident Support Bases for a Cascadia Subduction Zone earthquake include: 1) Redmond Airport, 2) Klamath Falls Airport, and 3) Boise, Idaho. Refer to Appendix B.

- c. Receive and review with the Protective Security Advisor damage assessments to other critical infrastructure with the potential to impede access and delivery of bulk fuel supplies to Oregon.

Note: Oregon has its own designated Protective Security Advisor from DHS to assist the state with identifying and resolving critical infrastructure security concerns during emergencies. Oregon's Protective Security Advisor will respond to the Oregon ECC, JFO, or other alternate state response location as appropriate.

- d. Confirm with the Protective Security Advisor the estimated timeline needed to resolve critical infrastructure concerns with the potential to impede access and delivery of bulk fuel supplies to Oregon.
- e. Provide critical infrastructure concerns with the potential to impede access and delivery of bulk fuel supplies to Oregon and possible resolutions in the Command and General Staff Briefings, Governor's Disaster Cabinet briefings, OR ECC briefings, Situation Reports, news releases, news conferences, and other forums as appropriate.

Task 7: Establish and maintain communications and work with ODOT to:

- a. Receive and review with ODOT damage assessments to the state's priority lifeline routes to support fuel deliveries and other disaster relief commodities.
- b. Receive and review damage assessments to the rail system to support fuel deliveries and other disaster relief commodities.
- c. Confirm with ODOT the estimated timeline for repairs to the state's priority lifeline routes and rail systems to support fuel deliveries and other disaster relief supplies by road and by rail.

Task 8: Establish and maintain communications and work with Oregon Department of Aviation (Aviation) to:

- a. Receive and review with Aviation damage assessments to the airports and air fields in the state to support fuel deliveries and other disaster relief commodities.
- b. Confirm with Aviation the estimated timeline for repairs to the airports and air fields to support fuel deliveries and other disaster relief supplies by road and by rail.

Task 9: Establish and maintain communications and work with Oregon Emergency Management (OEM) to:

- a. Receive and review with OEM damage assessments to the pre-designated State Staging Areas (SSA) and Forward Staging Areas (FSA) to support fuel deliveries and other disaster relief commodities.

Note: Refer to Appendix B.

- b. Confirm with OEM the approved SSAs and FSAs to support fuel deliveries and other disaster relief supplies closer to the impacted areas.

ACTION 4

Assess Fuel Needs and Determine Priorities

24 - 76 HOURS TO INITIATE - ESTIMATED COMPLETION 21 DAYS	
ODOE Mission Analysis	
<p>Objectives/Tasks</p> <ul style="list-style-type: none"> • Assess fuel supply availability in Oregon to support initial mission critical functions. • Work with ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes to assess fuel needs to conduct mission critical functions. • Prioritize statewide fuel needs. 	<p>Facts/Assumptions</p> <p>Significant damage to region's:</p> <ul style="list-style-type: none"> • Communications systems. • Transportation infrastructure. • Power infrastructure. • State, county, and tribal response structures disrupted due to personnel injuries and loss of life.
<p>Constraints/Limitations</p> <ul style="list-style-type: none"> ➤ Timely and comprehensive assessments are contingent on the quality and level of fuel assessments completed by each lead state agency, county, and tribal government prior to a Cascadia Subduction Zone earthquake and tsunami. ➤ Viable road access to/from pre-identified fuel stockpiles and power to access fuel supply at fuel sites within the counties and communities. ➤ Communications capabilities required to convey fuel needs and priorities to ODOE. 	<p>Gaps/Requests for Information</p> <p><i>Prior to Event</i></p> <p>ODOE will work with ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes to identify:</p> <ul style="list-style-type: none"> • Available in-state fuel supplies and storage capacity within each ESF sector, county, and tribal land. ➤ Personnel, equipment, and resources requiring fuel to perform mission critical functions for each sector, community, and tribe. This includes having a general understanding of fuel required and systems interdependencies. <p><i>After an Event</i></p> <ul style="list-style-type: none"> ➤ Secure Governor emergency declaration to authorize state, local, and tribal emergency response organizations to use available in-state fuel (gasoline, diesel, jet fuel, and aviation gas) supplies to perform initial mission critical functions. ➤ Prioritize statewide fuel needs.
<p>ODOE Response Positions:</p> <ul style="list-style-type: none"> ➤ ODOE Director ➤ Petroleum Event Manager ➤ Fuel Allocation Coordinator ➤ State Agency ESF Liaison ➤ County Liaison Manager ➤ County Liaison(s): Regions 1 – 5 (<i>as needed</i>) ➤ Tribal Liaison ➤ Other Response Positions as Appropriate 	

Procedures: Procedures for ODOE AOC response positions are included in Appendix J of this plan. Each response position procedure includes key objectives, checklist of tasks, guidance on how to accomplish objectives and tasks, and reference materials as appropriate.

Task 1: Review ODOE’s fuel database of above and underground fuel storage tanks in the state by county and city.

Note: The database lists owner/operator names, type of fuel site (motor pool, public works yard, card lock, airport, or other) physical address, latitude and longitude locations, number of tanks on site, tank size, fuel type and backup power capabilities (generator or generator connection installed on site). ODOE compiled the fuel information from DEQ, OSFM, and ODA fuel databases and then modified the data to support fuel allocation strategies.

Task 2: Work with state, county, and tribal emergency response organizations to assess existing fuel supply availability in Oregon to support initial life safety and other mission critical functions. This includes determining the duration the supplies are expected to last.

Note: Planning basis approximates **3 weeks** before bulk fuel supplies can be delivered to local communities after a catastrophic earthquake.

a. ESF Primary State Agencies:

- Work with OMD, Oregon Department of Aviation (Aviation), and Oregon Department of Forestry (ODF) to assess viable supplies of jet fuel and aviation gasoline at airports and air fields in the state. Determine how long the fuel supply will last until it runs out.

Note: Refer to Annex E in OMD’s Air Coordination Plan for baseline data.

- Work with the Oregon Department of Administrative Services (DAS) to assess viable supplies of unleaded gasoline and diesel fuel at state motor pools and state agency fleets.
- Work with ODOT to assess viable supplies of unleaded gasoline and diesel at ODOT District Fleet fueling locations.
- Work with the Oregon Department of Corrections (ODOC) to assess viable supplies of unleaded gasoline and diesel fuel at state prisons and penitentiaries.
- Work with OEM to assess viable supplies of unleaded gasoline and diesel fuel with private industry partners including mega grocery chains with fueling capabilities and mass transit companies to assess viable supplies of diesel to support state mission critical functions.
- Work with other state agencies as needed.

b. County Emergency Management Agencies

- Work with county emergency management agencies to assess viable supplies of unleaded gasoline and diesel fuel to support initial local mission critical functions.

c. Federally- Recognized Tribes

- Work with tribal emergency response personnel to assess viable supplies of unleaded gasoline and diesel fuel to support initial tribal mission critical functions.

Task 3: Work with the Oregon Department of Justice (ODOJ) and OEM to ensure a Governor's emergency declaration provides state, county, and tribal emergency responders' authority to purchase and use existing fuel supplies at market price to support initial mission critical functions.

- a. Instruct ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes to use existing in-state fuel supplies to conduct initial life-saving functions until bulk fuel supplies can be secured and delivered from outside of the region.

Task 4: Assess Statewide Fuel Needs - Work with ESF Primary State Agencies to assess fuel needs to support mission critical functions for each sector to save lives and restore critical lifelines and services.

18 ESF SECTORS AND STATE PRIMARY AGENCIES

- a. ESF 1: Transportation - Work with ODOT to assess fuel needs to restore access and repair highways, roads, bridges, rail lines, and tunnels to support the transportation of goods and services and to perform other mission critical functions.
- b. ESF 2: Communications – Work with the OPUC and OEM to assess fuel needs to repair damaged communications systems and to perform other mission critical functions.
- c. ESF 3: Public Works – Work with ODOT to assess fuel needs for debris removal to establish viable routes to the impacted areas and to perform other mission critical functions.
- d. ESF 4: Firefighting – Work with OSFM to assess fuel needs for fire suppression, mobilizing Urban Search and Rescue Teams, and to perform other mission critical functions.
- e. ESF 5: Information and Planning – Work with OEM to assess fuel needs to conduct a rapid needs assessment of the impacted areas and to perform other mission critical functions.
- f. ESF 6: Mass Care – Work with the Oregon Department of Human Services (DHS) to assess fuel needs to identify viable shelters and mass care facilities and establish operations of these facilities in the impacted areas and to perform other mission critical functions.
- g. ESF 7: Resource Support – Work with DAS to assess fuel needs to deliver emergency relief supplies to impacted areas and to perform other mission critical functions.
- h. ESF 8: Health and Medical – Work with Oregon Health Authority (OHA) to assess fuel needs to mobilize professional/reserve medical personnel and supplies to impacted areas to triage and stabilize the wounded in impacted areas, perform casualty clearing/staging, and other mission critical functions.

- i. ESF 9: Search and Rescue – Work with OSFM to assess fuel needs to deploy teams into impacted areas, transport injured individuals recovered from the scene, and to perform other mission critical functions.
- j. ESF 10: Hazardous Materials – Work with OSFM and DEQ to assess fuel needs to identify and deploy teams to contain oil and other hazardous materials spills from impacted areas and to perform other mission critical functions.
- k. ESF 11: Food and Water – Work with ODA and DHS to assess fuel needs to deliver food and water to shelters and isolated communities and to perform other mission critical functions.
- l. ESF 12: Energy – Work with OPUC to assess fuel needs to assess and restore the natural gas and electricity supply and distribution systems and to perform other mission critical functions.

Note: ODOE is lead for the petroleum sector. OPUC is lead for the electricity and natural gas sectors.

- m. ESF 13: Military Support – Work with OMD to assess fuel needs for the Oregon National Guard’s air and ground response in support of civilian authorities. This includes the mission critical functions of all ESF Primary State Agencies and Oregon counties as appropriate.
- n. ESF 14: Public Information – Work with OEM to assess fuel needs for the Public Information Sector as appropriate.
- o. ESF 15: Volunteers & Donations – Work with OEM to assess fuel needs for the Red Cross and other non-profit agencies to provide shelter, roadway assistance, donation management, establishing blood bank capabilities in impacted areas and to perform other mission critical functions.
- p. ESF 16: Law Enforcement – Work with OSP to assess fuel needs to protect life and property, provide traffic and crowd control, provide security for responders and critical facilities, and to perform other mission critical functions.
- q. ESF 17: Animal Protection – Work with DHS to assess fuel needs to provide veterinary medical care, animal sheltering, animal carcass disposal and to perform other mission critical functions.
- r. ESF 18: Business and Industry – Work with OEM to assess fuel needs for the Business and Industry Sector as appropriate.

Note: ODOE’s State Agency Liaison will work with ESF Primary State Agencies to ensure fuel assessments are complete. ODOE will work with and rely on the expertise and assessments of each ESF Primary State Agency to determine fuel needs for their respective sector(s).

Task 5: Assess County Fuel Needs - Work with county emergency management agencies to assess local fuel needs to support mission critical functions to save lives and restore critical lifelines and services.

- a. Region 1: Clackamas, Hood River, Multnomah, and Washington
- b. Region 2: Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill
- c. Region 3: Coos, Curry, Douglass, Jackson, and Josephine Counties
- d. Region 4: Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler
- e. Region 5: Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa

Note: ODOE AOC will assign a County Liaison to assist each region's counties to ensure fuel assessments are complete. ODOE will work with and rely on the expertise and assessments of each county emergency management agency to determine fuel needs for their respective jurisdictions.

Task 6: Work with county emergency management agencies to integrate the use of biofuels to support mission critical functions or to sustain regions not directly affected by earthquake and tsunami impacts.

Note: ODOE recognizes that biofuels cannot replace conventional fuel. The goal of integrating biofuels into the state's emergency response and recovery efforts is to allow eastern Oregon and other parts of the state that are not directly impacted by quake impacts to sustain community functions with ethanol or biodiesel until the region's petroleum supply and distribution system is restored.

- a. Work with Sequential Biodiesel to allocate biodiesel to support mission critical functions for counties in Region 2: Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill.
- b. Work with Pacific Ethanol to allocate ethanol to support mission critical functions for counties in Region 5: Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa.

Note: Counties must have access to flex cars to be fueled by ethanol.

Task 7: Work with the Federally-Recognized Tribes to assess tribal fuel needs to support mission critical functions to save lives and restore critical lifelines and services. This includes:

- Burns Paiute Tribe
- Confederated Tribes of the Coos, Lower Umpqua and Siuslaw
- Confederated Tribes of the Grand Ronde
- Confederated Tribes of the Siletz
- Confederated Tribes of the Umatilla Indian Reservation

- Confederated Tribes of the Warm Springs Reservation
- Coquille Indian Tribe
- Cow Creek Band of Umpqua Tribe of Indians
- Klamath Tribes

Task 8: Work with the Governor’s Disaster Cabinet to prioritize fuel needs in preparation for fuel allocations.

- a. As fuel assessments are completed by ESF Primary State Agencies, county emergency management agencies, and the federally-recognized tribes, establish a fuels priority list in preparation for fuel allocations.

Note: Initial bulk fuel supplies delivered into Oregon by federal and military agencies may not meet all of the state’s fuel needs to emergency response activities. Establishing priorities for fuel allocation becomes a responsibility of the Governor’s Disaster Cabinet. ODOE’s Director is a member of the Governor’s Disaster Cabinet.

Task 8: Provide Action 4 status reports in Command and General Staff Briefings, Governor Disaster Cabinet briefings, OR ECC briefings, Situation Reports, news releases, news conferences, and other forums as appropriate. This includes:

- Current in-state fuel availability and outlook
- State, county, and tribal fuel needs assessment status
- Status of the Governor’s Disaster Task Force in establishing statewide fuel priorities

ACTION 5

Outside Assistance: Fuel Supply

12 - 24 HOURS TO INITIATE - ESTIMATED COMPLETION 180+ DAYS	
ODOE Mission Analysis	
<p>Objectives/Tasks</p> <p>Request the activation and represent Oregon on the nationally convened Fuel Task Force to:</p> <ul style="list-style-type: none"> • Coordinate the request, delivery, and estimated time of arrival of bulk fuel supplies into Oregon from outside of the region with federal, military, and industry partners to support state’s response and recovery effort. • Verify the pre-designated federal Incident Support Base (ISB) in Oregon for receiving bulk fuel supplies. • Verify State Staging Areas (SSA) and Forward Staging Areas (FSA) in Oregon in preparation for moving bulk fuel supplies from the federal ISB closer to the impacted areas. 	<p>Facts/Assumptions</p> <p style="color: red;">Aging petroleum infrastructure in the Pacific Northwest not designed to withstand catastrophic seismic impacts resulting in significant damage:</p> <ul style="list-style-type: none"> • Refineries located in Washington inoperable. • 299 mile Olympic Pipeline, Kinder Morgan Pipeline to the Eugene terminal and Portland International Airport inoperable. • Petroleum terminals in the Portland Fuel Hub inoperable (includes marine docks). • Transportation infrastructure unable to support product movement. • Significant fuel supply loss from the Portland Fuel Hub located on liquefiable soils.
<p>Constraints/Limitations</p> <ul style="list-style-type: none"> • Anti-trust laws and proprietary business practices under normal conditions prevent oil companies from collaborating without facilitation from government agencies. A national forum like the Fuel Task Force allows oil companies to coordinate their response to a catastrophic event to restore the region’s fuel infrastructure and provide bulk fuel supplies to impacted states. • “Just-in-Time” strategy for fuel deliveries limit the amount of reserves on hand at all U.S. refineries and terminals. ➤ U.S. refineries operating at near capacity limit the capability to meet sudden increase in demand. ➤ No easily accessible alternate source of refined product in Oregon. 	<p>Gaps/Requests for Information</p> <p><i>Prior to Event</i></p> <ul style="list-style-type: none"> ➤ Conduct fuel workshops, tabletop drills and full scale functional exercises to improve coordination and integration of federal, military, state, and industry emergency response and procedures to ensure a seamless, collaborative response to fuel emergencies in Oregon. ➤ Improve overall understanding of the roles, responsibilities, and capabilities of industry, federal agencies, and military branches providing bulk fuel supplies to Oregon. ➤ Improve overall understanding of options and logistics required for transporting, storing, and dispensing of fuel by air, water, rail and roads from the federal ISB to the SSAs, FSAs, and county FPODs. <p><i>After an Event</i></p> <ul style="list-style-type: none"> ➤ Represent Oregon on the national Fuel Task Force to secure bulk fuel supplies from outside of the region into Oregon to support the state’s response and recovery effort.

