LOCAL EMERGENCY PLANNING COMMITTEE – REGION III
824 Clark Avenue
Yuba City, CA 95991
(530) 822-4809/FAX (530) 822-7561

JANUARY 5, 2017 MEETING MINUTES
Tehama County Sheriff’s Department
2280 Antelope Blvd., Red Bluff, CA 96080

Present:

Mike Algots
John Amis
Sean Arlin
Wayne Brazelton
Ronna Bowers
Tony Brownell
Rod Daugherty
Lauri Dilworth
Bill Fuller (Chair)
Dennis Garton
Gerry Gray
Paul Holt
Scott Lipton
George Low
Jess Mitchell
Erica Olsen (On the Phone)
Ken Rickard
Susanne Rohner
Ruth Ann Rowen
Carla Serio (On the Phone)
Jerry Sipe
Lindsey Stanley
Tom Stroing
Dale Stultz
Amy Travis
Jacob Volkov (On Phone)
Scott Zaitz

Agency:

Union Pacific Railroad HazMat
State Fish & Wildlife/OSPR
Glenn County Sheriff’s Department
CalTrans
Regional Water Quality Control Board
CalFire/Butte County Fire/HazMat
Tehama Co. Sheriff’s Office
Tehama Co. Environmental Health
Yuba City Fire
Tehama Co. Board of Supervisors/RTTAC
Redding Fire
Union Pacific Railroad HazMat
State Fish & Wildlife/OSPR
Regional Water Quality Control Board
State Fish & Wildlife
CalOES/HazMat Unit
CHP – Northern Division
CalTrans
St. Elizabeth’s Community Hospital, Red Bluff
Shasta County Environmental Health Division
Plumas County Environmental Health
CalOES
CalFire-Tehama
State Fish & Wildlife/OSPR
Glenn Co. Public Health
CalOES/CSTI
Regional Water Quality Control Board
I. **Call To Order: 10:00 AM**

Sign in & Introductions. The November 3, 2016 LEPC-Region 3 meeting minutes were reviewed and approved. Scott Zaitz made the motion to approve the minutes and Gerry Gray provided a second and the motion passed unanimously. The agenda was also reviewed for any changes or additions needed, but no changes were offered.

II. **Cal OES Update/HMEP Grant**

Brian Abeel (CalOES HazMat Unit) and Erica Olsen CalOES/HMEP Grant Administrator provided updates on CalOES activities and on the upcoming HMEP Grant process.

Erica Olsen reported that information on the HMEP subgrant program is anticipated to be available later in January. It was referenced that the HMEP grant funds could be used to fund the development or update of area plans, to fund commodities flow analysis, and to pay for portions of exercises and evaluations of HazMat capabilities. Chair Fuller asked if HMEP Grant funds could be used to purchase CAMEO or PEAC software systems, and Erica Olsen said yes.

Fuller mentioned that there is a SERC meeting scheduled to take place on Wednesday, March 29th and the issue of State supports to LEPCs is supposed to be on the agenda for discussion.

III. **Presentation: New Feather River Geographic Response Plan.** Mike Algots (Union Pacific Railroad HazMat Manager) mentioned that Union Pacific Railroad was working with Department of Fish & Wildlife/Office of Spill Prevention & Response (OSPR) on the development of a geographic response plan (GRP) for the Feather River Canyon. Algots said that he doesn’t have a copy of the final plan to distribute today, as the draft plan is currently being finished and reviewed by outside legal counsel for revisions. When that review is completed, it will be sent to OSPR for distribution. Algots mentioned that the plan was originally developed by Arcadis. When the draft was completed, it was sent out to stakeholders for review and got a lot of feedback. From the feedback received, there was a lot of reworking of the plan to help it meet operational needs. Algots said the plan was reworked to have an introduction to the plan, a tactical response plan, and a river plan broken down into various portions of the Feather River. He said that they went through about a half-dozen different versions of the rework of the plan until they got it to a version that they thought would be useful for a first responder to use. Those involved in the rework of the plan agreed to the version and felt that it could be sent out to everyone to be finalized and will then do annual updates to the plan. He said that the process didn’t get a lot of feedback from PG&E on the original plan. PG&E controls about 2/3 of the river within the study area so their input was hoped for. Algots said that Union Pacific Railroad recently participated in a drill with OSPR in the Feather River Canyon and just met PG&E’s new environmental scientist and he committed to update a lot of the information in the plan related to PG&E’s operation and facilities.

