

Update on 2019 Legislative House Bills 2206 & 2209



Oregon Office of State Fire Marshal

Protecting citizens, their property, and the environment
from fire and hazardous materials

House Bill 2206 (2019)

Oregon Safety Assessment Program (OrSAP)



House Bill 2206 (2019) Summary

- Directs the State Fire Marshal to develop and administer a statewide program to evaluate the condition of buildings after an emergency and determine whether the buildings may be safely occupied.
- Also, implement a statewide registry of local program coordinators, certified building evaluators, and approved trainers to conduct such safety assessments.



House Bill 2206 (2019) Summary

- The bill also allows local governments to enter into agreements with private contractors to conduct building occupancy safety inspections following an emergency.
- Lastly, the bill grants the State Fire Marshal rulemaking authority to administer and implement provisions of measure.



OrSAP Program Development



Post-disaster Building Safety Evaluation Guidance

Report on the Current State of Practice, including Recommendations Related to Structural and Nonstructural Safety and Habitability

FEMA P-2055 / November 2019



Since the bill was signed, Office of State Fire Marshal (OSFM) staff have begun to research program guidelines and learn more about successes achieved in programs established in neighboring states California and Washington.

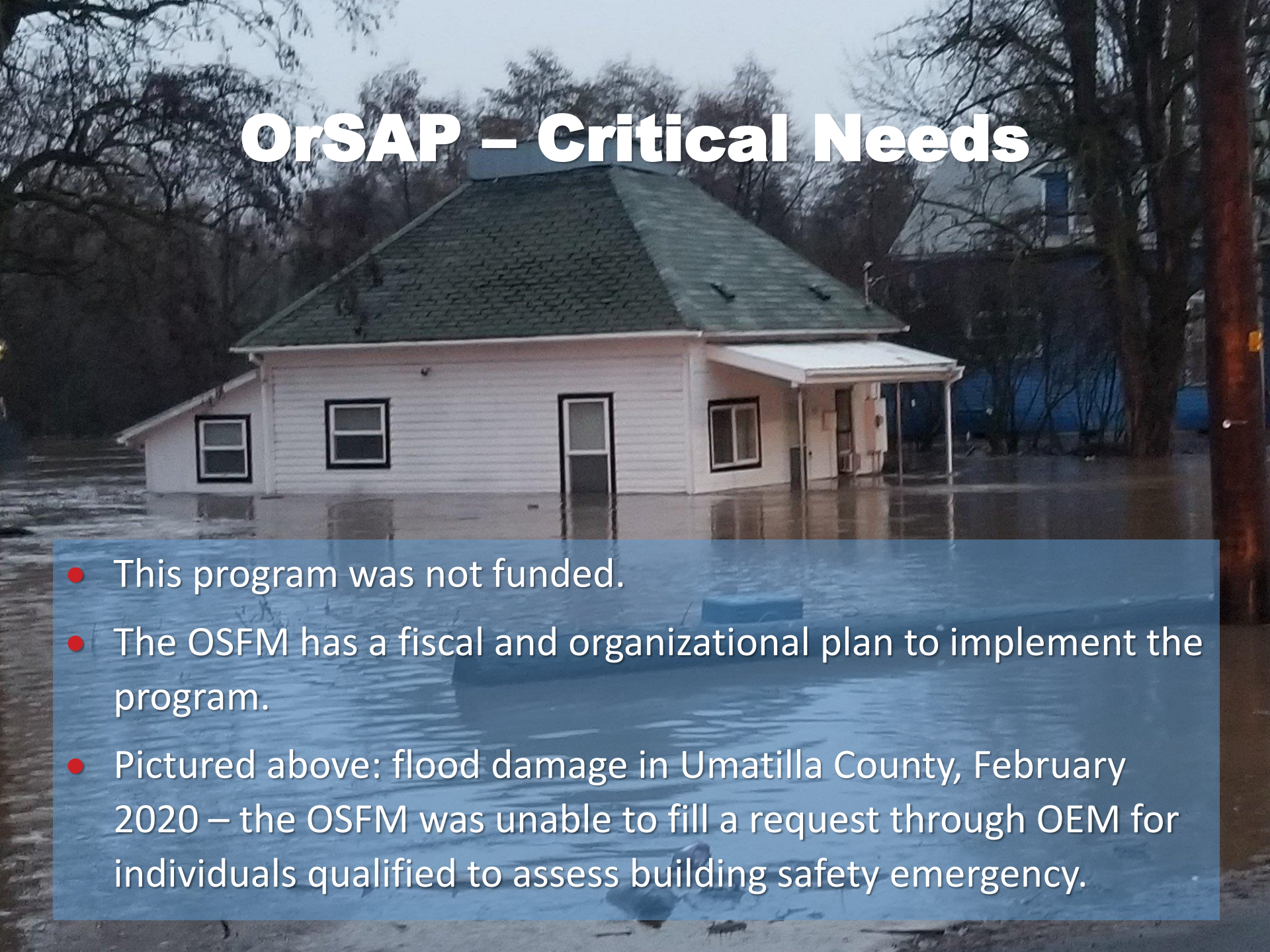


OrSAP Program Development

- The OSFM has met with program staff from California and Washington and determined the need for two full-time employees.
- These positions include a **Safety Assessment Program Manager** and a **Program Administrative Specialist**.
- A significant training and travel budget would be expected to allow travel around the state to provide training, to administer and to track certifications.