ODOE Response Positions:

- Petroleum Event Manager
- Fuel Allocation Coordinator
- Fuel Supply Assessor
- State Agency ESF Liaison
- Federal Agency Liaison
- Petroleum Industry Liaison
- Other ODOE Response Positions as Appropriate

Procedures: Procedures for ODOE AOC response positions are included in Appendix J of this plan. Each response position procedure includes key objectives, checklist of tasks, guidance on how to accomplish objectives and tasks, and reference materials as appropriate.

NOTES

Federal and state seismic vulnerability studies show the petroleum infrastructure in the Pacific Northwest will be **inoperable for at least three months** if not longer:

Task 1: Work with the Protective Security Advisor to assess the status of ODOE's initial bulk fuel supply request via DHS's Special Event and Domestic Incident Tracker. This includes:

- a. Complete and submit a federal resource request form for bulk fuel supplies to FEMA.
- b. Provide a copy of the resource request to USDOE ESF 12 Liaison and the DHS Protective Security Advisor.

Note: ODOE's initial request for bulk fuel supplies was verbally communicated to the Protective Security Advisor in Action 3 of this plan. A federal resource request form must then be completed and submitted for record keeping to ensure timely federal reimbursements.

Task 2: Coordinate with the USDOE ESF 12 Liaison at the Oregon ECC or JFO to request the activation of a national Fuel Task Force.

Note: USDOE may activate a national Fuel Task Force without prompting from ODOE or the Washington Department of Commerce. Fuel Task Force members include: USDOE, FEMA, DOD, Maritime Administration, USNORTHCOM, petroleum industry partners, impacted states, and other as appropriate.

For events not requiring the activation of a national Fuel Task Force, ODOE will work with USDOE and petroleum industry partners to accomplish the tasks identified in Action 5 as appropriate.

Task 3: Upon activation, coordinate with the Fuel Task Force to secure bulk fuel supplies from outside of the region into Oregon to support the state's emergency response and recovery activities. This includes:

- a. Inform the Fuel Task Force about the status of ODOE's initial bulk fuel supplies request to Oregon's Protective Security Advisor via DHS's Special Event and Domestic Incident Tracker to ensure continuity and timely follow through and delivery of Oregon's bulk fuel supply request.

- b. Identify and secure source of bulk fuel supplies to support Oregon’s emergency response and recovery effort.
- c. Assess and determine viable transportation modes and responsible military, federal agency(s), and/or company(s) to support bulk fuel deliveries to Oregon to the authorized federal Incident Support Base.
 - Air – Identify type of aircraft(s), availability, and capacity.
 - Waterway - Identify viable marine docks and vessels (tankers/ships/barges) availability, and capacity.
 - Rail – Determine availability and capacity.
 - Pipeline – Viable alternate or temporary pipelines and capacity.
 - Land – Viable transportation routes.
- d. Coordinate all logistics and resources (personnel, equipment, and systems) needed to transport bulk fuel supplies to Oregon to the confirmed federal Incident Support Base or other authorized location.

Task 4: Coordinate with the Fuel Task Force to prepare and deliver bulk fuel supplies from the federal Incident Support Base to authorized State Staging Areas and Forward Staging Areas closer to the impacted areas. This includes:

- a. Assessing and determining viable transportation modes and responsible military, federal agency(s), and/or company(s) to support fuel deliveries.
 - Air – Identify type of aircraft(s), availability, and capacity.
 - Waterway - Identify viable marine docks and vessels (tankers/ships/barges) availability, and capacity.
 - Rail – Determine availability and capacity.
 - Pipeline – Viable alternate or temporary pipelines and capacity.
 - Land – Viable transportation routes.
- b. Coordinate with OEM to verify authorized State Staging Areas and Forward Staging Areas for transporting bulk fuel supplies closer to the impacted areas.
- c. Coordinate with the county emergency management agencies to verify pre-designated FPODs within their respective communities for receiving bulk fuel supplies from the federal and state staging areas.

Task 5: Coordinate with the Fuel Task Force to identify maritime response operations, assets and capabilities to support bulk fuel and other disaster relief supply deliveries to Oregon. This includes:

- a. Waterway and port facility restoration on the Columbia River and along the Oregon Coastline.
- b. Availability of maritime vessels to support deliveries of bulk fuel and other disaster relief supplies to viable and/or temporary ports on the Columbia River and along the Oregon Coastline.

- c. Lifting the Jones Act to allow foreign ships to deliver bulk fuel supplies to viable and/or temporary ports along the Oregon Coastline.

Note: During Superstorm Sandy, the Maritime Administration lifted the Jones Act to allow 11 foreign vessels to deliver 115 million gallons of fuel from the U.S. Gulf Coast to the ports of New York and New Jersey.

Task 6: Coordinate with the Fuel Task Force to identify, obtain, and coordinate the implementation of all necessary federal environmental, transportation, and other waivers to ensure timely delivery of fuel and other disaster relief commodities into Oregon. This includes:

- c. Working with Oregon state agencies to ensure all state equivalent waivers are identified, obtained and implemented to prevent delays in the delivery of emergency supplies and services in the state.

Note: See Action 7 and Appendix G for more details on Oregon waivers required to ensure timely fuel deliveries.

Task 7: Coordinate with the Fuel Task Force to develop regional fuel priorities for Oregon and Washington if needed.

- a. Compare prioritized fuel list from the Governor's Disaster Cabinet with the regional priorities recommended by the Fuel Task Force to ensure consistency.
- b. If discrepancies are found, resolve the differences with members of the Governor's Disaster Cabinet prior to implementing fuel allocations.

Task 8: Coordinate damage assessment and estimate repair and restoration timelines to the region's fuel supply and distribution system.

Task 9: Provide Action 5 status reports in Command and General Staff Briefings, Governor's Disaster Cabinet briefings, OR ECC briefings, Situation Reports, news releases, news conferences, and other forums as appropriate. This includes:

- Fuel Task Force priorities, actions, and decisions.
- Details about the status of bulk fuel supply deliveries into Oregon from all viable transportation modes.
- Status of federal and state fuel waivers to ensure timely deliveries.
- Regional fuel priorities.

ACTION 6

Fuel Conservation Measures

24 - 48 HOURS TO INITIATE - ESTIMATED COMPLETION 180+ DAYS	
ODOE Mission Analysis	
<p>Objectives/Tasks Reduce Fuel Consumption:</p> <ul style="list-style-type: none"> • Recommend voluntary fuel conservation measures for Oregonians. • Require mandatory fuel conservation measures for government agencies and all political subdivisions. 	<p>Facts/Assumptions</p> <ul style="list-style-type: none"> • Significant fuel supply loss from the Portland Fuel Hub. • Significant reduction in demand for fuel due to widespread damage to highways, roads and bridges.
<p>Constraints/Limitations</p> <ul style="list-style-type: none"> • Mandatory fuel conservation measures require Governor Emergency Declaration. • No enforcement capability to require mandatory fuel conservation measures for the public. 	<p>Gaps/Requests for Information</p> <p><i>Prior to Event</i></p> <ul style="list-style-type: none"> ➤ ODOE will develop performance measures to evaluate the success of fuel conservation measures to reduce demand on fuel. <p><i>After an Event</i></p> <ul style="list-style-type: none"> ➤ ODOE will assess the success of the fuel conservation measures to reduce demand on fuel.
<p>ODOE Response Positions:</p> <ul style="list-style-type: none"> ➤ Petroleum Event Manager ➤ PIO ➤ Fuel Allocation Coordinator ➤ Fuel Supply Assessor ➤ Odd/Even Fuel Administrator ➤ State Agency ESF Liaison ➤ County Liaison Manager ➤ Tribal Liaison ➤ Other Response Positions as Appropriate <p>Procedures: Procedures for ODOE AOC response positions are included in Appendix J of this plan. Each response position procedure includes key objectives, checklist of tasks, guidance on how to accomplish objectives and tasks, and reference materials as appropriate.</p> <p>Note: In general and unless otherwise instructed, fuel conservation measures will remain in effect throughout the duration of the emergency and recovery phases of an event. The goal of fuel conservation measures is two-fold. First, it allows for the gradual drawdown of the limited supplies on hand. Second, it reduces panic, prevents fuel hoarding, and prevents price gouging at the gasoline pumps. In addition, fuel conservation measures reassure Oregon citizens that the state is taking the necessary steps to mitigate the impending or actual supply shortage situation.</p>	

Task 1: Recommend voluntary fuel conservation measures to reduce driving during fuel shortages and disruptions.

- a. Implement public information campaign to encourage commuters to practice responsible

driving and vehicle maintenance to save on fuel. This includes the following fuel saving tips:

- Slow down and watch speed.
 - Consolidate trips.
 - Accelerate and brake smoothly.
 - Reduce idling.
 - Check tire pressure.
 - Travel light.
 - Minimize use of heater and air conditioning.
 - Close windows at high speeds.
 - Choose the right oil.
 - Be kind to your vehicle.
 - Other fuel saving tips as appropriate.
- b. GAS PRICE REPORTER WEBSITE/TOLL FREE NUMBER – Request the Oregon Department of Justice (ODOJ) establish and manage the “Gas Price Reporter Website” and a 1-800 number to enable Oregonians to report evidence suggesting unlawful conduct in gasoline pricing at www.doj.state.or.us. The Attorney General investigates and prosecutes individuals and companies that unlawfully fix the price of gasoline in Oregon.
- c. RIDE SHARE PROGRAM - Initiate emergency rideshare program to save fuel by improving the attractiveness of car and vanpools.
- d. MASS TRANSIT PROGRAM - Assist local agencies in expanding new transit service, reducing transit fare and instituting or expanding free transit fare zones.
- e. BICYCLE PROGRAM - Encourage commuters who live within bicycling distance of their places of employment to use their bicycles. For this program to be successful, local governments and employers may need to provide more bicycle racks or secured parking areas for employees. Temporary bicycle lanes may be created to encourage cycling and to accommodate increases in the number of cyclists.
- f. FLEXIBLE WORK HOURS - Encourage the use of flexible work hours for both short and long-term demand reduction, improvement in fuel efficiency, and reduction in traffic congestion.
- g. THERMOSTAT SETTINGS - Set thermostats higher in the summer and lower in the winter to reduce the amount of fuel used for heating or air conditioning.

Task 2: Recommend mandatory fuel conservation measures for All Levels of Government and Political Subdivisions in Oregon. This includes, but is not limited to:

- a. ELIMINATE NON-ESSENTIAL DRIVING - Reduce or eliminate all non-essential government and commercial vehicle use.
- b. STRICTLY ENFORCING SPEED LIMITS - Intensified speed limit enforcement by eliminating the use of warnings.

c. INTENSIFY FLEXIBLE WORK HOUR PROGRAMS - Programs include, but are not limited to the following:

- Staggered work hours
- Flextime
- Four-day work week
- Parking facility limitations

d. MANDATORY VEHICLE TIRE PRESSURE INSPECTION

Note: Implementing mandatory fuel conservation measures requires a Governor's Emergency Declaration.

Task 8: Provide Action 6 status reports in Command and General Staff Briefings, Governor's Disaster Cabinet briefings, OR ECC briefings, Situation Reports, news releases, news conferences, and other forums as appropriate. This includes:

- Voluntary fuel conservation measures considered or issued for the public.
- Mandatory fuel conservation measures considered or issued to all levels of government and political subdivisions.
- Impacts of voluntary and mandatory fuel conservation measures issued, if any.

ACTION 7

Temporary Waivers

24 – 48 HOURS TO INITIATE - ESTIMATED COMPLETION 180+ DAYS	
ODOE Mission Analysis	
<p>Objectives/Tasks</p> <p>Ensure access and timely movement of fuel to support emergency activities</p> <ul style="list-style-type: none"> • Obtain Governor’s Emergency Declaration. • Obtain Governor’s executive order giving ODOE authority to implement the Oregon Fuel Action Plan. • Obtain all fuel waivers needed to ensure timely fuel deliveries in Oregon. 	<p>Facts/Assumptions</p> <ul style="list-style-type: none"> • Significant fuel supply loss from the Portland Fuel Hub. • Significant damage to region’s petroleum infrastructure. • Atypical supply and distribution systems will be created to support Oregon’s response and recovery activities. • Bulk fuel supplies will be transported into Oregon from greater distances.
<p>Constraints/Limitations</p> <ul style="list-style-type: none"> • Waivers require Governor’s Emergency Declaration. • Waivers may require presidential approval. ➤ Waivers may require coordination with multiple Oregon state agencies, federal agencies, the military, and other states in the region. ➤ Waivers are temporary and require review for extensions. 	<p>Gaps/Requests for Information</p> <p><i>Prior to Event</i></p> <ul style="list-style-type: none"> ➤ Draft executive order for the governor to sign giving ODOE authority to implement the Oregon Fuel Action Plan. ➤ Draft a menu and boilerplate waivers of all potential waivers needed to ensure fuel deliveries within and into Oregon without delays during an emergency <p><i>After an Event</i></p> <ul style="list-style-type: none"> • Obtain and disseminate copies of emergency declarations, executive orders, and waivers.
<p>ODOE AOC Response Positions:</p> <ul style="list-style-type: none"> ➤ ODOE Director ➤ Petroleum Event Manager ➤ Fuel Supply Assessor ➤ Fuel Allocation Coordinator ➤ State Agency ESF Liaison ➤ Federal Agency Liaison ➤ Petroleum Industry Liaison ➤ Other Response Positions as Appropriate <p>Procedures: Procedures for ODOE AOC response positions are included in Appendix J of this plan. Each response position procedure includes key objectives, checklist of tasks, guidance on how to accomplish objectives and tasks, and reference materials as appropriate.</p> <p>Note: ODOE will work directly with the Oregon Department of Justice to obtain and issue all necessary waivers to support timely fuel deliveries and the transportation of other disaster relief supplies on Oregon highways, roads, and bridges.</p>	

Task 1: Obtain Governor's Emergency Declaration.

- a. Obtain from OEM a copy of the Governor's Emergency Declaration as a result of a catastrophic event under ORS 401.
- b. For emergencies impacting the fuel sector ONLY, ODOE's Director may advise the Governor to declare an ENERGY emergency declaration under ORS 176.785.
- c. Provide a copy of the Governor's Emergency or Energy Declaration to 1) petroleum industry partners, 2) federal agencies as appropriate, 3) western states, 4) ESF Primary State Agencies, 5) county emergency management agencies, 6) federally-recognized tribes, and 7) other stakeholders as appropriate.

Task 2: Obtain temporary waivers (Emergency Declaration Required).

- a. Work with the appropriate federal and/or state agencies to complete waiver request forms to obtain all necessary waivers to ensure timely deliveries of fuel to support emergency and recovery activities in Oregon.