Mike Algots mentioned that the Feather River GRP study area covers that portion of the Union Pacific’s Canyon Subdivision which is roughly Portola on the east to just past the fish hatchery in Oroville. He said that there will be an additional GRP done later that will cover the Feather River from Oroville south to where it joins the Sacramento River.

The plan includes a summary of the plan that explains the dynamics of the river and river flow information and booming strategies. Section 4 of the GRP includes extensive maps that include a response section, river access points for booming equipment and containment points along the river from Portola down to the Oroville fish hatchery. He said that there are 39 response sites covered in the GRP. Algots said that the maps being used have had a lot of layering removed so it meets that needs of first responders. If as part of the response, environmental responders come in, map layers of other information can be added to meet their needs. Section 5 of the GRP includes ICS forms and information. Section 8 covers booming strategies, and Section 10 covers logistics in the
GRP study area. Algots said that the GRP include boom angle strategies based upon anticipated water flow velocity. Bill Fuller mentioned to Mike Algots that the State would soon be deploying two State-sponsored Type 2 HazMat response vehicles that are to be used for rail-related accidents involving hazardous materials releases within Region 3. One of the units would be hosted by Susanville Fire and the other with Yuba City Fire. Fuller asked if the existence, mission and contact information for these two units had been included in the plan. Algots said no but would want to have that information added to the plan with the annual update of the GRP. Algots said that the format of the Feather River GRP will be the platform on which all of their company’s future GRPs will be based upon. Fuller mentioned that the previous Feather River HazMat response plan consisted of five binders. He complimented Algots and the process for making a much more user-friendly response document. He said that the release date for the final document should be soon.

The plan includes information on the location of available booming trailers/response equipment: two with Burling Northern Santa Fe Railroad at Rogers Flat, one with Plumas County and one with Peninsula Fire. There is also a process in place with OSPR to access other booming response trailers they have deployed to other regional agencies, such as Butte County, Yuba City, and others. Gerry Gray (Redding Fire) mentioned that Brett Moxley (EPA-Region 9) had said that if you capture 10% recovery of product that gets into the river that is considered a success. Algots agreed with view but said that source control is the primary objective of the GRP so the product never gets into the river.

Jerry Sipe (Plumas County Environmental Health) mentioned that Burlington Northern Santa Fe Railroad is developing a similar GRP for the north of the Feather River Canyon and up through the Lake Almanor area.

There was some discussion about how the two State-sponsored Type 2 HazMat response vehicles would interact on incidents in the Feather River Canyon. Bill Fuller mentioned that Yuba City Fire hasn’t seen a final contract yet but mentioned that in an early version of the contract it mentions that these units will provide “surge capacity” but there was no definition of what that means. He said that his agency anticipates that they will get a call from the State Warning Center to respond to an incident and they will hit the road, but local HazMat responders will already be there when they arrive. He anticipates more clarity on this matter once the final contract is presented to both Susanville Fire and Yuba City Fire.

