

**Regional Railroad Accident Preparedness and Immediate Response Fund Advisory Committee
Training Advisory Sub-committee
Meeting Minutes**

Cal OES Headquarters
3650 Schriever Avenue
Mather, CA 95655
Multi-Purpose Room 2
May 26, 2016

Members Present:

Jim Ayre, Deputy Superintendent, California Specialized Training Institute

Thomas Campbell, Deputy Chief, OES HazMat Fire and Rescue

James Farner, designee for Patrick Brady, Hazardous materials specialist from the railroad industry

Joe Bateman, Fire and safety specialist from the refinery industry

Jerry Apodaca, Local Emergency Preparedness Commissions (LEPCs)

Taral Brideau, designee for Amy Howard, California Professional Firefighters

Josh Clements and Reid Erickson, designee for Jim Epperson, California Highway Patrol

Members Absent:

John Mervin, Operation Specialist from the railroad industry

Dave Buccolo, General Manager, Central California Traction Company

Niko King, California Fire Chiefs Association

Gene Gantt, California State Firefighters' Association

Mike Richwine, Assistant State Fire Marshal, Office of the State Fire Marshal

Staff Present:

Alex Pal, Attorney, Governor's Office of Emergency Services

Kim Zagaris, Fire and Rescue Chief, Governor's Office of Emergency Services

I. Welcome – Call to Order – Membership Updates

- Mr. Ayre called the Regional Railroad Accident Preparedness and Immediate Response Fund Training Sub-committee meeting to order. There was not a quorum present at the time but the committee decided to proceed forward with discussion.
- Member Introductions

II. Subcommittee Charter Overview

- Deputy Superintendent Ayre presented the sub-committee charter but no vote was taken since there wasn't a quorum present at the time.

III. Training Gaps

- The Group discussed training needs looking at gaps and potential solutions.
- Backfill for departments was identified as a critical component for success. Many departments are unable to allow personnel to be released for training without the ability to resource backfill for those attending training.
- Group also identified flammable liquid fire training as a training gap.

IV. Training Strategies

- Numerous members of the subcommittee recognized two sites, one in Colorado at the Security and Emergency Response Training Center (SERTC) and one in Texas at Texas A & M University as premier training locations for flammable liquid firefighting training. Both sites utilize large realistic mock ups and provide a training experience that closely replicates real-world conditions. SERTC is accessed via the National Domestic Preparedness Consortium (NDPC) which pays for the experience minus backfill, by HSGP funds to the states which can pay for all costs including backfill, and by the railroads that fund all but backfill. Texas A&M is available as SERTC with the exception of NDPC access as Texas A&M is not a member of the consortium.
- Discussions of limitations include responder through put. California sent 41 responders in 2015 and first order of training needs include 17 firefighters within the 12 Cal OES HazMat units with the assumption that there would be five individuals present on each shift.
- The group also discussed options to develop similar training capability in California.
- The training facility at the Valero refinery in Benicia was discussed as a viable model. The site utilizes low smoke fuel and a reclamation system to capture foam and water used in the training.
- CalOES staff and Chief Bateman agreed to work together to define a potential solution based on Valero's system and experience/expertise in utilizing their flammable liquid training prop. Configuration of the prop, site, and associated costs to build and operate will be explored and included in the research.
- Rough estimates were discussed at \$1-5 million to develop the site considering the reclamation system and special engineering to install, and plumb, the track and tank cars.
- Discussions of the complex requirements focused on 3 cars, track, 50 pax classroom, warehouse for training supplies, and pumps.
- Chief Bateman identified constraints include funding to develop and operate, and authority to burn. Local boards determine "burn days" and there is the potential to have a class in session and be denied the ability to burn.
- Deputy Superintendent Ayre asked railroad representatives to inquire with their contacts in other states as to how they were training for flammable liquid fire response. They responded that they believed that most send people to the main sites but that they would reach out to partners in other states.
- It was mentioned that Cal Maritime College also has a training facility in the SF Bay Area that may have a flammable liquid training prop and there is an Anhydrous Ammonia training car provided by Transcaer in Monterey, CA. Cal OES staff will inquire.

- The group discussed training and exercise activities funded to date as well as training requirements of the Type 2 teams.

V. Public Comment

- There was no Public Comment.

VI. Adjournment

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