Note: The oil industry operates under various regulations to ensure safe operations, environmental quality, and fair market competition. These same regulations could also impede the rapid restoration of the petroleum supply and distribution system in the aftermath of an emergency resulting in a long-term or severe fuel shortage. Lifting environmental and safety requirements temporarily after a catastrophic event could ensure timely deliveries of fuel and other disaster relief supplies into impacted communities.

- Biofuel Blending – Oregon requires a minimum amount of biofuels to be blended into all gasoline and/or diesel sold within the state. This requirement could impede fuel supplies from states without biofuel blending requirements from entering the disaster area.
- Clean Fuel Supply - Producers and importers of fossil-based transportation fuels are required to comply with the Oregon Clean Fuel Standards to reduce the overall carbon content of fuel used in Oregon. This requirement could impede fuel supplies coming from states with lesser standards from entering the disaster area.
- Dealer License – Oregon requires a carrier to pay a fee and obtain a Distributor's License to transport motor fuel within the state. Temporarily waiving this fee and license requirement may help speed fuel into the disaster area.
- Diesel Fuel Penalty - The federal government imposes 24.4 cents per gallon tax on diesel fuel sold for on road use. Meanwhile dyed diesel fuel used for farming purposes and home heating are not subject to the tax. If the dyed diesel fuel was used for on road purposes, the federal government would require that use to be reported and the tax paid accordingly. Temporarily waiving this penalty would allow use of available supplies of dyed diesel fuel for emergency use.
- Driver Qualification, Load, and Inspection – Federal and state laws set standards for a driver's physical fitness, level of fatigue, fluency in English, cargo and cargo inspection,

and vehicle maintenance and repairs. Temporarily waiving these requirements may be necessary to increase the pool of available drivers.

- Hazmat Specifications – Federal and state laws set strict specifications on the types of vehicles that can carry gasoline, which includes shipping papers and placarding. Temporarily waiving these specifications may be necessary if there is a shortage of available fuel carrying vehicles.
- Hours of Service – Federal and state laws set standards on how many hours a truck driver can be on duty and drive in a given day and week. Temporarily waiving these standards may be necessary to get needed fuel delivered.
- Importer/Exporter License - State law requires fuel importers and exporters to pay a fee and obtain a license from the state to move fuel across state lines. Without these licenses, the fuel merchant cannot legally buy gasoline from one state and move it to another. Temporarily waiving this fee and license requirement may be necessary to bring fuel from nearby states into the disaster area.
- International Registration/International Fuel Tax Agreement - The International Registration Plan (IRP) is an agreement among states of the U.S, the District of Columbia, and the provinces of Canada providing for payment of commercial motor carrier registration fees. To operate in multiple states or provinces, motor carriers must register in their base jurisdiction (state or province). The International Fuel Tax Agreement (IFTA) is an agreement among states to report fuel taxes by interstate motor carriers. Temporarily waiving this requirement may be necessary to bring fuel from Canada or nearby states into the disaster area.
- Jones Act - The Merchant Marine Act (Jones Act) prohibits foreign-built, foreign-owned, or foreign-flagged vessels from carrying goods and commodities between U.S. ports. To get adequate fuel supplies into the disaster area without delays, foreign vessels may need to be used to deliver fuel between U.S. ports.
- Oxygenated Fuel Emergency – State law requires the use of oxygenated fuels during winter months in certain designated areas that are not meeting carbon monoxide (CO) ambient air quality standards. Temporarily waiving this requirement may be needed to use fuel in the disaster area that would otherwise not be permitted.
- Reid Vapor Pressure (RVP) – RVP is a common measure of the volatility of gasoline. Many states allow a variance, up to 1 lb. RVP from current standards for gasoline blended with ethanol. This requirement could impede fuel supplies from other states without RVP requirements from entering into the disaster area.
- Ultra Low Sulfur Diesel – Federal and state law require a cleaner fuel with a maximum 15 parts per million sulfur specification for vehicles and equipment. Temporarily waiving this requirement may be necessary if fuel that doesn't meet these requirements is otherwise available.

- Vapor Recovery and Fuel Transfer, Loading and Storage Waivers – Federal and state law require fuel terminal loading and unloading systems and tank trucks that transport fuels to use specified vapor recovery equipment and comply with other vapor control requirements. Vapor recovery requirements vary from state to state. Some states also establish vapor control requirements to various fuel transfer, loading and storage operations. Temporarily waiving this requirement may be necessary to deliver some fuel into the disaster area.
- Vessel Movement Control – The U.S. Coast Guard has authority to control vessel traffic through the enactment of safety and security zones. Delivery of fuel by water may necessitate implementing such zones.
- Weight Limits - All states set weight restrictions on the maximum weights allowable for trucks that travel on roadways. Temporarily modifying these restrictions may be necessary for emergency delivery of fuel.

Note: Refer to Appendix G for more details about specific fuel waivers and the federal and state agencies responsible for lifting the waivers.

- b. Provide a copy of the waiver(s) obtained to 1) petroleum industry partners, 2) federal agencies as appropriate, 3) western states, 4) ESF Primary State Agencies, 5) county emergency management agencies, 6) federally-recognized tribes, and 7) Other stakeholders as appropriate.

Task 3: Work with lead federal and state agencies to monitor waivers issued and evaluate the need for an extension of the temporary waivers as appropriate.

- a. Work with the appropriate lead federal and/or state agencies to complete the approval process for extending all necessary waivers to ensure continued timely deliveries of fuel to support emergency and recovery activities in Oregon.

Note: Fuel waivers are usually effective for a period of 20-30 calendar days from the date of the emergency declaration and require extensions if the emergency situation persists.

Task 4: Work with lead federal and state agencies to terminate temporary waivers lifted in response to the emergency and reinstate all federal and state requirements as appropriate.

Task 5: Provide Action 7 status reports in JFO Command and General Staff Briefings, OR ECC briefings, Situation Reports, news releases, news conferences, and other forums as appropriate. This includes:

- Temporary waivers issued
- Temporary waivers extended
- Temporary waivers deactivated

ACTION 8

Fuel Allocation

72 HOURS TO INITIATE - ESTIMATED COMPLETION 180+ DAYS	
ODOE Mission Analysis	
<p>Objectives/Tasks</p> <ul style="list-style-type: none"> • Implement and Manage Oregon's Fuel Allocation Program. • Receive, review, and approve/deny emergency fuel requests from pre-approved priority fuel users. This includes: ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes. • Allocate fuel to pre-approved priority fuel users as needed. • Identify and implement pre-scripted missions involving fuel requiring federal and military assistance. • Implement Odd/Even Fuel Allocation as appropriate. 	<p>Facts/Assumptions</p> <p>Significate damage to:</p> <ul style="list-style-type: none"> • Region's communications systems. • Region's power infrastructure. • Region's transportation infrastructure (highways, roads, bridges, waterway systems, and rail). • Portland Fuel Hub (terminal facilities, pipeline systems, tank farms, and marine docks). • Eugene terminal. • Region's pipeline systems: <ul style="list-style-type: none"> - 230 mile Olympic Pipeline. - Kinder Morgan Pipeline to the Eugene terminal and to the Portland International Airport.
<p>Constraints/Limitations</p> <ul style="list-style-type: none"> • Criteria for initiating fuel allocation: <ul style="list-style-type: none"> - Governor's Emergency Declaration. - State, county, and tribal emergency responders unable to get fuel at any price. - Anticipated long-term/severe supply shortage or disruption. • Obtaining necessary federal and state regulatory waivers to support timely deliveries of fuel and other disaster relief supplies. • Fuel deliveries largely dependent on factors beyond ODOE's control: <ul style="list-style-type: none"> - Significant loss of normal incoming fuel supply post-quake. - Securing bulk fuel supplies from outside of the region to Oregon takes time (est. 1 – 3 weeks). - Viable telecommunications to coordinate the allocation of fuel to priority users. - Viable transportation modes to deliver bulk fuel supplies from the federal ISB to SSAs, FSAs, and FPODs in the impacted areas. - Limited power or backup power capabilities to dispense fuel. 	<p>Gaps/Requests for Information</p> <p><i>Prior to Event</i></p> <ul style="list-style-type: none"> ➤ ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes responsible for identifying: <ul style="list-style-type: none"> ➤ Mission critical functions for each agency and sector/area of responsibility and the fuel needed to perform identified missions. ➤ Priority life line routes to receive fuel. ➤ Pre-designated FPODs to receive fuel. ➤ Strategies to move fuel from the FPODs to critical facilities in the community and to emergency responders in the field. ➤ Identify and confirm pre-designated federal ISBs, SSAs, and FSAs in Oregon. <p><i>After an Event</i></p> <ul style="list-style-type: none"> ➤ Assess fuel needs, review fuel requests, and facilitate fuel deliveries to pre-approved priority fuel users to pre-designated FPODs as appropriate. ➤ Implement pre-scripted missions seeking federal and military assistance to deliver fuel. ➤ Implement Odd/Even Fuel Allocation for the public as appropriate.

ODOE AOC Response Positions:

- ODOE Director
- Petroleum Event Manager
- Fuel Allocation Coordinator
- Fuel Supply Assessor
- Federal Agency Liaison
- Petroleum Industry Liaison
- State Agency ESF Liaison
- County Liaison Manager
- County Liaison(s): Regions 1 – 5 (*as needed*)
- Tribal Liaison
- Other Response Positions as Appropriate

Procedures: Procedures for ODOE AOC response positions are included in Appendix J of this plan. Each response position procedure includes key objectives, checklist of tasks, guidance on how to accomplish objectives and tasks, and reference materials as appropriate.

ABOUT THE FUEL ALLOCATION PROGRAM

IMPLEMENTATION CRITERIA

- Governor's Emergency Declaration.
- Emergency and essential service providers unable to obtain fuel at any price.
- Market forces, voluntary fuel conservation, and/or mandatory fuel conservation measures fail to provide for adequate and equitable distribution of fuel.

GOAL

- Interfere minimally with the market.
- Make no attempt to reduce or inhibit the market price of fuels.
- Ensure all fuel delivered through the program will be purchased at the market price, and whenever possible, through the usual supplier.

STRUCTURE

Ensure adequate fuel supplies to save lives, protect public health and safety, and to restore critical lifelines and services. Those who qualify for emergency fuel supplies fall under three categories:

- 18 ESF Primary State Agencies
- 36 county emergency management agencies
- 9 federally-recognized tribes

All emergency fuel requests will be filtered through one of these pre-approved priority fuel users.

ASSUMPTIONS

- ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes completed identifying mission critical functions and fuel required to complete missions prior to a catastrophic event.
- County priority lifeline routes identified that connect to ODOT's state priority lifeline routes.
- Counties pre-designated FPODs along priority lifeline routes within their communities to receive emergency bulk fuel supplies.
- Bulk fuel supplies requested by ODOE have arrived at the designated federal Incident Support Base awaiting fuel allocation direction from ODOE to pre-designated fueling locations for use by pre-approved priority fuel users.

ODOE's fuel allocation structure is a **GUIDELINE**. Severe or long-term fuel disruptions and shortages are largely dependent on event conditions, the availability of fuel, and the state's priorities.

FUEL REIMBURSEMENTS

ODOE will not provide funding or administer the disbursement of funds to priority users for fuel allocation. Payment for fuel is the responsibility of the recipients.

Federal Reimbursements – An Oregon State Declared Emergency will trigger financial assistance through FEMA's Public Assistance Cost Share Program under the Stafford Act of 1988. Under the federal cost share program, FEMA is responsible for covering 75 percent while state, county, and tribes are responsible for covering 25 percent of the costs. FEMA Guidance defines eligibility and cost recovery procedures for compliance.

Task 1: Implement and manage Oregon Fuel Allocation Program and Process Fuel Requests.

- a. Receive and review Fuel Request Forms from ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes.

Note: State agencies, counties, and tribes are to use the Fuel Request Form in Appendix A to apply for emergency fuel. Incomplete forms will be returned to the requesting organization.

- b. Validate authenticity of each application to ensure fuel requests are submitted by an approved ESF Primary State Agency, county emergency management agency or federally-recognized tribe.
- c. Compare requests with established fuel priorities and cross check requests with other applications to eliminate duplicate requests.

Note: The Governor's Disaster Cabinet may establish statewide fuel priorities that could impact which fuel requests from state agencies, counties, and tribes are approved. Refer to Action 4 for more information about establishing statewide fuel priorities.

- d. Process Fuel Request Form as appropriate.
 - Approve Emergency Fuel Request.
 - Approve with Conditions – ODOE will work with ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes to meet identified conditions to complete the fuel requests for approval as appropriate. Upon meeting identified conditions for fuel request approval, ODOE will facilitate fuel orders and deliveries for approved requests.
 - Approve Pending Additional Information – ODOE will work with ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes to obtain additional information to complete the fuel requests for approval as appropriate. Upon obtaining the additional information for fuel request approval, ODOE will facilitate fuel orders and deliveries for approved requests.

- Deny Emergency Fuel Request (*provide reason*)
 - Request met through mutual aid
 - Duplicate request
 - Request fails to meet mission critical priorities (*can be appealed*)
 - Unavailability of fuel (*request remains active for reconsideration when fuel becomes available*)
 - Unable to get fuel to requested location (*request remains active for reconsideration when a viable fueling location is identified*)

- Appeals Process – ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes can appeal a fuel request denial by completing the Appeals section of the Fuel Request Form. This involves providing a justification for “how” the fuel request does meet mission critical priorities. The appeal will be submitted to the Governor’s Disaster Cabinet for consideration. After re-evaluating the fuel request, the Governor’s Disaster Cabinet can:
 - Approve the appeal for requesting emergency fuel
 - Approve the appeal with conditions
 - Approve the appeal pending additional information
 - Deny the appeal for requesting emergency fuel

- ODOE will assist ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes in completing the Fuel Request Form, appeals process, and monitor fuel requests through to completion.

Task 2: INITIAL RESPONSE - Process approved Fuel Request Forms and facilitate orders and deliveries to ESF Primary State Agencies, county emergency management agencies and federally-recognized tribes as appropriate.

- a. Review and confirm with approved state agency, county, or tribe on the pre-designated locations to receive emergency bulk fuel supplies from Appendixes B and D. If the pre-designated locations are not viable post-quake, ODOE will work with state, county, and tribes to designate alternate locations to stage, deliver, and receive bulk fuel supplies.

Note: ODOE maintains a Statewide Fuel Database on all above and understand fuel storage tanks. ODOE’s Statewide Fuel Database is a compilation of fuel data from DEQ, OSFM, and ODA that was modified to meet specific fuel allocation program needs and eliminates duplications and streamlines the information from the three existing databases.

- b. Coordinate initial movement of fuel by air with other state ESF Primary State Agencies moving other disaster relief commodities into the impacted areas. This includes, but is not limited to:
 - ESF 1: Transportation – ODOT/Aviation
 - ESF 6: Mass Care – DHS
 - ESF 7: Resource Support – DAS
 - ESF 8: Health & Medical – OHA

- ESF 11: Food & Water – DHS
- ESF 13: Military Support – OMD

Note: Coordination is critical during the initial response phase due to the limited number of initial viable locations within the impacted areas that can receive fuel and other disaster relief supplies.

- c. Coordinate with federal and state ESF 7: Logistics Management and Resource Support teams to determine viable air transportation modes to deliver bulk fuel supplies to confirmed designated fuel locations. This includes identifying:

- Type of aircraft(s), availability, and capacity
- Responsible military branch(s), federal agency(s) and/or petroleum industry company(s) transporting bulk fuel supplies
- Delivery Type
 - Single Delivery: Specify estimated time of arrival
 - Multiple Deliveries: Specify delivery schedule

Note: The lead Federal ESF 7 agencies include: DHS, FEMA, and the General Services Administration (GSA) to provide a centralized management for the role of the National Logistics Coordinator and management of resource support requirements to support impacted states. Oregon's ESF Primary Agency for ESF 7 is DAS supported by OMD, OEM, and other state agencies.