IV. Subcommittee Reports
A. Training

Jacob Volkov (CSTI) reported that there would be a HazMat Technician course series beginning in April and to be held in Pleasanton. Priority will be for Region 2 and Region 3 with 20 slots being allocated to each region. Volkov mentioned that due to funding availability issues, CSTI was linking regions together for joint training opportunities. He said that he understood that there were issues that have come up related to this upcoming class in that HazMat Technician was not a priority of Region 3. Chair Fuller said that what he feels we have is “regional incompatibilities”. Fuller said that last year Region 3 had been given 10 slots in a HazMat Technician course series held in Santa Rosa, and Region 2 had three HazMat Technician classes offered within their region. He said from his conversations with Region 3 agencies, their priority was a HazMat Specialist class. Fuller indicated that overtime/backfill is an ongoing issue for Region 3 agencies and going outside the region to Pleasanton becomes financially challenging to send people there. Similarly, there had been discussion from CSTI about having the HazMat Technician course at Butte College, but Region 2 agencies said they didn’t want to go there as it would cost them too much money. Fuller said that combining training into two huge geographical regions will exacerbate these incompatibilities. Fuller said there would seem to be greater training compatibilities between Region 3 and Region 4 (Sacramento and Yolo Counties) than there is with Region 2. Fuller said that he felt with the number of agencies in Region 2, including UASI areas), Region 3 will continue to get the short end of the training stick if we’re linked to joint training with
them and if regional training delivery is not considered. He said that Region 3 really has not relationship with Region 2. Fuller mentioned to Jacob Volkov that he understands that there may be a few Region 3 people who will be able to sign up for the Pleasanton HazMat Technician class but we will not be able to use the full 10 slots. Fuller said the he and others in Region 3 were feeling frustrated in that our availability to training, due to funding limitations and proximity away from training opportunities, is impacting keeping our teams certified and staffed. Tony Brownell and Gerry Gray voiced their similar concerns. Volkov said that he would take the discussion back to CSTI.

There was a discussion about HazMat training for the two teams within Region 3 that will be hosting one of the twelve State HazMat response vehicles – Susanville and Yuba City. Fuller said that it would seem to be appropriate to deliver the HazMat Technician and Specialist course series in Region 3 for those teams, and allow other non-State sponsored HazMat Team members (Butte County HazMat and Shasta-Cascade HazMat) to pay to participate in the class. Gerry Gray voiced his concern about his personnel being closed out from participating in regional training to be provided to the department’s hosting the State Type 2 HazMat response vehicles, while not being financially able to send people to HazMat training outside our region. Volkov indicated that there were no HazMat By Rail-funded courses on the CSTI schedule at this time. Fuller indicated that up to a few days ago, contracts were being signed by the “host departments” and training was scheduled to begin this week but they had been cancelled without much notification. Jacob Volkov suggested that Fuller contact Larry Collins at CalOES. Volkov requested that Region 3 let CSTI know how many slots they needed to send people down to the Pleasanton HazMat Technician course so they can open up any remaining slots to outside regions. Volkov said that he had received the Region’s training priorities list and would work with CSTI on looking at HMEP Grant funding that could be brought to the region.

Volkov mentioned a HazMat IC class would be offered in Eldorado, CA on February 22-23 with tuition assistance only. There was also a discussion about the availability of HMEP Grant funds for training. Volkov mentioned that the current HMEP Grant covers a 3-year period and a lot of planning related projects were front-loaded with HMEP funds. If those funds are not used, they could eventually be moved over to CSTI for use in funding training. He said that we won’t know right now if any and how much could be available for training. Erika Olsen mentioned said that it is one of her priorities to move unused planning funds over to training if the planning projects are not undertaken.

Mike Algots (Union Pacific Railroad-HazMat) discussed the availability of rail tank car safety classes at Pueblo, Colorado. He said that if agencies have people who they would like to send to a “train-the-trainer” course, to contact him. He also said that Union Pacific Railroad has a training tank car and boxcar class room that they can schedule to be brought to a community for first responders to train on. He said that the tank car is book through 2017 but may be available for training in 2018. He said that it hasn’t been in Northern California yet. Additionally, Union Pacific has a tank car dome trailer that can be a very effective training tool.

B. Regional HazMat Response Teams

Butte County HazMat Response: Tony Brownell indicated that Butte County HazMat had done some sampling and testing for the Narcotics Task Force.

Shasta-Cascade HazMat Response: Gerry Gray reported that Shasta-Cascade had 44 responses in 2016.

Yuba-Sutter HazMat Response: The Yuba-Sutter team was set to send 11 of its 17 new members to HazMat Technician training at CSTI this week but at the last minute the training was cancelled. There isn’t a
lot of information why the cancellation but we’re trying to follow-up with CalOES and CSTI representatives to see if it will be rescheduled soon.

**Agency Reports**

**CalOES:** Lindsey Stanley reported that there were a lot of personnel changes occurring at CalOES. She said that Dana Ellis had been named Acting Deputy Director of the CalOES Inland Region. She also said that the open for Emergency Service Coordinator for the Siskiyou/Shasta/Tehama/Glenn area didn’t get enough application turned in yet so CalOES has extended the application period. She mentioned that LEPC-Region 3’s webpage on the CalOES website is not yet set up.