OrSAP – Critical Needs

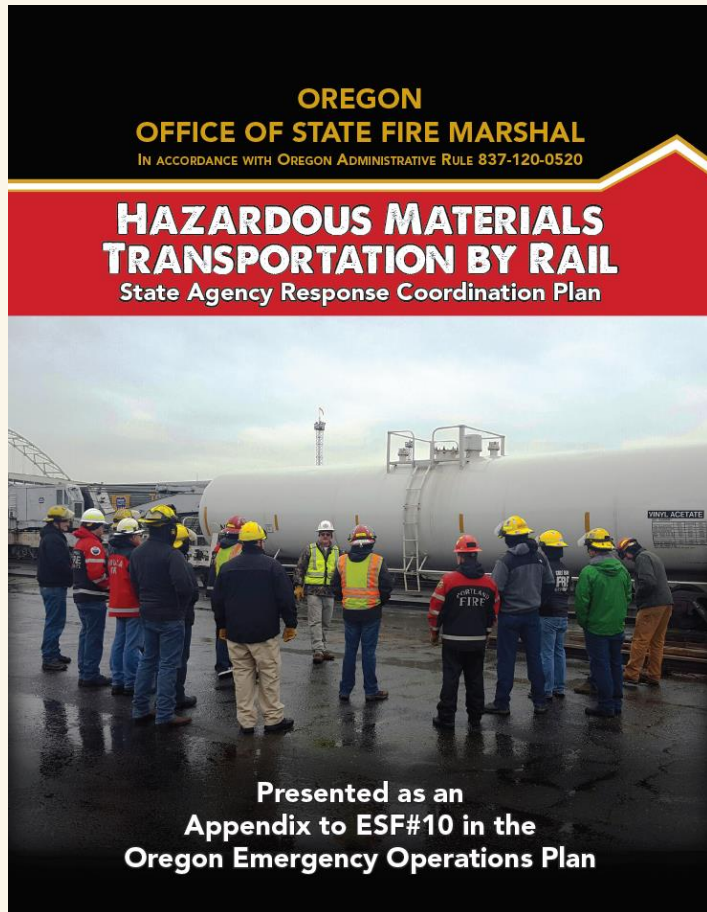
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- This program was not funded.
 - The OSFM has a fiscal and organizational plan to implement the program.
 - Pictured above: flood damage in Umatilla County, February 2020 – the OSFM was unable to fill a request through OEM for individuals qualified to assess building safety emergency.

House Bill 2209 (2019)