- d. Work with ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes to document and track all bulk fuel supply orders and deliveries to State Staging Areas, Forward Staging Areas and Fuel Points of Distribution throughout the duration of the emergency. This includes:

- Monitoring delivery schedules, date and time of deliveries, and the type and amount of fuel delivered.
- Identifying the responsible military branch(s), federal agency(s) and/or petroleum industry company(s) delivering the bulk fuel supplies.
- Modifying fuel deliveries as appropriate.

Task 3: **SUSTAINED RESPONSE** Process approved Fuel Request Forms and facilitate orders and deliveries to state agencies, counties, and tribes as other transportation modes become available.

Note: While delivering disaster relief supplies by air initially is essential, restoring overland transportation, rail, and waterway routes is critical to achieve a sustained response.

- a. **STATE PRIORITY LIFELINE ROUTES** – Work with ODOT to assess the viability of the state pre-designated priority lifeline routes and estimate timeline for repairs for Oregon (Appendix C).

- Upon ODOTs approval of state’s priority lifeline routes for use, coordinate with ODOT and PUC to send out fuel trucks with road, utility, and communications crews to repair and restore:
 - Designated state priority lifeline routes
 - Powerlines and substations along state priority lifeline routes
 - Communications towers and systems along state priority lifeline routes.
- Coordinate with ODOT and PUC to identify and confirm public/private partners to do this work and designate start points (State Staging Areas, ODOT district yards, or other location) for fuel trucks and work crews to congregate prior to deployment.

Note: Coordinate with federal and state ESF 7: Logistics Management and Resource Support teams as appropriate.

b. **COUNTY PRIORITY LIFELINE ROUTES** – Work with county emergency management agencies to confirm the viability of county pre-designated priority lifeline routes (Appendix D) linking to the state’s priority lifeline routes. This includes:

- Estimating the timeline for repairs and operation to support fuel deliveries as well as other disaster relief supplies.
- Coordinate with the counties to request resource support from state and federal ESF 7 logistic and resource support teams to ensure county pre-designated priority lifeline routes are restored to support fuel deliveries and other disaster relief supplies to their FPODs and CPODs.
- Review and confirm pre-designated FPODs to receive emergency bulk fuel supplies from Appendix D. If the pre-designated FPODs are not viable post-quake, work with ODOE to designate alternate FPODs.

Note: More FPODs may become viable to receive bulk fuel supplies as more county priority lifeline routes are restored.

c. **RAIL** – Work with ODOT’s Rail Division to determine the timeline for restoring rail lines and consider the viability of using rail cars to store and deliver fuel closer to the impacted areas to support emergency response activities. If this option is determined viable:

- Coordinate with ODOT, state and federal ESF 7: Logistics Management and Resource Support teams, and well as the rail industry to determine:
 - Number of available railcars
 - Rail yards that might serve as staging areas
 - Security and access control
 - Other logistics as appropriate

Note: The U.S. DHS Study titled “Columbia River Basin Petroleum and Refined-Products Supplies: Disruptions and Mitigations under CSZ Earthquake Scenario” states that rail might

be the fastest way to bring fuel into the affected area. The study notes that this solution is limited to the availability of tanker railcars and viability of the track.

- d. **WATERWAY** – Work with DEQ and USCG Sector Columbia River to determine the timeline for restoring waterway routes and consider the viability of using barges trapped upriver from Portland on the Columbia River upriver to store, deliver, and offload fuel to support emergency response activities.
- Coordinate with DEQ, USCG, U.S. Army Corp of Engineers, state and federal ESF 7: Logistics Management and Resource Support teams, as well as the barge companies to determine:
 - Number of available barges and fuel storage capacity
 - Viable marine docks
 - Security and access control
 - Other logistics as appropriate

Note: The U.S. DHS Study estimates it would take about two weeks to assess conditions on the lower Columbia and Willamette Rivers and clear the waterway for shallow-draft vessels.

BARGE COMPANIES ON THE COLUMBIA RIVER		
Tidewater	8 Barges	264,000 Barrels (Combined Capacity)
Olympic Tug & Barge Element of Harley Marine	1 Barge (<i>Portland</i>)	14,000 Barrel Capacity
<i>1 Barrel = 42 gallons</i>		

- e. Work with ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes to document and track all bulk fuel supply orders and deliveries to SSAs, FSAs, and FPODs throughout the duration of the emergency. This includes:
- Monitoring delivery schedules, date and time of deliveries, and the type and amount of fuel delivered.
 - Identifying the responsible military branch(s), federal agency(s) and/or petroleum industry company(s) delivering the bulk fuel supplies.
 - Modifying fuel deliveries as appropriate.

Task 4: Coordinate and assess the need for requesting maritime assets to support fuel deliveries and other disaster relief supplies to the Oregon coast to support emergency response activities. This includes:

- a. Working with lead state agencies, coastal counties, and federally-recognized tribes along the coast to identify resource needs to support emergency response activities along the Oregon Coast. This includes, but is not limited to:
- Providing shelter and housing
 - Delivering bulk fuel supplies and establishing temporary fueling locations

- Providing emergency power
 - Delivering food, water, medicine, and medical supplies
 - Transporting personnel, vehicles, equipment, and other disaster relief assistance
- b. Coordinate with federal and state ESF 7: Logistics Management and Resource Support teams to request maritime assistance to the communities along the Oregon Coast based on identified need. This includes:
- Completing the appropriate federal resource request forms to request maritime assets.
 - Identifying destinations (locations) and estimated time of arrival of maritime assets approved to respond to the Oregon Coast.
 - Identifying the Maritime Administration’s expectations of state and county responsibilities in anticipation and preparation of the arrival of maritime assets.
- c. Work with ESF Primary State Agencies, county emergency management agencies, and federally-recognized tribes to document and track all maritime requests, orders and deliveries to approved destinations along the Oregon Coast throughout the duration of the emergency. This includes:
- Monitoring date and time of arrivals and deliveries and the type of assistance provided.
 - Identifying the number and type of maritime assets that responded.

Task 6: Identify and implement pre-scripted missions as appropriate from Appendix E for requesting federal and military support to accomplish Action 8 fuel allocation objectives and tasks.

Task 7: Implement fuel allocation for Oregon citizens.

- a. Implement the Odd/Even Fuel Allocation Program for the public to alleviate potentially long lines at retail service stations. This measure is designed to:
- Help space purchases of gasoline and aid in its equitable distribution.
 - Provide a psychological benefit by reducing uncertainty regarding fuel availability.
 - Encourage the conservation of fuel by causing trips to be better planned.
 - Minimize waiting lines (may also reduce consumption by saving fuel that is used while idling).

Under this plan, gasoline may be purchased or sold only in accordance with the following procedures.

ODD/EVEN FUEL ALLOCATION MEASURE		
<i>Compliance rests with service station personnel</i>		
ODD Days of the Month	EVEN Days of the Month	SUNDAYS, HOLIDAYS, & 31ST of Any Month
Vehicles with license plates: <ul style="list-style-type: none"> • Ending w/odd numbers 	Vehicles with license plates: <ul style="list-style-type: none"> • Ending w/even numbers 	Everyone can purchase fuel on

• Ending w/letters A-M	• Ending w/letters N-Z	Sundays, legal holidays, or the 31 st of any month.
EXEMPTIONS: The following vehicles are exempted from the odd/even gasoline purchase plan, but will wait their turn in line at any gasoline station: Common carriers, including taxis, rental vehicles, commercially licensed vehicles, or private vehicles used for designated commercial purposes.		

- b. Implement Fuel Limit Purchase Requirement for the public in conjunction with the Odd/Even Fuel Allocation Measure, depending on the severity of the fuel shortage situation. Under this plan, gasoline may be purchased or sold only in accordance with the following procedures.

FUEL LIMIT PERCHASE REQUIREMENT <i>Compliance rests with service station personnel</i>	
MIMIMUM Fuel Purchase Requirement	MAXIMUM Fuel Purchase Requirement
Minimize gasoline lines by discouraging the making of frequent but small gasoline purchases by consumers. This measure also discourages tank topping.	Ensures some gasoline will be available to motorists located or traveling through the state. Limiting the amount of gasoline purchased by motorists in one visit will help prevent supplies from running out prematurely at a particular retailer.
NOTE: ODOE will set the minimum and maximum purchase quantity as appropriate. Retailers may lower the set amount at their discretion due to market forces.	

- c. Implement the Limited Hours of Operation measure if the fuel shortage situation continues to worsen. Under this plan, gasoline may be purchased or sold only in accordance with the following procedures.

LIMITED HOURS OF OPERATION <i>Compliance rests with service station personnel</i>		
PERCENTAGE of Hours Rule	DESIGNATED Days Rule	SUNDAY CLOSINGS , W/PERCENTAGE Rule
Order retail gasoline and diesel outlets to reduce hours of weekly operation by a fixed percentage of normal operating hours	Order retail gasoline and diesel outlets to close for business on specified days of the week. Pre-designated emergency fueling locations for priority users are exempt.	Order retail gasoline and diesel outlets to not operate on Sundays of any week and to reduce hours of normal operation on other weekdays.
NOTE: If any of the three rules are ordered, stations will post the hours of operation visibly upon the premises for all motorists to see.		

- d. Implement additional fuel allocation measures as appropriate.

Task 8: Provide Action 8 status reports in JFO Command and General Staff Briefings, OR ECC briefings, Situation Reports, news releases, news conferences, and other forums as appropriate. This includes:

- Availability of fuel in-state to support initial life-saving functions.

- Availability of bulk fuel supplies from outside of the region to be brought into Oregon to support the state's emergency response and recovery activities.
- Status of fuel allocations, processing of requests, facilitating and delivering of bulk fuel supplies to approved state, county, and tribal emergency responders.
- Viability of transportation routes to support fuel deliveries including air, overland, rail and waterway routes.
- Odd/Even Fuel Allocation Program for the public.

ACTION 9

Recovery

14-30 DAYS TO INITIATE - ESTIMATED COMPLETION 180+ DAYS	
ODOE Mission Analysis	
<p>Objectives/Tasks</p> <ul style="list-style-type: none"> • Assess need and allocate fuel to support state, county, and tribal recovery activities. • Serve on Coordinating Team - State Recovery Function (SRF) 6: Infrastructure Systems. • Participate on the Governor’s Recovery Cabinet. • Terminate Oregon Fuel Action Plan as state, county, and tribal emergency responders are able to purchase fuel at normal fueling outlets. • Ensure ongoing Oregon Fuel Action Plan readiness. 	<p>Facts/Assumptions</p> <ul style="list-style-type: none"> • Critical lifelines and services largely restored to the region as repairs are made to the state’s: <ul style="list-style-type: none"> ➢ Communications systems. ➢ Transportation infrastructure. ➢ Power infrastructure. ➢ Petroleum Infrastructure. • State, county, and tribal emergency responders are mostly able to purchase fuel from “normal” fueling outlets.
<p>Constraints/Limitations</p> <ul style="list-style-type: none"> • Transition from Response Phase to the Recovery Phase presents new decision-making structure, which can create confusion. This includes: <ul style="list-style-type: none"> ➢ Going from 18 ESFs to 7 State Recovery Functions (SRF). ➢ Designated “Coordinating Agency” to lead SRFs. ➢ Coordinating Agency may not have actual authority/expertise over SRF and must rely on the 18 ESF Primary State Agencies for decision-making and implementation of SRF activities. ➢ Creates additional layer requiring coordination. 	<p>Gaps/Requests for Information</p> <p><i>Prior to Event</i></p> <ul style="list-style-type: none"> ➢ Primary State RSF Agencies, county emergency management agencies, and federally-recognized tribes identify critical recovery functions and fuel needs for these activities. <p><i>After an Event</i></p> <ul style="list-style-type: none"> ➢ Assess timeline and industry’s capability to restore the region’s petroleum supply and distribution system back to pre-emergency conditions or to a “new normal.” ➢ Coordinate with Primary State RSF Agencies, counties, and tribes to verify fuel needs to support recovery activities. ➢ Continue fuel allocations to support recovery activities as appropriate.
<p>ODOE AOC Response Positions:</p> <ul style="list-style-type: none"> ➢ Petroleum Event Manager ➢ Fuel Allocation Coordinator ➢ Fuel Supply Assessor ➢ Petroleum Industry Liaison ➢ Federal Agency Liaison ➢ State Agency Liaison ➢ County Liaison Manager ➢ Tribal Liaison ➢ PIO ➢ Other Response Positions as Appropriate 	

Procedures: Procedures for ODOE AOC response positions are included in Appendix J of this plan. Each response position procedure includes key objectives, checklist of tasks, guidance on how to accomplish objectives and tasks, and reference materials as appropriate.

Note: Recovering the state’s fuel supply and distribution system to pre-emergency conditions or to the approved new normal infrastructure for the region will take months to years. Upon deactivation of the ODOE AOC, State ECC, and/or JFO, ODOE’s Energy Emergency Preparedness Manager will lead ongoing fuel recovery activities for the agency as appropriate.

Task 1: Assess need and allocate fuel to support local, tribal and State Recovery Functions (SFRs).

- a. Work with the Coordinating Agency(s) to assess fuel needs to support seven State Recovery Functions. This includes:

SRF 1: Community Planning and Capacity Building	
Coordinating Agency	Oregon Department of Land Conservation and Development (DLCD)
Primary Agencies	DLCD and OEM
Federal Coordinating Agency	FEMA
Related ESFs	ESF 5 – Information and Planning ESF 7 – Resource Support ESF 14 – Public Information ESF 15 – Volunteers and Donations

SRF 2: Economic Recovery	
Coordinating Agency	Business Oregon
Primary Agencies	Business Oregon Oregon Department of Consumer and Business Services (DCBS)
Federal Coordinating Agency	Department of Commerce
Related ESFs	ESF 18 – Business and Industry

SRF 3: Health Services	
Coordinating Agency	OHA
Primary Agencies	OHA
Federal Coordinating Agency	Department of Health and Human Services
Related ESFs	ESF 8 – Health and Medical ESF 17 – Agriculture and Animal Protection

SRF 4: Social Services	
Coordinating Agency	DHS
Primary Agencies	DHS
Federal Coordinating Agency	Department of Health and Human Services
Related ESFs	ESF 6 – Mass Care ESF 11 – Food and Water

SRF 5: Disaster Housing	
Coordinating Agency	Oregon Housing and Community Services (OHCS)

Primary Agencies	OHCS
Federal Coordinating Agency	Department of Housing and Urban Development
Related ESFs	ESF 6 – Mass Care

SRF 6: Infrastructure Systems	
Coordinating Team	DAS, ODOE, ODOT, & OPUC
Primary Agencies	DAS, ODOE, ODOT, & OPUC
Federal Coordinating Agency	U.S. Army Corps of Engineers
Related ESFs	ESF 1 – Transportation ESF 2 – Communications ESF 3 – Public Works ESF 12 – Energy

SRF 7: Natural and Cultural Resources	
Coordinating Agency	DEQ
Primary Agencies	Oregon Department of Fish and Wildlife ODA ODF Oregon Parks and Recreation Department Oregon Water Resources Department
Federal Coordinating Agency	Department of the Interior
Related ESFs	ESF 3 – Public Works ESF 10 – Hazardous Materials ESF 12 – Energy ESF 17 – Agriculture and Animal Protection

- b. Work with the OEM Local Disaster Recovery Manager, SRF agencies, county emergency management agencies, and federally-recognized tribes to assess fuel needs to support state, county, and tribal recovery activities.

Note: Assessing fuel needs of state, county, and tribal emergency responders is ongoing and will overlap and continue from the emergency response phase into the recovery phase.