**CHP:** Ken Rickard indicated that he had nothing to report.

**CalTrans:** Susanne Rohner reported that CalTrans had responded to over twenty spills in the Upper Sacramento/Dog Creek area. She said that a drainage catch system had been installed in the area that worked and kept approximately 80-gallons of diesel out of the Sacramento River. She also indicated that they have a person who is interested in going through the HazMat Technician and Specialist course series and Fuller suggested that they get him signed up for the Pleasanton training.

**OSPR:** Dale Stultz reported that OSPR had no responses to report in the Region 3 area. Scott Lipton complimented Arcadis and Union Pacific Railroad for their work on the Feather River Geographic Response Plan (GRP). He said that OSPR has plans to work on geographic response plans for multiple areas, including an update of the Upper Sacramento plan (tentatively scheduled for 2018), as well as work on the Russian River and the American River. He mentioned local assistance response planning grants for local governments related to these studies. He mentioned that he and Cindy Murphy (both of OSPR) will be working on grant criteria. Mike Algots (UPRR-HazMat) had indicated that the draft document will be circulated in mid-September/November for review. Stultz said that OSPR is conducting field work on the Lake Almanor GRP that is being funded by the Burlington Northern Santa Fe Railroad. Stultz also said that OSPR will be moving to update the Sacramento River Canyon GPR.

**CUPA:** Gary Cantwell (Yuba County CUPA) said that he had nothing to report related to CUPA.

**RTTAC:** Dennis Garton (Regional Terrorism Threat Assessment Center) reported that there would be a Critical Infrastructure Safety course provided on March 24th at Redding City Hall.

**Chairperson’s Report**

1. **Bylaws/Election of Officers** - Fuller brought up the subject of CalOES/State Emergency Response Commission discussing the “standardization” of LEPC Bylaws and procedures. Fuller mentioned that in reviewing other LEPC Region procedures, the selection of a slate of officers, and having a regularly schedule election of said officers appears in most bylaws. He brought up that he will be bringing ideas for determining who would like to fill LEPC voting positions and in the selection of candidates for Chairperson and other board members.

2. **Meeting of Region 3’s HazMat Response Teams in Chico on January 11, 2017** - Fuller mentioned that representatives from the region’s HazMat response teams were planning to meet in Chico on January 11th to discuss the new State Type 2 HazMat response units to be hosted by Yuba City Fire and Susanville Fire, discussion on a possible mutual aid agreement, and to get to know more about each Team.

3. **Fred Millar (railroad safety advocate)** – Fuller mentioned that he had been contacted by a Fred Millar who indicated that he is a railroad safety advocate out of Virginia. He was contacting LEPC chairs in
California to warn them about what he saw as unwarranted changes by the Chlorine Institute related to the impact of a chlorine tank car. He said that previous versions of the Chlorine Institute’s Pamphlet 74 stated that in a rail incident involving a chlorine tank car rupture, first responders needed to evacuate an area based upon a 15 mile long by 4 mile wild plume. Millar indicated that the newest version of Pamphlet 74 indicate first responders should only have to evacuate a 0.2 mile area. Millar conveyed that he was skeptical of the changes being offered by the Chlorine Institute.

Fuller added that Millar also told him that ethanol producers had purchased approximately 27,000 old rail tank cars for use in transporting ethanol and that the cars were not ready to be depreciated. What he was saying was that there will be an inventory of older tank cars moving around the country that don’t meet current safety standards. Fuller said that Mr. Millar also mentioned to him that rail haulers could soon be transporting ethanol in unit trains.

Fuller mentioned that he doesn’t know Mr. Millar’s credentials, but to let others know that he is reaching out to LEPC Chairs across the country.

VI. **Public Comments**
There were no comments from the public.

VII. **Next Meeting**
The next meeting of LEPC-Region 3 will be held on Thursday, March 2, 2017 at the Tehama County Sheriff’s Office in Red Bluff, CA.

VIII. **Adjournment** 11:56 AM