Contingency Planning for High Hazard Train Routes



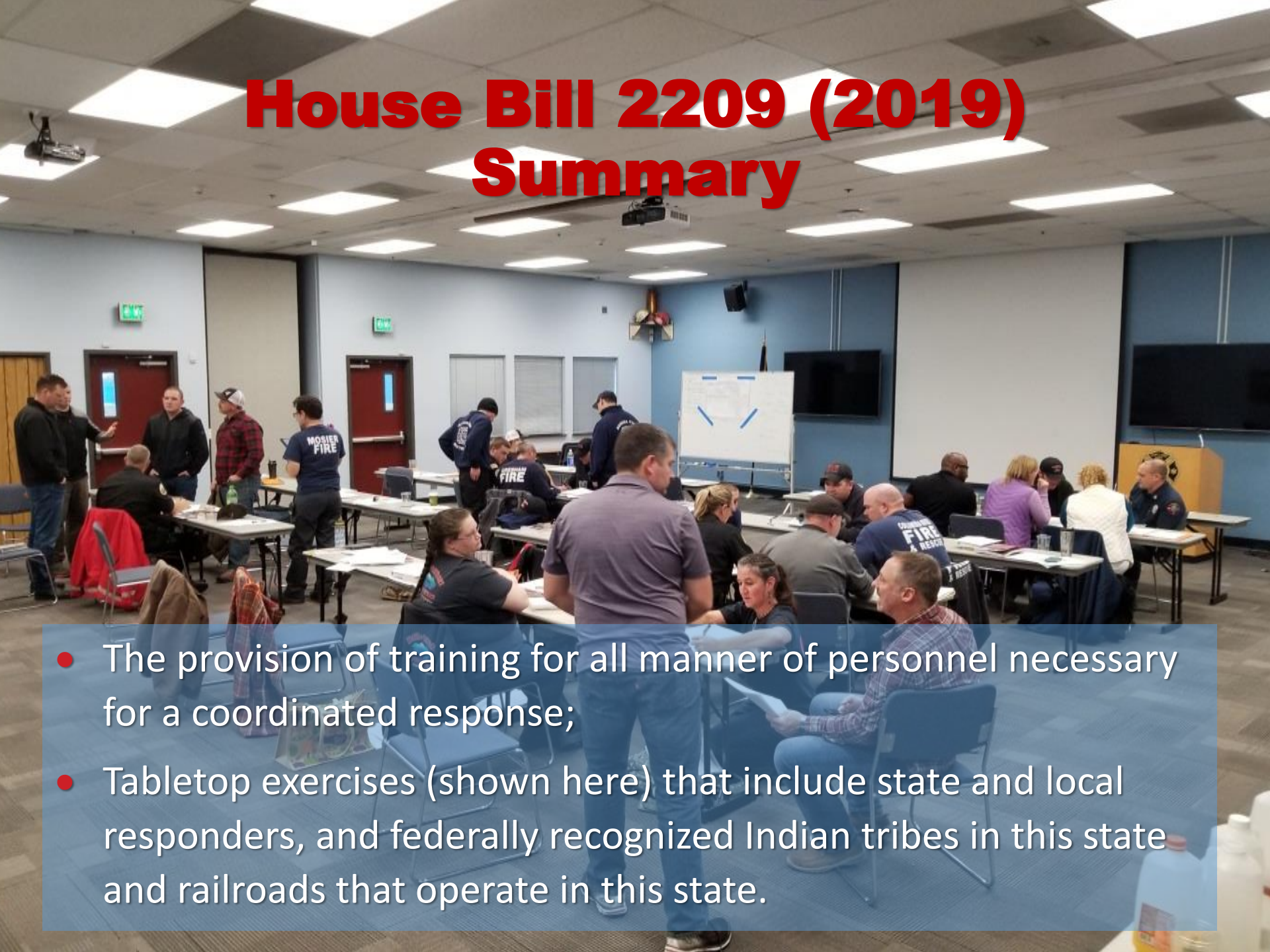
House Bill 2209 (2019) Summary



The passing of House Bill 2209 this past session sets forth additional requirements to the plan adopted by the OSFM for a coordinated response to oil or hazardous material spills or releases that occur during rail transport.



House Bill 2209 (2019) Summary

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- The provision of training for all manner of personnel necessary for a coordinated response;
 - Tabletop exercises (shown here) that include state and local responders, and federally recognized Indian tribes in this state and railroads that operate in this state.

House Bill 2209 (2019)

Summary

- Statewide functional exercises to test and evaluate response capabilities, functional groups, plans, incident command staff and emergency operations centers; and
- Full-scale, multiagency, multijurisdictional and multidisciplinary exercises that both cover the entire sequence of events to validate planning, coordination and command and control decisions established in existing plans.



HB2209 Program Development

- HB 2209 allows for the DEQ and OSFM to establish by rule a fee of up to \$20 for each rail tank car shipping crude oil levied against the shipper of the crude oil, not the railroad company.
- While crude oil shipments vary each year, ODOT's estimate of 12,200 cars annually would yield upwards of \$488,000 per biennium with a \$20 fee.

HB2209 Program Development

- In December 2019, the Oregon Department of Revenue (DOR) established an online registration system for companies shipping oil along high hazard train routes.
- Additionally, the DOR established quarterly filing due dates to submit required fees for each tank car.




HB2209 Program Development

- With those fee collection processes in place, the next step is to establish by rule the fee and the DEQ and the OSFM are collaborating on a timeline to establish the required rule.
- As HB 2209 places a number of contingency planning responsibilities on the DEQ – in addition to establishing the fee – their agency is the lead on developing administrative rules.



HB2209 – Critical Needs

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- A group of emergency responders, including firefighters and hazmat teams, are gathered in front of a Union Pacific locomotive. The responders are wearing various types of protective gear, including hard hats, high-visibility vests, and full-body hazmat suits. One responder in the foreground has a vest that says "HAZ MAT ENTRY". Another responder's suit has "EVERETT SPRINGFIELD" and "FIR" written on it. The locomotive is brown and yellow, with "UNION PACIFIC" visible on its side. The scene appears to be at a train yard or a site of an incident.
- The OSFM has a fiscal and organizational plan to fully implement the program once the fee is established by rule.
 - The DEQ anticipates the rules will not be authorized until sometime between September and November 2020.

Thank you. Questions?



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