- c. Facilitate the allocation of fuel to support SRFs, county, and tribal recovery activities as needed.

Note: Allocating fuel to state, county, and tribal emergency responders is ongoing and will overlap and continue from the emergency response phase into the recovery phase.

Task 2: Serve on the Coordinating Team for SRF 6: Infrastructure Systems.

- a. Coordinate with SRF Coordinating Agencies to prioritize fuel requests and allocations to support state, county, and tribal recovery activities as appropriate
- b. Advise SRF Coordinating Agencies on alternate fuel supplies, delivery systems, and refueling locations in support of recovery efforts as appropriate.

- c. Provide status updates to the SRF Coordinating Agencies on the petroleum industry's recovery efforts to ensure timely restoration of fuel supply levels, infrastructure, and delivery systems back to pre-emergency conditions.
- d. Provide status updates to the SRF Coordinating Agencies on voluntary and mandatory fuel conservation measures and other strategies implemented by ODOE to reduce fuel consumption during the Recovery Phase.

Task 3: Participate on the Governor's Recovery Cabinet as needed.

- a. Identify priorities and provide technical expertise on the region's petroleum supply and distribution system recovery activities.

Note: ODOE Director or authorized designee is a member of the Governor's Recovery Cabinet

Task 4: Provide Action 9 status reports in Governor's Recovery Cabinet briefings, OR ECC briefings, Situation Reports, news releases, news conferences, and other forums as appropriate. This includes, but is not limited to:

- ODOE fuel priorities, actions, and decisions during the Recovery Phase.
- Petroleum industry recovery priorities and activities, status of repairs, and proposed infrastructure changes and modifications.
- SRF, county, and tribal fuel needs, priority delivery routes, FPODs for recovery activities.
- Temporary waivers, fuel conservation measures and other institutional controls implemented for the Recovery Phase.

Task 5: Terminate fuel recovery activities as appropriate.

- a. Terminate Fuel Allocation Program when state, county, and tribal emergency responders are able to obtain fuel at retail service stations and other refueling outlets. This includes terminating:
 - Fuel Set-Aside Volume if implemented.
 - Fuel deliveries to the federal ISB, SSAs, FSAs, FPODs, and other temporary emergency fueling locations.
 - Odd/Even Fuel Allocation for Oregonians as appropriate.
- b. Work with lead federal and state agencies to terminate temporary waivers lifted in response to the emergency and reinstate all federal and state requirements as appropriate.

Note: Refer to Action 7 and Appendix G for details.

- c. Terminate voluntary fuel conservation measures for the public and mandatory fuel conservation measures for all levels of government and political subdivisions.

Note: Refer to Actions 6 for details.

- d. Terminate the Public Information Campaign providing tips to motorists on conserving fuel.

Note: Refer to Action 2 for details.

- e. Work with ODOJ to terminate the Gas Price Reporter Website and a 1-800 number for Oregonians to report evidence suggesting unlawful conduct in gasoline pricing.

Note: Refer to Action 6 for details.

- f. Deactivate ODOE AOC.

Task 6: Ensure Oregon Fuel Action Plan Program Readiness.

- a. Plan Review and Update – Review and update the Oregon Fuel Action Plan following each activation, drill/exercise, or at least annually to include lessons learned and improvements identified from responding to actual events, drills, and exercises.
- b. Training – Coordinate, implement, and participate in regional, statewide, and local drills and exercises involving ESF 12: Energy specific to the petroleum sector.
- c. Maintain Regional/National/International Fuel Outlook – Serve as the Oregon State Liaison to the Western States, USDOE, and the National Association of State Energy Officials on the petroleum sector. This includes participating on:
- Quarterly conference calls to address energy issues of concern and interest
 - Annual energy sector meetings, conferences, workshops, or seminars
 - Online training and presentations on the energy sector
 - Western States Regional Energy Exercise
 - Other activities as appropriate
- d. Public Information and Outreach – Conduct public information program for Oregonians to increase awareness of and confidence in the Oregon Fuel Action Plan.

APPENDIX A

Fuel Request Form



Appendix A includes a Fuel Request Form for Oregon's emergency and essential services providers. This includes the 18 ESF Primary State Agencies, 36 county emergency management agencies, and the 9 federally-recognized tribes. All fuel requests will be filtered through one of these pre-approved priority fuel users.

To prepare state, county, and tribal emergency response organizations to request emergency bulk fuel supplies and to complete Fuel Request Forms when needed, ODOE worked with the states' priority fuel users to complete the necessary work prior to an emergency event. This includes:

- **Mission Critical Functions** - Identifying mission critical functions requiring fuel for each of the state's 18 ESF sectors, 36 counties, and 9 federally-recognized tribes.
- **ODOE Fuel Database** – Even with the activation and support of a National Fuel Task Force to secure and deliver bulk fuel supplies to Oregon, time is needed to bring fuel from outside of the region to support Oregon's response and recovery activities. State, county, and tribal organizations should know the location and amount of fuel available within their jurisdictions to support initial life-saving functions and begin restoring critical lifeline services. Without roads to deliver supply, the fuel within each

jurisdiction will be used to support the initial response until an alternate supply can be brought in from outside of the region to sustain response activities.

ODOE developed a Fuel Database to support fuel delivery strategies in Oregon following a CSZ event. The ODOE Fuel Database provides information about in-state fuel stockpiles to be used by emergency and essential service providers at the state, county, and tribal levels to conduct initial life safety missions until ODOE can bring in bulk fuel supplies to the state from outside of the region. The ODOE Fuel Database was provided to the state's 36 county emergency management agencies. ODOE will update this database every few years or as resources allow.

Note: ODOE collected fuel data from DEQ, OSFM and ODA to develop the ODOE Fuel Database. These three agencies collect data from the state's suppliers annually for the different requirements and laws governing their organization's authorities and responsibilities. DEQ's data is specific to the underground fuel storage tanks, OSFM's data is specific to aboveground fuel storage tanks. ODA's data was a combination of both aboveground and underground fuel storage tanks in Oregon and was used to cross reference DEQ and OSFM's data. ODOE eliminated all duplicate and nonessential data to support fuel allocation strategies and added additional information to support fuel delivery strategies.

- County Data Request - To ensure timely delivery of bulk fuel supplies to the impacted areas after a catastrophic earthquake and tsunami, ODOE requested the following data from county emergency management agencies.
 - 24/7 Primary and Backup Communications Contact Information and Capabilities
 - Preliminary County Lifeline Routes – Pre-designate priority lifeline routes within the county to be restored to support fuel deliveries into the local communities. County priority lifeline routes should connect to ODOT's priority lifeline routes for the state.
 - Preliminary Fuel Points of Distribution – Pre-designate Fuel Points of Distribution (FPOD) along county designated priority lifeline routes to receive the emergency fuel supply within each ESF sector, county, and tribal reservation.

Note: Federal, state, and local emergency responders may share the same FPODs. Make sure a method is in place to: 1) identify specific agencies, 2) document fuel use, and 3) record payment for reimbursement purposes.

- County Authority - Identify county authority to commandeer fuel from county stockpiles to perform life safety functions following a catastrophic earthquake and tsunami.

Note: Authority varies by county. ODOE will work with ODOJ to clarify county authority. Some counties in a state declared emergency, already have the authority to acquire the necessary resource to conduct emergency response activities. For example:

Marion County Code 2.35.070 Acquisition of Resources - The board of county commissioners is authorized to extend government authority to nongovernmental resources (i.e., personnel, equipment) which may support regular government forces during an emergency and may enter into agreements

with other public and private agencies for use of resources. When real or personal property is taken under power granted by this section, the owner of the property shall be entitled to reasonable compensation. Marion County Code is available at the following link:

<http://www.codepublishing.com/OR/MarionCounty/html/MarionCounty02/MarionCounty0235.html>

Long-Term Fuel Planning Goals

ODOE is responsible for getting bulk fuel supplies to the counties. It's the responsibility of the county in coordination with their respective cities' to develop a plan or method to deliver the fuel to community's critical facilities and emergency responders in the field.

- County Fuel Distribution Plans – ODOE will work with county emergency management agencies as appropriate to develop a county fuel distribution plan identifying strategies for delivering fuel to the community's critical facilities and emergency responders in the field.
- Federally-Recognized Tribes Fuel Distribution Plans – ODOE will work with the tribes as appropriate to develop a fuel distribution plans identifying strategies for delivering fuel to the tribe's critical facilities and emergency responders on tribal land to save lives and restore critical lifelines and services.

Note: If a tribe decides not to receive fuel directly on tribal lands, the tribe can work with its host county to ensure the county fuel distribution plan identifies strategies for delivering fuel to tribal responders and critical facilities on tribal lands. The federally-recognized tribes can also go directly to FEMA to request emergency fuel supplies and to coordinate fuel deliveries onto tribal lands.

Fuel Request Form

All sections must be completed to ensure timely processing of fuel requests



OREGON
DEPARTMENT OF
ENERGY

1. DATE/TIME: _____ / _____ AM/PM <input type="checkbox"/> Initial <input type="checkbox"/> Update	2. IDENTIFY PRIORITY USER: <i>Check appropriate box</i> <input type="checkbox"/> ESF Primary State Agency <input type="checkbox"/> County Emergency Management Agency <input type="checkbox"/> Federally-Recognized Tribal Government
3. NAME OF ESF PRIMARY STATE AGENCY (include ESF #), COUNTY, OR TRIBE:	
4. REQUESTER NAME/TITLE:	5. REQUESTER CONTACT INFORMATION: Email: Work: Mobile: Satellite: Other:
6. REASON FOR FUEL REQUEST:	
7. FUEL TYPE AND QUANTITY <input type="checkbox"/> Unleaded Gasoline _____ gallons <input type="checkbox"/> Diesel _____ gallons <input type="checkbox"/> Jet Fuel _____ gallons <input type="checkbox"/> Aviation Gas _____ gallons <input type="checkbox"/> Propane _____ gallons <input type="checkbox"/> Other: _____ gallons	8. FUEL DELIVERY SCHEDULE: <input type="checkbox"/> One Time Delivery (<i>Specify when needed</i>): Date: _____ Time: _____ am/pm <input type="checkbox"/> Recurring Deliveries Start Date: _____ Time: _____ am/pm Specify preferred schedule (<i>daily, every other day, etc</i>):
NOTE: Ability to meet fuel requests is determined by event conditions, availability of fuel, access to impacted areas, and state/regional response priorities.	
9. FUEL POINTS OF DISTRIBUTION (FPOD)	
FPOD 1	
Name/Type of FPOD (<i>airport, public works, motor pool, other</i>) Address:	FPOD Contact Information (24/7): Name/Title: Mobile: Work: Email:

<p>FPOD Fuel Type/Storage Capacity (Minimum 5,000 gal)</p> <p><input type="checkbox"/> Unleaded Gasoline _____gallons</p> <p><input type="checkbox"/> Diesel _____gallons</p> <p><input type="checkbox"/> Jet Fuel _____gallons</p> <p><input type="checkbox"/> Aviation Gas _____gallons</p> <p><input type="checkbox"/> Propane _____gallons</p> <p><input type="checkbox"/> Other: _____gallons</p>	<p>FPOD Backup Power</p> <p><input type="checkbox"/> Generator onsite</p> <p><input type="checkbox"/> Connection installed onsite to hook-up to generator</p> <p><input type="checkbox"/> None: If none, manual pump onsite? Y / N</p> <p>FPOD Restricted Access</p> <p><input type="checkbox"/> Perimeter fencing</p> <p><input type="checkbox"/> Security staff: 24/7? Y / N If no, list hours _____</p> <p><input type="checkbox"/> Other: _____</p>
<p>FPOD Accommodations to Receive Fuel Deliveries</p> <p><input type="checkbox"/> Fixed Wing</p> <p><input type="checkbox"/> Rotary Wing</p> <p><input type="checkbox"/> Road: If yes, is FPOD located on county designated priority lifeline route? Y / N</p> <p><input type="checkbox"/> Rail</p> <p><input type="checkbox"/> Waterway</p> <p>Additional Comments:</p>	
<p>FPOD 2</p>	
<p>Name/Type of FPOD (airport, public works, motor pool, other)</p> <p>Address:</p>	<p>FPOD Contact Information (24/7):</p> <p>Name/Title:</p> <p>Mobile:</p> <p>Work:</p> <p>Email:</p>
<p>FPOD Fuel Type/Storage Capacity (Minimum 5,000 gal)</p> <p><input type="checkbox"/> Unleaded Gasoline _____gallons</p> <p><input type="checkbox"/> Diesel _____gallons</p> <p><input type="checkbox"/> Jet Fuel _____gallons</p> <p><input type="checkbox"/> Aviation Gas _____gallons</p> <p><input type="checkbox"/> Propane _____gallons</p> <p><input type="checkbox"/> Other: _____gallons</p>	<p>FPOD Backup Power</p> <p><input type="checkbox"/> Generator onsite</p> <p><input type="checkbox"/> Connection installed onsite to hook-up to generator</p> <p><input type="checkbox"/> None: If none, manual pump onsite? Y / N</p> <p>FPOD Restricted Access</p> <p><input type="checkbox"/> Perimeter fencing</p> <p><input type="checkbox"/> Security staff: 24/7? Y / N If no, list hours _____</p> <p><input type="checkbox"/> Other: _____</p>
<p>FPOD Accommodations to Receive Fuel Deliveries</p> <p><input type="checkbox"/> Fixed Wing</p> <p><input type="checkbox"/> Rotary Wing</p> <p><input type="checkbox"/> Road: If yes, is FPOD located on county designated priority lifeline route? Y / N</p> <p><input type="checkbox"/> Rail</p> <p><input type="checkbox"/> Waterway</p> <p>Additional Comments:</p>	

For additional FPODs, duplicate and complete page 3 of the Fuel Request Form as needed

FPOD ____	
<p>Name/Type of FPOD (<i>airport, public works, motor pool, other</i>)</p> <p>Address:</p>	<p>FPOD Contact Information (24/7):</p> <p>Name/Title:</p> <p>Mobile:</p> <p>Work:</p> <p>Email:</p>
<p>FPOD Fuel Type/Storage Capacity (<i>Minimum 5,000 gal</i>)</p> <p><input type="checkbox"/> Unleaded Gasoline _____gallons</p> <p><input type="checkbox"/> Diesel _____gallons</p> <p><input type="checkbox"/> Jet Fuel _____gallons</p> <p><input type="checkbox"/> Aviation Gas _____gallons</p> <p><input type="checkbox"/> Propane _____gallons</p> <p><input type="checkbox"/> Other: _____gallons</p>	<p>FPOD Backup Power</p> <p><input type="checkbox"/> Generator onsite</p> <p><input type="checkbox"/> Connection installed onsite to hook-up to generator</p> <p><input type="checkbox"/> None: If none, manual pump onsite? Y / N</p> <p>FPOD Restricted Access</p> <p><input type="checkbox"/> Perimeter fencing</p> <p><input type="checkbox"/> Security staff: 24/7? Y / N If no, list hours _____</p> <p><input type="checkbox"/> Other: _____</p>
<p>FPOD Accommodations to Receive Fuel Deliveries</p> <p><input type="checkbox"/> Fixed Wing</p> <p><input type="checkbox"/> Rotary Wing</p> <p><input type="checkbox"/> Road: If yes, is FPOD located on county designated priority lifeline route? Y / N</p> <p><input type="checkbox"/> Rail</p> <p><input type="checkbox"/> Waterway</p> <p>Additional Comments:</p>	

