

# Washington Oil Marketers Association – State Report February 2014

## 2014 Legislative Session Overview

The 2014 legislative session opened for business on Monday, January 13<sup>th</sup> and is scheduled to run for 60 days. Unlike last year where lawmakers worked in excess of 160 days through one regular and three special sessions, it is anticipated the Legislature will complete its work on time. This is largely due to the fact that the 2013 legislature was ultimately able to pass a bi-partisan budget critical for funding state operations over the next two fiscal years with no projected budget deficits.

The composition of the Legislature changed slightly since last year. The House remains the same at 54 democrats to 44 republicans, but the Senate Majority Coalition Caucus (MCC) added one new member. Jan Angel (R) defeated incumbent Nathan Schlicher (D) in a 16<sup>th</sup> district special election in November. This gave the MCC a 26 (24R – 2D) member majority over the remaining 23 democrats. Given this dynamic, any controversial bills, good or bad, will likely not pass this year. On an historic note, the 2014 Legislature has seen an unusual influx of new members given 2013 was an off-election year. Fully 10 percent of the House and Senate are new members due to retirements, resignations and special elections.

## WOMA Priorities

WOMA's priorities in 2014 will be largely defensive with an emphasis on opposing greenhouse gas reduction measures being pursued by Governor Inslee. It is rumored the Governor is considering issuing an executive order directing Ecology to implement low carbon fuel standards through rulemaking. Ecology claims it has this authority under the Clean Air Act and only needs the Governor's direction to begin.

WOMA has joined Washington Consumers for Sound Fuel Policies (WCSFP) a coalition with a broad group of stakeholders opposing the adoption of a low carbon fuel standard. WCFSP has contracted with a PR firm and is developing messaging focusing on public education and influencing policymakers.

In addition to our focus on climate change measures, we will continue to monitor the transportation issue closely and will also be pursuing legislation capping greenhouse gas reporting requirements implemented last year.

## Transportation Update:

Transportation remains a key topic of discussion but it appears at this time the parties are not getting any closer to reaching an agreement on passing a revenue package. As the 2014 elections become more visible on the horizon, fewer legislators are showing interest in taking a gas tax vote; particularly in light of continuing

headlines highlighting Department of Transportation failures in delivering projects on time and on budget. In addition, as mentioned above, there is concern the Governor will issue an executive order implementing greenhouse gas emissions standards estimated to add an average of one dollar per gallon to the price of fuel. All parties to the transportation debate agree such a maneuver would be the end of any transportation package.

#### **Bills of Interest:**

##### [SB 6264](#)

**Title: Capping the amount of the greenhouse gas reporting fee.**

**Comment:** This WOMA priority legislation caps the Ecology greenhouse gas reporting fee at \$100. As you may recall, a new GHG reporting mandate was implemented in 2013 impacting 58 WOMA member companies. The fee assessed by Ecology is \$1,478 per year, despite the fact the information contained in these reports is already provided to the Department of Licensing and contrary to Ecology's prior representations to the legislature that any fee, if charged, would be minimal. The bill was sponsored by Senator Doug Ericksen and is meeting opposition in the Senate. WOMA was present for the rule making process, but was not alerted to the exorbitant fees until October 2012.

##### [SB 5990](#)

**Title: Concerning funding for programs under the environmental legacy stewardship program.**

**Comment:** This bill by Senator Ericksen follows up on MTCA reforms passed in 2013. This bill would move several programs from the state and local toxic accounts to the new Environmental Stewardship Account, to create more flexibility and certainty in the other accounts. The purpose is to ensure that MTCA dollars are prioritized to cleanups before other MTCA authorized programs are funded.

##### [HB 2347/SB 6262](#)

**Title: Enhancing the safety of the transportation of oil.**

**Comments:** These bills would create a number new rules and reporting requirements for rail and marine transport of oil in Washington State. While the bills are currently limited in scope, we will monitor them closely to ensure they do not expand to motor vehicle transport.

##### [HB 2137 /SB 5979](#)

**Title: Modifying provisions governing commercial motor vehicles.**

**Comment:** This bi-partisan bill would modify some rules regarding equipment on commercial motor vehicles and the transport of hazardous material. The Washington Trucking Association supports the bill. In terms of hazardous materials the bill allows the Washington State Patrol to adopt rules consistent with USDOT rules on the transport of hazardous materials.

**2014 Convention!**

WOMA is set to put on yet another great convention in 2014! We have expanded the tradeshow floor to accommodate another 12 booth space opportunities, making it a 54 booth tradeshow. As of the 13<sup>th</sup>, we already have 10 booths sold and we have barely started advertising our show. ☺ Mark your calendars to attend a great event on June 16<sup>th</sup> – 19<sup>th</sup>, 2014 at Suncadia Resort in Cle Elum, WA!

For more information on the convention: Visit our [State Page](#) on the WPMA Website!