

**REGIONAL RESPONSE TEAM 10 / NORTHWEST AREA COMMITTEE (RRT/NWAC)
PUBLIC SESSION MINUTES
JANUARY 16, 2008**

LOCATION: Doubletree Riverside, Boise, Idaho

PARTICIPANTS: [1.16.08 attendance list.](#)

PUBLIC SESSION AGENDA:

WEDNESDAY JANUARY 16, 2008

- 8:00 – 8:30 Welcome from Bill Bishop
Retiring Director of the Idaho Bureau of Homeland Security welcomes participants and introduces his replacement.
- 8:30 – 9:00 National Oceanic and Atmospheric Administration (NOAA) Weather Service – Larry Van Bussum
National Weather Service staff will present their capabilities and discuss their involvement in responses.
- 9:00 – 9:30 Union Pacific Railroad Response in Idaho
Representatives from Union Pacific discuss their response procedures and take questions from local responders.
- 9:30 – 10:30 Recent EPA Chemical Facility Inspections
112 (R) and EPCRA activities in ID and Eastern WA/OR.
- 10:30 – 11:00 Case Study on Steel Ranch and Supply Removal
IBHS and EPA responded to large quantities of reactive sodium in Salmon, ID. Responsible individual was criminally convicted. Three individual responders will present.
- 11:00 – 11:15 **[BREAK]**
- 11:15 – 12:00 On-Scene Coordinators Reports
EPA, USCG, and IBHS each present recent responses and/or actions.
- 12:00 – 1:00 **[NO HOST LUNCH]**
- 1:00 – 2:00 Briefs on Pertinent State and Federal Contingency Plans
- *Idaho State Response Plan – Mary Halverson, IBHS*
 - *Northwest Area Contingency Plan – Josie Clark, EPA*
 - *USCG Inland Responsibilities – Zeke Lyons, USCG Sector Portland*
 - *Cross-border response with Montana and Canada, Josie Clark, EPA*
- 2:00 – 2:15 **[BREAK]**
- 2:15 – 5:00 Facilitated Discussion through a Large Scale Event
- Locals describe initial response actions
 - State describes how it would support the locals
 - Locals and State identify gaps that Feds may be asked to fill
 - Feds discuss their capabilities and ways to access Federal assistance
- 5:00 Adjourn.

MINUTES:

WELCOME FROM BILL BISHOP

The Director of the Idaho Department of Homeland Security Bill Bishop welcomed everyone to Boise for the meeting. Mr. Bishop also shared some stories of his time as Director of IDHS and thanked everyone who has worked with him over the years. Chris Field (EPA) presented Mr. Bishop with a Certificate of Appreciation for his work with the RRT and congratulated him on his retirement. Mr. Field then led introductions and brought the meeting to order.

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) WEATHER SERVICE

Larry Van Bussen (NOAA) gave a presentation about the National Weather Services Incident Meteorologist (IMET) teams. The program is 90 years old and focuses on forest fires but can be deployed to all hazards. The IMETs brief the IC on immediate weather conditions and forecasted conditions to up to 2 to 4 weeks in the future. IMETs can take an area forecast and pinpoint the forecast for the specific incident. Teams have responded to the Shuttle Columbia recovery, Democratic and Republican conventions and oil spills in Louisiana and Alaska. There are 70 IMETs nationwide, headquartered in Boise but the IMETs are stationed at various locations throughout the nation. Immediate assistance is available from the National Weather Service through a SPOT forecast. The IMETs use an All Hazards Meteorological Response System (AMRS) to make the forecasts, there are 70 AMRS' cached nationwide. Anyone can call to get assistance from an IMET or the NWS during an incident.

UNION PACIFIC RAILROAD RESPONSE IN IDAHO

Ernie Sirotek, HAZMAT Program Manger for UPRR, presented the railroad's HAZMAT program. UPRR has 16 full-time HAZMAT Division employees nationwide. UPRR is the largest operating railroad in the US; the railroad moves about 30% of all HAZMAT shipments in the US and Canada. UPRR focuses on Prevention, Preparedness, Response, and Recovery. The railroad does a number of prevention activities; non-accidental releases are what the prevention program strives to reduce. Training, contingency planning, and outreach make up the railroad's preparedness activities. They also have personnel and equipment cached to help during responses. UPRR also works in recovery by transferring product, restoring the railroad, and environmental remediation.