APPENDIX B

Federal Incident Support Bases and State Staging Areas



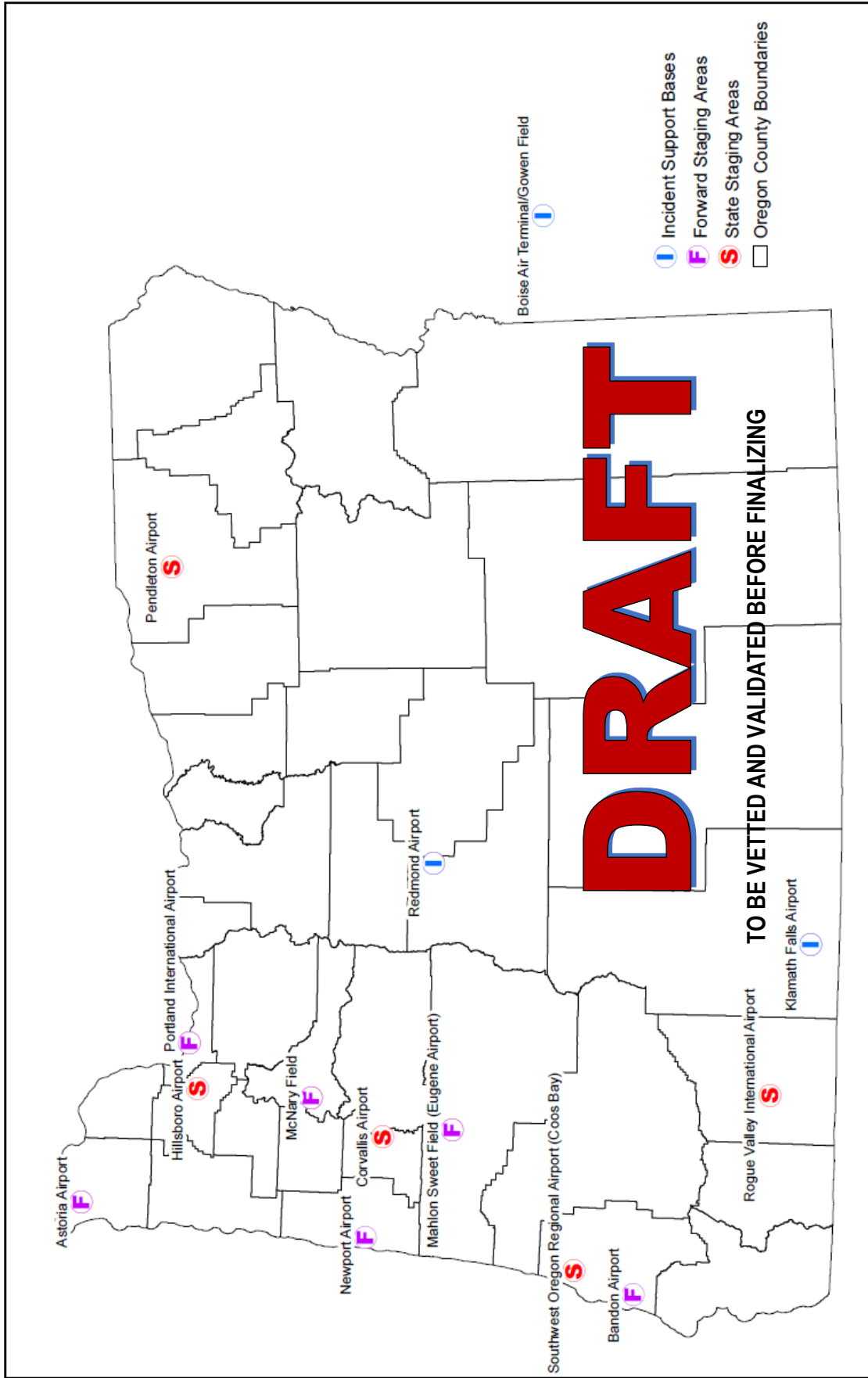
Appendix B identifies proposed federal Incident Support Bases (ISBs) in response to a catastrophic event in Oregon. Federal ISBs are temporary locations outside of the impacted area for receiving and staging resources (supplies, equipment, and teams) that may be provided to state and local governments during incidents involving large numbers of commodities or response teams.

Proposed Forward Staging Areas (FSA) are also identified. FSAs are “mini” ISBs where commodities and resources would essentially flow from the federal ISBs outside of the impacted area to FSAs within or closer to the impacted areas.

The state of Oregon has also identified proposed State Staging Areas (SSAs) to support the state’s response and recovery activities in the aftermath of a catastrophic event. SSAs are locations established where resources can be placed while awaiting a tactical assignment.

Bulk fuel supplies requested by ODOE will be delivered to federal staging areas prior to deployment to state designated locations to support ODOE’s fuel allocation program into the impacted areas.

All federal and state staging areas will need to be vetted and validated prior to finalization.



Incident Support Bases (ISB), Forward Staging Areas (FSA) and State Staging Areas (SSA)



This product is for informational purposes, and may not be suitable for legal, engineering or surveying purposes. This information or data is provided with the understanding that conclusions drawn from such information are the responsibility of the user.

DPS 3/06/17

APPENDIX C

State Lifeline Routes



Appendix C includes the Oregon Department of Transportation's (ODOT) priority lifeline routes, which identifies the most critical highways to be restored following a major earthquake to support emergency response and recovery activities in the state. A functioning statewide transportation network is critical to ODOE's ability to deliver fuel to the state's emergency and essential services providers.

Lifeline Routes

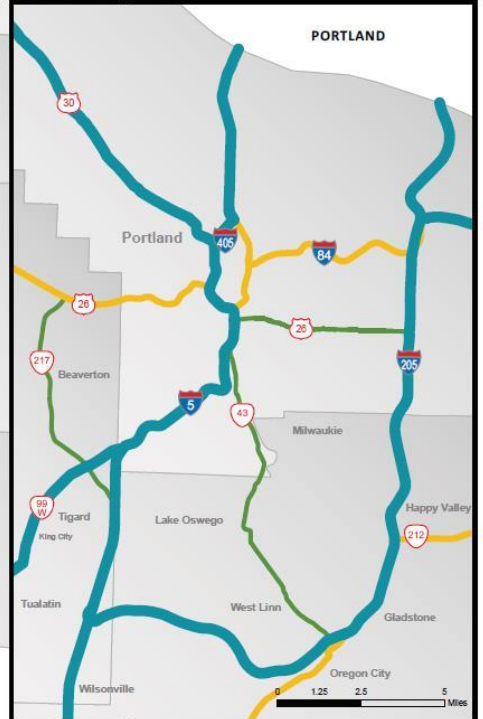
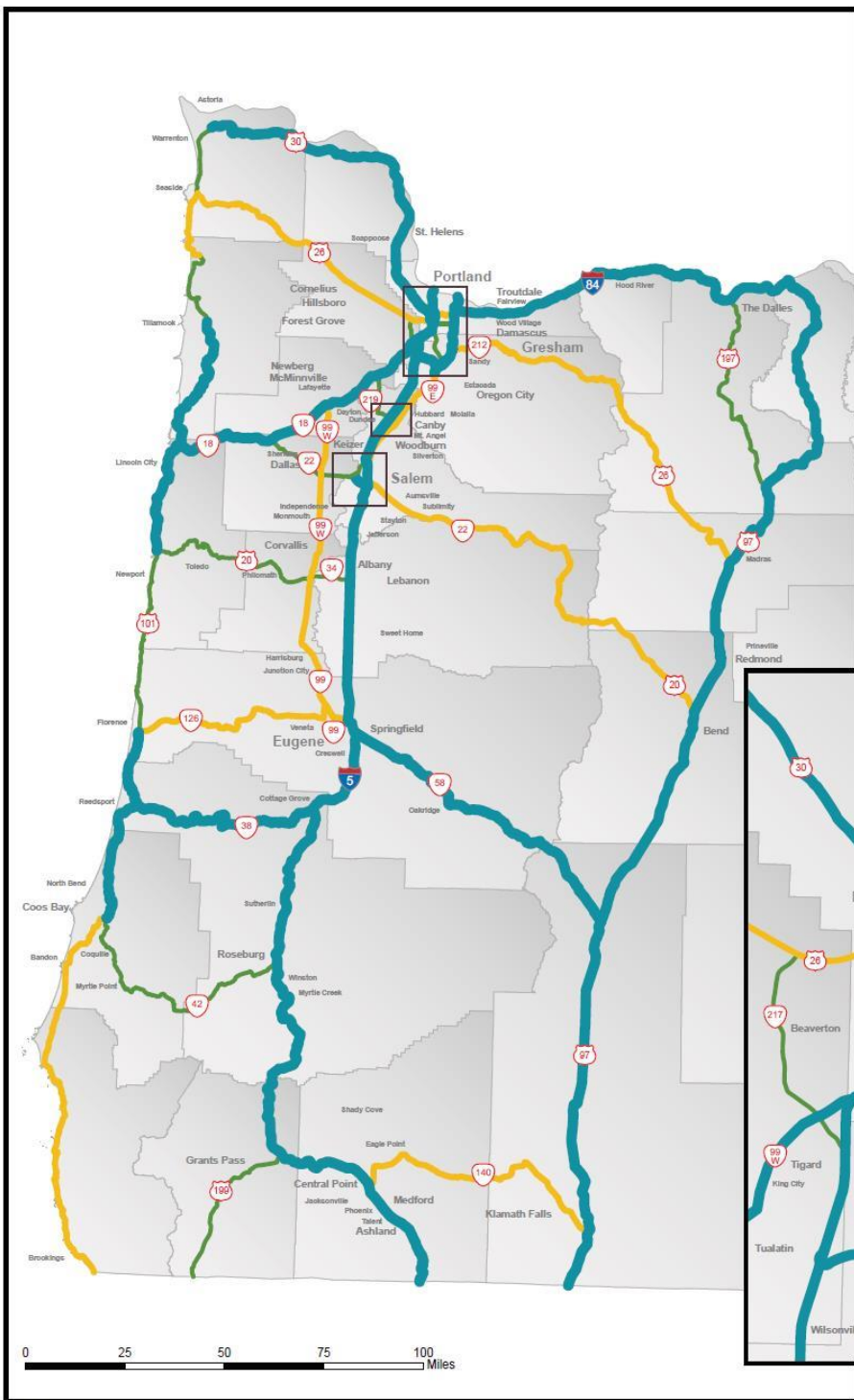
PRELIMINARY Oregon Seismic Lifeline Route Designations

- Tier 1 Lifeline Route (Thick blue line)
- Tier 2 Lifeline Route (Yellow line)
- Tier 3 Lifeline Route (Green line)
- County boundaries (Grey outline)
- Insets (White outline)
- Interstate Route Marker (Blue shield)
- U.S. Route Marker (Red and white shield)
- State Route Marker (Red and white shield)

Population

- Eugene: More than 100,000
- Albany: Between 2,501 and 100,000
- Tillamook: Between 2,500 and 10,000
- Cities under 2,500 population not labeled.

Source: Highway system, urbanized area boundaries, and county boundaries provided by ODOT GIS. Lifeline route designations provided by the Oregon Seismic Lifelines Identification Project. Map by CH2M HILL 2012.



Lifeline Selection Summary Report, Oregon Department of Transportation, May 15, 2012

APPENDIX D

County Lifeline Routes and FPODs



Appendix D provides information on the priority lifeline routes and pre-designated Fuel Points of Distribution (FPODs) for each of Oregon’s 36 counties. County designated priority lifeline routes should connect with state priority lifeline routes to support deliveries of fuel and other disaster relief commodities like food, water, and medical supplies.

WORK IN PROGRESS

ODOE is working with all counties to designate priority lifeline routes and FPODs to support fuel deliveries to the communities prior to an emergency as county resources allow. As the counties complete this work, ODOE will include the information in future revisions of the Oregon Fuel Action Plan.

Appendix D provides Marion County as an example.

APPENDIX E

ESF 12 Fuel Pre-Drafted Mission Assignments



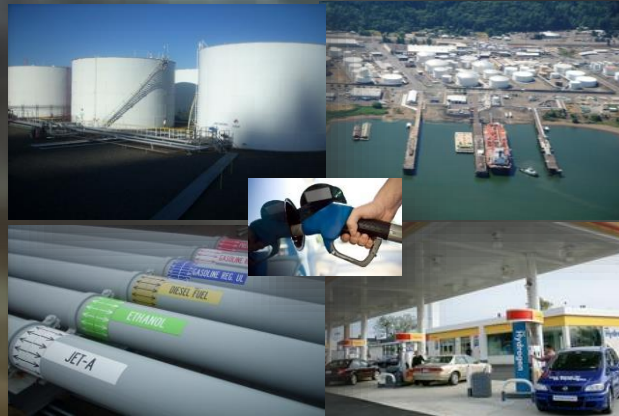
APPENDIX E – WORK IN PROGRESS

ODOE is developing Pre-Drafted Mission Assignments for ESF 12 specific to the fuel sector. The Pre-Drafted Mission Assignments will identify and describe the type and level of support the agency will require from federal and military agencies to accomplish the missions and objectives identified in the Oregon Fuel Action Plan.

APPENDIX F

Fuel Executive Order

Oregon Fuel Action Plan



Plan, Prepare, Respond, & Recover
Severe Fuel Shortages



Appendix F is the Fuel Executive Order to be signed by the Governor authorizing ODOE to implement the strategies in the Oregon Fuel Action Plan when a severe and/or long term fuel shortage or disruption exists. The purpose is to maintain emergency services, productivity and work to ensure the health, safety, and welfare of the residents of the State of Oregon while the emergency exists.

**PROCLAMATION OF A STATE OF EMERGENCY DUE TO CASCADIA
SUBDUCTION ZONE EARTHQUAKE AND RESULTING THREAT TO FUEL
RESOURCES IN THE STATE OF OREGON**

Pursuant to ORS 401.165(1), I find that a state of emergency now exists in Oregon after the recent earthquake along the Cascadia Subduction Zone. Because this earthquake constitutes a “natural event or circumstance” that now “threatens widespread loss of life, injury to person or property, human suffering or financial loss,” the present circumstances qualify as an emergency as defined under ORS chapter 401. Under this chapter, my authority as Governor is to “reduce the vulnerability of the State...resulting from emergencies” like that which we are now facing here in Oregon. ORS 401.032.

Furthermore, the recent earthquake’s destruction specifically constitutes an “energy emergency” that has presented a serious threat to our fuel resources that are critical to support Oregon’s “essential services and transportation.” ORS 176.809(2). [Because of the significant damage caused by the earthquake at _____.] Therefore, because the supply and distribution of Oregon’s fuel resources are specifically threatened, the “health, safety and welfare of the people of Oregon” is now at risk with regard to the state’s fuel resources. ORS 176.785.

As Governor, pursuant to ORS 401.168, I have “complete authority over all executive agencies of state government and the right to exercise...all police powers vested in the state by the Oregon Constitution,” and my authority includes suspending provisions of “any order or rule of any state agency” if I determine that compliance with the rule would impact the “mitigation of the effects of the emergency.” Thus, I now exercise my power during the present emergency to delegate authority to the Oregon Department of Energy (ODOE) to address the present threat to the fuel supply in the State of Oregon. ORS 401.035, 176.785. I trust that the ODOE will be able to help maintain emergency services, productivity, and work to ensure the health, safety, and welfare of the residents of the State of Oregon while the emergency exists.

IT IS HEREBY DIRECTED AND ORDERED:

1. The ODOE shall coordinate and implement the Oregon Fuel Action Plan in response to the emergency that now impacts the State of Oregon in order to address the current issues surrounding the supply and distribution of fuel resources. ORS 401.168, 401.236.
2. The ODOE is authorized to allocate and control all fuel stockpiles throughout the State of Oregon consistent with the Oregon Fuel Action Plan. ORS 401.168, 401.188.