EPA PREVENTION PROGRAMS AND CHEMICAL RELEASES

Kelly Huynh (EPA) presented the EPA's Clean Air Act Risk Management Program (RMP) and Emergency Planning and Community Right to Know Act (EPCRA). The mission of the RMP is to prevent off-site releases of toxics and flammables. The program does this by regulating facilities that produce and store these chemicals. Transportation of these chemicals is not regulated under the RMP. Under EPCRA facilities are required to report releases within 15 minutes, the act protects the community and responders. There are ~40 EPCRA inspections per year and about 5 major enforcements. Ms. Huynh provided some historical chemical releases and some of the impacts of them.

CASE STUDY ON STEEL RANCH & SUPPLY REMOVAL

Marc Callaghan (EPA) and Kelly O'Neil (EPA) gave a presentation on the removal of large amounts of reactive sodium metal from a property in Salmon, ID. The response spanned over 4 years. In 2004 EPA arrived on the site and sampled the material. The material burned at the lab. That prompted the EPA's National Enforcement Investigation Center (NEIC) to create new methods to determine what was in an 11,000 gallon AST full of the material so it can be disposed of. In 2005 the EPA carefully removed the material for disposal. In 2006 EPA's Criminal Investigation Unit (CID) indicted the RP on 2 RCRA counts (1 storage and 1 disposal). In 2007 the RP went to trial and was convicted and sentenced to 21 months in jail, \$417,000 in restitution and 5 years probation. During the probationary period the RP cannot work with HAZMAT.

Mr. O'Neil of the EPA CID highlighted some important things to remember when dealing with responses like this:

- Involve the EPA early; the CID can help build a legally defensible case.
- Gain access agreements and witnesses to those agreements.
- Photo documentation is important; stage the photos to paint a picture.
- Proper sample acquisition including COCs and ordering proper analyses are critical.
- Organized and detailed documentation will help with telling the story years down the line in a court room.

ON-SCENE COORDINATORS REPORTS

EPA

Greg Weigel (EPA) talked about the EPA's OSC response authorities, on-call responsibilities and

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contractor support capabilities. Mr. Weigel also noted some Emergency Responses the EPA was involved in over the last quarter including:

- South Umpqua River Diesel Spill – Marc Callaghan
- Deschutes Tug Grounding – Tony Barber
- Yakima Transformer Spill – Mike Boykin
- Mercer Island Mercury Spill – Andy Smith
- LaGrande Mercury Spill – Mike Boykin

Mr. Weigel also noted some Removal Actions in Idaho with activity last quarter including:

- FMC Pond 16S – Pocatello, ID
- Salmon River Uranium Mill
- Conjecture Mine – Northern ID

US Coast Guard – Sector Seattle

CAPT Steve Metruck (Sector Seattle) led by giving some statistics, 5469 gallons of oil was spilled into Puget Sound or its tributaries through in 2007. CAPT Metruck also gave the group some recent case studies the Sector responded to:

- Transfer spill in Tacoma
400 gallons of diesel spilled during fuel transfer onto a fishing vessel. The area was pre-boomed which helped with the clean up.
- Elliott Bay potential
Ship containing 400,000 gallons of fuel oil was aground for 6 minutes. Tugs responded quickly and saved it. The ship was double hulled which helped but the quick response time was great.

US Coast Guard – Sector Portland

LT Zeke Lyons (Sector Portland) talked about some recent activities Sector Portland has been involved with:

- COSCO Busan Spill
Sector Portland sent 3 responders to the San Francisco spill.
- Tug Alter
While pulling 80,000 gallons of diesel it experienced engine failure. A rescue tug from Cape Flattery saved the vessel with no release.
- Vessel Fires
Some recent fires luckily did not cause any releases.
- Ocean Shores Tar Balls
Recently the Sector has recovered 1 ton of oiled material on a 4 mile stretch of beach in and around Ocean Shores, WA. NOAA says the oil is likely from a vessel in transit.
- Abandoned Vessel
Over the last 4 months an abandoned Navy Vessel near Lord Island in the Columbia River has the Sector on watch. Apparently Drug addicts have taken it over.