3. The determination of an emergency is statewide and will continue until I proclaim that the state of emergency no longer exists, or when the threat of an emergency has passed. ORS 401.204(1).

Done at _____, Oregon, this ____ day of _____, _____.

Kate Brown
GOVERNOR

ATTEST:

Jeanne Atkins
SECRETARY OF STATE

APPENDIX G

Fuel Waivers



ODOE has identified waivers that may be lifted temporarily during state declared emergencies to ensure adequate fuel supplies are delivered without delays to support the state's emergency response and recovery activities. Appendix G lists the potential fuel waivers and provides a description of both the federal and state regulations that would need to be waived to ensure timely fuel deliveries and the deliveries of other disaster relief supplies into the impacted areas of the state.

ODOE will work with lead federal and state agencies as appropriate to develop boilerplate waivers to be included in Appendix G of the Oregon Fuel Action Plan to ensure the timely execution of fuel waivers if and when needed to save lives, protect public health and safety, and to restore critical lifelines and services in Oregon.

FUEL WAIVERS

The oil industry operates under various regulations to ensure safe operations, environmental quality, and fair market competition. These same regulations could also impede the rapid restoration of the petroleum supply and distribution system in the aftermath of an emergency resulting in a long-term or severe fuel shortage.

As the lead agency over ESF 12 responsible for the petroleum sector, ODOE will work with the appropriate federal and state agencies to temporarily waive safety, environmental, and fair market regulations as appropriate. The goal is to ensure the rapid recovery of the petroleum infrastructure in the Pacific Northwest region and provide adequate fuel supplies to the state's emergency and essential services providers to save lives and restore the state's critical lifeline services to citizens.

The following is a list of potential waivers ODOE will consider requesting during an incident. ODOE will coordinate all waivers with the U.S. Department of Energy as the lead federal agency over ESF 12.

ULSD WAIVER

Issue: Ultra Low Sulfur Diesel is a cleaner fuel with a maximum 15 parts per million sulfur specification required by EPA for vehicles and equipment. During an emergency, lifting this requirement would allow distributors to get available fuel into the affected area regardless of the sulfur content.

Waiver Needed: 40 CFR 80.510 and 80.520 set standards for Ultra Low Sulfur Diesel. ORS 646.922(1) restricts the sale or offer for sale of diesel fuel unless the diesel fuel contains at least 5 percent biodiesel by volume or other renewable diesel with at least 5 percent renewable component by volume by retail dealers, nonretail dealers, or wholesale dealers.

ODOE Action: Work with the Environmental Protection Agency (EPA) and the Oregon Department of Environmental Quality (DEQ) to ensure this waiver is obtained to ensure any available fuel can be used in the affected area during a declared emergency if appropriate. This waiver would allow the use of high sulfur heating oil in model year 2006 and older vehicles, generators, and home heating oil during an emergency.

VAPOR RECOVERY AND FUEL TRANSFER, LOADING AND STORAGE WAIVERS

Issue: Fuel terminal loading and unloading systems and tank trucks that transport fuels are required to use specified vapor recovery equipment and comply with other vapor control requirements. Vapor recovery requirements differ from state to state. All state vapor recovery requirements are submitted to EPA for review and approval. During an emergency, lifting the vapor recovery requirement would allow fuel to get from bulk gasoline terminals to local fueling outlets without vapor recovery requirements by whatever transport means possible.

Waiver Needed: 40 CFR Part 60 Subpart XX and Part 63 Subparts R, Y, and BBBBBB set the standards for loading at bulk gasoline terminals, pipeline breakout stations, and marine tank vessel loading operations. ORS 468A.025 establishes areas of the state and prescribes the degree of air pollution or air contamination that may be permitted for such areas. OAR 340-232-0080 through 340-232-0150 establish volatile organic compounds control requirements applicable to various fuel transfer, loading and storage operations. OAR 340-244-0232 establishes the limitations and management practice for hazardous air pollutants and volatile organic compounds emitted from the loading of gasoline storage tanks and gasoline

dispensing facilities, and OAR 340-244-0239 requires each owner to maintain their equipment and records accordingly. These rules apply differently based on the location of the facilities or activities in the state. ORS 468A.045 prohibits certain activities to be carried out without a permit including that no person shall increase in volume or strength discharges or emissions from any air contamination source for which a permit is required...in excess of...emission specified under an existing permit.

ODOE Action: Work with EPA and DEQ to obtain Vapor Recovery and Fuel Transfer, Loading, and Storage Waivers, as necessary, during a declared emergency if appropriate to ensure fuel can be transported from refineries to bulk gasoline terminals to local fueling outlets if compliant transport means are not available or feasible.

CLEAN FUEL SUPPLY WAIVER

Issue: Producers and importers of fossil-based transportation fuels are required to comply with the Oregon Clean Fuel Standards to reduce the overall carbon content of fuel used in Oregon. During an emergency, clean fuels may not be available in sufficient quantity to comply with the standards. The standards do not impose any direct limit on the type of fuel that may be provided for use at any time and so providing any necessary fuels during an emergency would not itself be a violation of the standards. But application of the standard would create an economic disincentive to fuel suppliers if they are unable to comply due to an emergency that reduces the supply of clean fuels.

Waiver Needed: OAR 340-253-2000(1)(a) authorizes DEQ to grant an emergency deferral of the standards if there is a shortage of clean fuels available due to a natural disaster.

ODOE Action: Work with DEQ to obtain an Emergency Deferral of the Clean Fuels Standards.

OXYGENATED FUEL EMERGENCY WAIVER

Issue: DEQ rules require the use of oxygenated fuels during winter months in certain designated areas that are not meeting carbon monoxide (CO) ambient air quality standards. Although no areas are currently designated and required to use such fuels, the requirements remain in effect as a contingency plan option in the event that any such areas slip back into noncompliance with CO standards. Given that newer car engines are very effective at controlling such emissions, this is not anticipated to occur.

Waiver Needed: In the event that any area again becomes subject to the requirement to use oxygenated fuels in winter months, OAR 340-258-0270 authorizes DEQ to grant a waiver of such requirements in an emergency that is outside of the control of fuel suppliers.

ODOE Action: Work with DEQ to obtain an Oxygenated Fuel Emergency Waiver, if necessary, during a declared emergency.

DRIVER QUALIFICATION, LOAD, AND INSPECTION WAIVER

Background: The U.S. Department of Transportation's (USDOT) Pipeline & Hazardous Materials Safety Administration (PHMSA) sets general standards for vehicle labeling, record keeping, operator qualifications, and other requirements for transporting commodities across the country. PHMSA also requires transporters to follow all applicable state requirements.

Issue: PHMSA has certain rules requiring a driver's physical fitness, level of fatigue, fluency in English, thorough inspection of cargo, ensuring lighting and cargo standards, and vehicle maintenance and repairs are met. During an emergency, lifting the driver qualification, load, and inspection waiver would allow fuel supplies to be delivered into the disaster area fewer delays.

Waiver Needed: 49 CFR Parts 391-3 and 396 set driver standards, load standards, and inspection standards. ORS 818.400(b) requires any vehicle or combination of vehicles to stop and submit to any enforcement of commercial vehicle, weight, size, load, conformation, or equipment regulation when directed by proper authority.

ODOE Action: Work with PHMSA and the Oregon Department of Transportation (ODOT) to obtain a Driver Qualification, Load, and Inspection Waiver during a declared emergency if appropriate to ensure fuel and other relief supplies are delivered into the disaster area with fewer delays.

HOURS OF SERVICE WAIVER

Issue: PHMSA sets standards on how many hours a truck driver can be on duty and drive in a given day and week. There are also certain rest time requirements between on duty periods. Some states have hours of service requirements that are more stringent than PHMSA's. These requirements may hinder the effort to get as many relief commodities into the disaster area as possible with fewer delays.

Waiver Needed: 49 CFR Part 395 sets hours of service regulations. ORS 825.252 limits the hours that drivers or operators of motor vehicles may remain on duty, as well as the required number of hours released from duty, in order to protect and safeguard the health and safety of all employees, passengers, and the public. ORS 825.254 limits the movement of vehicles on particular days of the week and limits the movement of vehicles subject to regulation under the same section.

ODOE Action: Work with PHMSA and ODOT to obtain federal and state Hours of Service Waivers during a declared emergency if appropriate to ensure timely deliveries of emergency relief supplies and fuel into the disaster area with fewer delays.

WEIGHT LIMITS WAIVER

Issue: All states set weight restrictions on the maximum weights allowable for trucks that travel on roadways. Weight restrictions vary from state to state. Most states require fuel tankers to be filled at levels below their capacity.

Waiver Needed: ORS 818.010 establishes maximum allowable weight limitations for trucks. ORS 825.450(1) requires that ODOT shall issue a receipt stating the combined weight of each vehicle...or combination of vehicles.

ODOE Action: Work with ODOT to obtain a Weight Limits Waiver and set temporary limits for trucks carrying emergency relief supplies to ensure timely deliveries of fuel into the disaster area with fewer delays.

HAZMAT SPECIFICATIONS WAIVER

Issue: PHMSA sets strict specifications on the types of vehicles that can carry gasoline. There are also requirements related to shipping papers and placarding. To get adequate fuel supplies into the disaster

area with fewer delays, vehicles that are designed to carry gasoline and diesel fuel, even if they do not meet the strict hazmat specifications may need to be used to deliver fuel.

Waiver Needed: 49 CFR Parts 173.242 and 172 Subparts C, D, F, and I govern vehicle specifications and other shipping standards for tank trucks. ORS 825.258 applies the rules for the transportation of hazardous waste, material and PCB to anyone who transports, or causes to be transported, any hazardous material. ORS 825.260 allows for the impoundment of vehicles unlawfully transporting hazardous wastes or substances.

ODOE Action: Work with PHMSA and ODOT to obtain a Hazmat Specifications Waivers during a declared emergency if appropriate to ensure adequate fuel supplies are delivered into the disaster area.

JONES ACT WAIVER

Issue: The Merchant Marine Act (Jones Act) prohibits foreign-built, foreign-owned, or foreign-flagged vessels from carrying goods and commodities between U.S. ports. To get adequate fuel supplies into the disaster area, foreign vessels may need to be used to deliver fuel between U.S. ports. This waiver can be granted automatically on request of the Secretary of the Department of Defense (DOD) or the Secretary of the Department of Homeland Security (DHS) if considered necessary in the interest of national defense.

Waiver Needed: 46 USC 551 codifies the restriction on non-U.S. flagged vessels delivering disaster relief supplies including fuel between U.S. ports.

ODOE Action: Work with USDOE to obtain a Jones Act Waiver through DOD and/or DHS during a declared emergency if appropriate to ensure that non-U.S. flagged vessels are allowed to deliver adequate fuel supplies into U.S. ports near the disaster area.

DIESEL FUEL PENALTY WAIVER

Issue: The Internal Revenue Service (IRS) imposes 24.4 cents per gallon tax on diesel fuel sold for on road use. Meanwhile dyed diesel fuel used for farming purposes and home heating are not subject to the tax. If the dyed diesel fuel was used for on road purposes, the IRS would require that use to be reported and the tax paid accordingly. During an emergency, lifting the Diesel Fuel Penalty requirement would allow as much transportation fuel into the market as possible to make up for the supply shortages.

Waiver Needed: Publication 510 governs the Internal Revenue Code for excise taxes. ORS 465.104 requires that the seller of a petroleum product withdrawn from a bulk facility shall collect from the person who orders the withdrawal a fee. In addition, any person who imports petroleum products in a cargo tank or a barge for delivery into a storage tank in the state shall pay a petroleum products delivery fee to the Department of Revenue for each delivery. ORS 465.106 requires that the State Fire Marshall establish the amount of the fee as necessary for the state's oil, hazardous material and hazardous substance emergency response program. ORS 465.111 requires that the Oregon Department of Revenue (ODOR) collects these fees.

ODOE Action: Work with USDOE and ODOR to obtain a Diesel Fuel Penalty Waiver during a declared emergency if appropriate to ensure as much transportation fuel into the market by removing the tax requirement that may impede bringing dyed fuel into the transportation mix.

VESSEL MOVEMENT CONTROL WAIVER

Issue: The U.S. Coast Guard has authority to control vessel traffic through the enactment of safety and security zones. Delivery of fuel by water may necessitate implementing such zones.

Waiver Needed: Captain of the Port Order waiver under the Ports and Waterways Safety Act (33USC1221 et seq.).

ODOE Action: Work with USDOE to obtain a Vessel Movement Control Waiver through the USCG and DHS to provide exclusive access to ports in the disaster area to those bringing fuel and other relief supplies.

RVP WAIVER

Issue: Reid Vapor Pressure (RVP) is a common measure of the volatility of gasoline. Many states allow a variance, up to 1 lb. RVP from current standards for gasoline blended with ethanol. This requirement could impede fuel supplies from other states without RVP requirements from entering into the disaster area.

Waiver Needed: ORS 646.913(3)(d) requires that the Oregon Department of Agriculture (ODA) adopt standards that require that gasoline blended with ethanol...complies with or is produced from a gasoline base stock that complies with current standards.

ODOE Action: Work with ODA and DEQ to obtain a RVP Waiver during a declared emergency if appropriate to ensure as much transportation fuel into the disaster area to make up for shortages.

BIOFUEL BLENDING WAIVER

Issue: Many states require a minimum amount of biofuels to be blended into all gasoline and/or diesel sold within the state. This requirement could impede fuel supplies from other states without biofuel blending requirements from entering into the disaster area.

Waiver Needed: ORS 646.913(1) prohibits the sale of gasoline unless the gasoline contains 10 percent ethanol by volume, and ORS 646.922 limits the sale of diesel fuel based on the biodiesel content by volume.

ODOE Action: Work with DEQ to obtain a Biofuel Blending Waiver during a declared emergency if appropriate to ensure fuel supplies that do not contain the specified volume of biofuels can be delivered and sold in Oregon.

DEALER LICENSE WAIVER

Issue: Many states require a carrier to pay a fee and obtain a Distributor's License to transport motor fuel within the state. During an emergency, this requirement could impede carriers without a Distributor's License from delivering fuel supplies into the disaster area.

Waiver Needed: ORS 319.030 requires that no dealer shall sell, use or distribute any motor vehicle fuel until the dealer has secured a dealer's license as described in ORS 319.040 under the application for and issuance of dealer's license.

ODOE Action: Work with ODOT to obtain a Distributor License Waiver during a declared emergency if appropriate to ensure that fees and license requirements are lifted to allow all drivers and trucks available within the state and/or those from across state lines to deliver fuel into the disaster area.

IMPORTER/EXPORTER LICENSE WAIVER

Issue: State revenue departments require fuel importers and exporters to pay a fee and obtain a license from the state to move fuel across state lines. Without these licenses, the fuel merchant cannot legally buy gasoline from one state and move it to another. During an emergency, this requirement could impede fuel importers and exporters from delivering fuel supplies into the disaster area.

Waiver Needed: ORS 319.275 states that a person shall not accept or receive motor vehicle or aircraft fuel in this state from a person who imports motor vehicle or aircraft fuel who does not hold a valid motor vehicle fuel dealer license in this state...the purchaser or receiver shall be liable for all taxes, interest and penalties contained in ORS 319.010 to 319.430.

ODOE Action: Work with Oregon Department of Revenue (ODOR) to obtain an Importer/Exporter License Waiver during a declared emergency if appropriate to ensure that fees and license requirements are lifted to allow merchants to deliver fuel across state lines without being properly licensed and registered.

IRP/IFTA WAIVER

Issue: The International Registration Plan (IRP) is an agreement among states of the U.S, the District of Columbia, and the provinces of Canada providing for payment of commercial motor carrier registration fees. To operate in multiple states or provinces, motor carriers must register in their base jurisdiction (state or province). The International Fuel Tax Agreement (IFTA) is an agreement among states to report fuel taxes by interstate motor carriers. During an emergency, this requirement could impede fuel deliveries into the disaster area.