BRIEFS ON PERTINENT STATE AND FEDERAL CONTINGENCY PLANS

Idaho State Response Plan – Idaho Bureau of Homeland Security

Mary Halverson (IBHS) provided an explanation of how the Idaho HAZMAT/WMD Incident Command and Response Support Plan works. The notification process includes a conference call where participation varies based on the type of incident. There are levels of responses, they are as follows:

- Level 1 – Local agencies respond.
- Level 2 – Step beyond locals only; requests are made for help from regional response teams. There are 7 regional response teams in ID.
- Level 3 – Federal agencies get involved; At least 2 regional response teams are involved.

Northwest Area Contingency Plan

Josie Clark (EPA) provided a presentation that detailed how the RRT / NWAC gains authority to respond to Hazardous Substances, Pollutants and Contaminants. She explained the creation of the National Response Plan (NRP) and how it implements the response authorities. Ms. Clark outlined the role of the Federal On-Scene Coordinator (FOSC) and the authority they possess in the setting of emergency response. She explained that the National Contingency Plan (NCP) mandates that each region

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create an Area Contingency Plan. Additionally she described how the NWAC was significantly upgraded after the Exxon Valdez tragedy.

Ms. Clark went on to further explain the elements of the spill contingency planning and response from the local to federal level, outlining how the system is activated from the local level to the national level. She then described how the individual Workgroups function and how the Steering Committee directs specific Workgroups to work on certain issues.

It is expected that RRT members will participate in the three meetings per year, be familiar both with the services offered by their organization and the Contingency Plan, and will keep contact information current so that they may be activated during a response. Ms. Clark also discussed the use of the RRT / NWAC website (www.rrt10nwac.com) to manage information including the GRPs and the Northwest Area Contingency Plan (NWACP), and to facilitate comments from the response community and the public.

USCG Inland Responsibilities – Sector Portland

LT Zeke Lyons (Sector Portland) described some of the missions and authorities the Sector has in its inland Area of Responsibility. Some include:

- Vessel inspections
- Law enforcement
- Security
- Regulation
- Contingency Planning
- Search and Rescue

During the recent Tug Deschutes spill, no FOSC was sent from the Coast Guard but resources were mobilized to support the incident. In Idaho the Coast Guard handles vessel inspections, vessel licensing, and investigations into accidents. There are 6-7 members of the US Coast Guard Auxiliary in Idaho, there are also 17 vessels stationed in Idaho at various locations.

Cross-border response with Montana and Canada – EPA

Josie Clark (EPA) talked about contingency planning across jurisdictions with Montana and Canada. The CANUSWEST plan was developed to complement other plans in place within the bordering jurisdictions. The plan identifies trans-boundary issues that include:

- Responder roles and responsibilities
- Response procedural issues
- Training requirements
- Compensation
- Communication

The CANUSWEST plan is currently being updated. An Umbrella Joint Inland Plan was updated in October of 2007. Memorandums of Understanding exist between bordering regions/states/countries to assure coordination.

FACILITATED DISCUSSION THROUGH A LARGE-SCALE EVENT

Greg Weigel (EPA) and Brad Careco (Caldwell Fire) led a group discussion through a mock train derailment in Notus, ID. After the scenario was read, the notification process began with a bridge call. This call led to a classification of the incident. Classifying the incident determines who gets notified after the bridge call. A potential impact to a waterway led a notification to Federal agencies. EPA was notified and responded to mitigate impacts to the waterway. Issues with the mock response were:

- Railroad's need to get the line back up
- Dealing with the media, PIO responsibilities
- Where does IDEQ fit it?
- Who manages the long-term remediation responsibilities?

The exercise spurred great discussions between Local, State, and Federal agencies as well as the Railroad.

ADJOURNMENT

The RRT/NWAC Public Session concluded at 1700.