Waiver Needed: ORS 825.555 permits the ODOT to enter into international fuel tax agreements with jurisdictions outside of the state to provide for the cooperation and assistance among member jurisdictions in the administration and collection of taxes, such as the IFTA. Section 6 gives ODOT authority to adopt rules establishing an annual fee under IFTA. ORS 826.007 allows ODOT to enter into agreements with...representatives of any jurisdiction that issues out-of-state registration to provide for proportional registration of vehicles and for the apportionment of registration fees and other fixed fees and taxes on vehicles proportionally registered in this state and the other jurisdiction. Fees, in regard to the IRP, are designated under ORS 826.019, which allows the ODOT to collect a fee from each applicant for proportional registration under Chapter 826.

ODOE Action: Work with ODOT and USDOE to obtain an IRP/IFTA Waiver during a declared emergency if appropriate to ensure that fees and fuel tax reporting requirements are lifted to allow fuel deliveries into the disaster area from the Canadian provinces.

APPENDIX H

Response to Non-Catastrophic Events



Response to Non-Catastrophic Events (*Viable Fuel Infrastructure*)

The response strategies in the Oregon Fuel Action Plan are designed to be implemented for a variety of fuel shortage situations, not only catastrophic earthquake events. In any given year, Oregon experiences a variety of fuel supply disruptions. Many are minor and limited in scope and resolved quickly by the petroleum industry. However, if these disruptions extend over wide areas and last more than several hours they could potentially impact public health and safety.

As a result, the Oregon Department of Energy will implement the Oregon Fuel Action Plan as appropriate to monitor events, provide situational awareness, and respond to fuel shortage situations as the event conditions require.

Threats to the Petroleum Infrastructure

- *Severe Weather Conditions* – Winter storms, drought (fires), floods, wind storms, and freezing rain could stress the fuel supply and distribution system as sudden or unexpected surges in demand cannot be met by actual or expected supply levels. Delays in fuel deliveries could also occur due to road closures or heavy traffic.
- *Special Events* – Major sporting events, festivals, and other events that draws hundreds of thousands of visitors to Oregon could also stress the fuel supply and distribution system.
- *Energy Infrastructure Events* – Unanticipated refinery, terminal, and pipeline shutdowns, extended power outages, and equipment and system failures could result in the reduction of supply and disrupt fuel distribution.
- *National Security Events* – Acts of terrorism, cyber attacks, and sabotage could result in the physical destruction of the petroleum infrastructure, increasing demand for fuels, and also

reducing the fuel supplies available to the United States and the Pacific Northwest.

- *Political Factors* – Oil embargos, war, and the mobilization of defense resources could create a sudden surge in demand. These events could also reduce the fuel supplies available to the United States and the Pacific Northwest.
- *Market Related Events* – A sharp, sudden escalation in the price of fuel could result from a curtailment of supplies and stocks.

Fuel Set-Aside Plan

ODOE is in the process of updating the state's Fuel Set-Aside Plan. The National Association of State Energy Officials (NASEO) is currently developing a template plan to provide guidance and assistance to the states as they update or revise their fuel curtailment plans. ODOE will await the completion of NASEO's guidance prior to finalizing Oregon's Fuel Set-Aside Plan.

EXAMPLE – LIMITED Activation of Oregon Fuel Action Plan

Solar Eclipse

ESF 12: Fuel Sector Planning



BACKGROUND

The August 21, 2017 eclipse will be the first total solar eclipse in the continental U.S. in 38 years. A partial eclipse can be seen anywhere in the United States. However, the path of totality, where the moon will completely block the sun, will stretch across 12 states including Oregon. The solar eclipse is expected to attract viewers from around the globe. The Oregon Coast is the first easily-accessible place in the United States where the eclipse will be visible. Central and eastern Oregon are considered by subject matter experts as the best sites in the nation to view totality due to the dry weather, clear skies, and low levels of light pollution.

LOCATION

- The 60-mile wide eclipse path of totality will impact a 337.8 mile distance across the state of Oregon, and continue eastward along a path across the United States.
- The path of totality will cross 16 Oregon counties: Baker, Benton, Clackamas, Crook, Deschutes, Grant, Jefferson, Lincoln, Linn, Malheur, Marion, Polk, Tillamook, Wasco, Wheeler, and Yamhill.
- The eclipse is expected to last from 9:00 am to 11:45 am. Totality will occur for approximately 2 minutes at about 10:15 am.

STATE PLANNING ASSUMPTIONS

As a planning tool, Oregon Emergency Management assumed a statewide visitor population of approximately one million people into Oregon to observe the event. This is in addition to Oregon's estimated four million residents, representing a short-term surge of 25 percent in state population. This increased population will likely concentrate along the path of totality from the coast to the border with Idaho, with increases in lodging, transportation, and other effects to be felt statewide.

The population assumptions were extrapolated from figures provided by local communities and industry groups reporting that lodging at hotels and campsites along the path of totality as well as those near major highway connections are at or above capacity. It is further assumed that these visitors will primarily travel by personal vehicles.

POTENTIAL IMPACTS

- Increases in traffic, causing congestion
- Strain on public safety services
- Shortages in fuel

FUEL MESSAGES

- All fuel messages, in general, result in a surge or run on fuel. Messages advising motorists NOT to top off tanks or hoard fuel warns people that there might be a shortage on fuel or a distribution problem. Messages telling people to prepare and fuel up for a solar eclipse or other event also lets people know there might be a supply or distribution problem. Fuel messages tend to create concern, which is what we're trying to prevent.
- The petroleum industry's "just-in-time" business strategy does not accommodate fueling behaviors that are out of the "norm." This includes topping off tanks and hoarding of fuel. These actions put undue stress on an already tight supply system.
- The petroleum industry is extremely resilient and addresses supply and distribution problems routinely without government intervention. Companies are taking the necessary steps to prepare for the solar eclipse.
- ODOE will not allocate fuel for this scheduled short-term event. The purpose of fuel allocation is to help alleviate shortages and hardships for priority users who save lives and restore critical infrastructure during severe and long-term fuel disruptions. Criteria for allocating fuel include:
 1. Governor's Emergency Declaration.
 2. Emergency and essential service providers unable to obtain fuel at any price.

However, ODOE will work with industry to monitor and resolve potential supply and distribution issues before, during, and after the solar eclipse.

- Messages preparing out-of-state visitors to have a fuel plan, which includes fueling up prior to entering into Oregon's path of totality could be helpful to lessen the strain on in-state supply, though these messages could also prompt Oregonians to be concerned about fuel supplies and top off themselves.
- All public safety agencies along the path of totality (*law enforcement, fire service, EMS, park rangers, etc.*) should fuel up in preparation for the solar eclipse to protect public health and welfare. This is consistent with what public safety agencies routinely do to prepare for holidays and special events.

OREGON DEPARTMENT OF ENERGY (ODOE) ACTIONS

Preparing for the Event

- Work with petroleum industry partners to increase awareness of the solar eclipse and potential impacts on fuel. This allows the companies' time to apply industry planning strategies for special events to meet anticipated increases in demand. Strategies include:
 - Increase Supply – A planned event allows industry time to gradually maximize supply volumes beyond summer stocks to meet anticipated demands.

- Modify Delivery Schedule – Increase the schedule for fuel deliveries from once every four days to delivering fuel every day and a half.
- Prepare Distribution System – Marketers and jobbers operate at 40 percent capacity routinely. To meet anticipated increases in demand, marketers and jobbers have the ability to ramp up to 100 percent capacity to make more frequent fuel deliveries into communities along the path of totality.

Note: BP, Chevron, Kinder Morgan, Phillips 66, Shell, and the Western State’s Petroleum Association provided ODOE with the information on industry strategies for special event planning.

- Coordinate with the Oregon Department of Justice (ODOJ) to activate the agency’s “Price Gouging” website to allow citizens to report suspected case of inflated fuel prices. ODOJ will investigate reported cases as appropriate.

Response for the Event

- **Activate “Control Cell”** – Designated ODOE responders will monitor the fuel outlook before, during, and after the Solar Eclipse on August 21, 2017. The tentative schedule includes:
 - Wednesday, August 16 - Sunday, August 20 – From ODOE’s office in Salem, monitor the fuel supply and distribution system as visitors are traveling into Oregon communities along the path of totality.
 - Monday, August 21 - Tuesday, August 22 – Respond to Oregon State Emergency Coordination Center (ECC) to monitor and respond to potential fuel supply and distribution concerns.
 - Wednesday, August 23 and following days – From ODOE’s office in Salem, monitor the fuel supply and distribution system as visitors are traveling from Oregon communities.

1. Track Fuel Outlook
<ul style="list-style-type: none"> ✓ Work with industry to monitor potential fuel supply, scheduling, and distribution problems. ✓ Work with 16 counties to monitor potential fuel shortages along the path of totality. ✓ Report ESF 12 fuel priorities, actions and decisions at Oregon ECC briefings, and in daily Situation Reports and Incident Action Plans.
2. Participate in the Oregon ECC Joint Information System to Provide Fuel Sector Information
<ul style="list-style-type: none"> ✓ Fuel outlook ✓ ODOE actions in response to the solar eclipse ✓ Industry strategies to meet increases in fuel demand ✓ ODOJ’s Price Gouging Website ✓ Oregon’s fuel supply and distribution system
3. Activate Price Gouging Website
<ul style="list-style-type: none"> ✓ Request ODOJ activate the agency’s Price Gouging Website to allow citizens to report suspected cases of inflated fuel prices.

4. Secure Hours of Service Waiver

- ✓ Request ODOT temporarily lift the Hours of Service requirement for fuel haulers delivering supply to communities in the path of totality as a result of severe traffic congestion.

- Wednesday, August 23 – Continue monitoring the fuel situation from ODOE's office in Salem if necessary.

ODOE AUTHORITY

ORS 176.750-785 – authorizes ODOE to develop and maintain a statewide contingency plan in response to petroleum shortages that impact Oregon. This includes providing adequate fuel supplies to maintain emergency services, transportation, and the operation of the economy to ensure the health, safety, and welfare of the residents of the State of Oregon while an emergency exists.

FOR MORE INFORMATION

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APPENDIX I

Primary and Backup Communications Phone Directory



ODOE's ability to implement the Oregon Fuel Action Plan and strategies to provide adequate fuel supplies to the state's emergency and essential services providers is heavily dependent on the agency's ability to communicate with industry, federal, state, county, and tribal emergency response partners. ODOE's Primary and Backup Communications Phone Directory identifies 24/7 primary and backup communications contact information for each agency, organization, and jurisdiction that has a role in securing, delivering, and/or receiving emergency fuel supplies. The goal is to save lives, protect public health and safety, and to restore critical lifelines and services in Oregon after an emergency.

INTERNAL AGENCY DISTRIBUTION ONLY

APPENDIX J

ODOE Emergency Response Procedures



Procedures for ODOE agency operations for the Oregon Fuel Action Plan are included in this appendix. This includes:

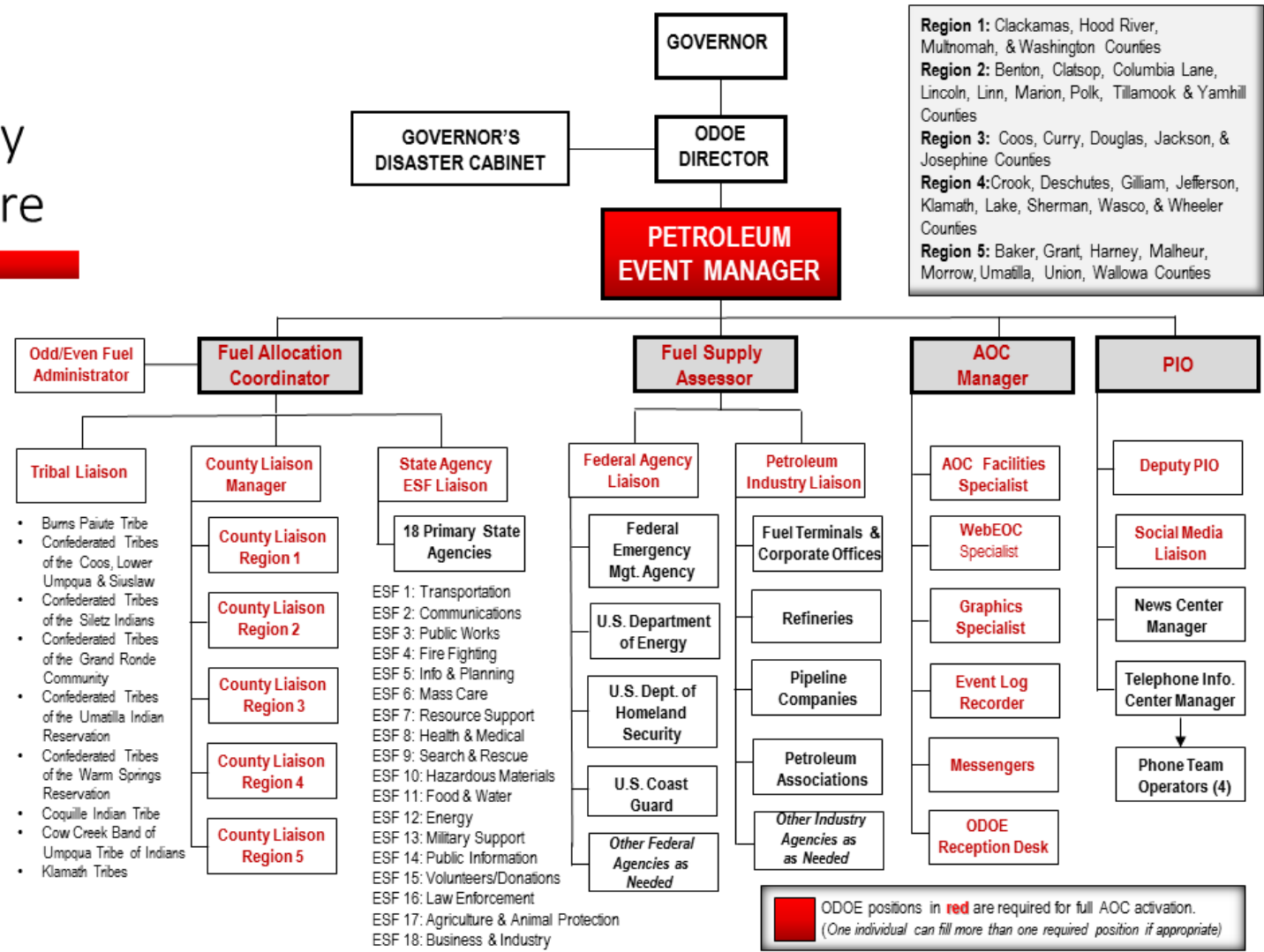
- ODOE Duty Officer Procedures
- ODOE AOC Emergency Response Organizational Chart
- ODOE AOC Activation Procedures
- ODOE AOC Response Position Procedures. Each response position procedure includes key objectives, checklists of tasks, guidance to accomplish objectives and tasks, and applicable reference materials.

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Appendix J

ODOE Emergency Response Structure

Region 1: Clackamas, Hood River, Multnomah, & Washington Counties
Region 2: Benton, Clatsop, Columbia Lane, Lincoln, Linn, Marion, Polk, Tillamook & Yamhill Counties
Region 3: Coos, Curry, Douglas, Jackson, & Josephine Counties
Region 4: Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, & Wheeler Counties
Region 5: Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, Wallowa Counties



- 24/7 Response Capabilities
- ODOE Agency Operations Center activation requires staff from all agency divisions to support shift changes

