**DRAFT FEATHER RIVER GRP MEETING**

**9 DECEMBER 2015**

**ARCADIS OFFICE, ROSEVILLE**

PARTICIPANTS

Union Pacific: Mike Algots, Robert Bavier, Paul Bolts (spelling?), Lane Sekavec (via phone)

BNSF: James Farner, Nic Winslow, Patrick Brady (via phone)

USEPA: Steve Calanog, Bill Roberson

OSPR: Mike Schommer, Dale Stultz

ARCADIS: Greg McGowan, Emily Hathaway, Josh Grevenmier, Scott Davis (via phone)

General Participant Vision for GRP

* Recurring theme from all participants was to produce a good operational plan that is user-friendly to first responders.
* EPA: produce a living document that will be maintained and updated as necessary. EPA likes “their” electronic format (EPA on-line GRP Viewer). EPA format may be useful for quickly extracting specific information from the GRP (such as response equipment needs for a specific stretch of river) but converting existing draft GRP into EPA format may occur within current proposed timeframes. EPA indicates they will begin building an on-line GRP (format?). Roberson wants to meet with OSPR staff to review and identify sensitive sites and resources at risk. Also need to talk to Judd Muskat regarding data sharing and storage (ERMA).
* ARCADIS states that 70% of GRP budget has been spent. McGowan indicates that sufficient funds remain to complete the GRP project.

Main Topics

1. Notifications (keep simple for initial response, but include list for all stakeholders that should be notified during early stages of an incident).
2. Notifications Tiers (BNSF can provide template for Notification Tiers that they’ve used in other emergency response plans – Nic Winslow):
3. 911 and Railroad dispatch centers
4. State Warning Center and NRC (if above reportable quantities)
5. Stakeholders – Stakeholder notifications may be done by railroad dispatch if staff available. Railroad dispatch centers are very busy at times. Stakeholder notifications could also be assigned to a responsible agency by Unified Command (possible local Env. Health staff). Stakeholder list and contact numbers to be included as appendix.
6. Command Structure
7. Follow ICS Structure.
8. Initial local responders will be first IC’s (CHP, local fire, Sheriff, CDFW regional warden)
9. For long term event, IC will transition to Unified Command (FOSC, SOSC, and RP).
10. Include Local Agency via Liaison Officer.
11. Response Templates
12. Cross reference Response Areas and Staging Areas with railroad and hwy MPMs.
13. Consider adding SCAT info, such as shoreline types, etc. for identified access points (possibly include SCAT info and forms as an appendix).
14. ARCADIS asked UP if their OROS could review the equipment list for the Response Areas to ensure its complete and accurate.
15. Address other pollutants/haz mat in GRP. Current GRP is primarily and oil spill response plan. Consider materials that sink and are miscible in remedial actions. May just address these types of materials in the GRP Executive Summary. Consider suction dredging (corn derailment) and aeration (Cantara).
16. Expectations
17. Take action items from this meeting
18. ARCADIS requests steering committee info back by 12/29/2015.
19. ARCADIS will be at 1/7/2016 meeting with PG&E and will incorporate their capabilities into next version of GRP.
20. Anticipated next distribution of draft GRP: 1/29/2016.

Other Notes

* There was discussion regarding including cultural liaison early in a response. Currently, the GRP lists about 27 tribal representatives (in an appendix) for tribes that have a presence in the geographical response area. ARCADIS will try to see if they can reduce the list size but still include all interested tribal representatives. I’ve reached out to LEPC III for contact info of tribal/cultural representative that may be able to assist.
* Suggestion (Roberson) to pre-populate ICS 201’s, 204’s and 232’s.
* BNSF indicates that they are currently not transporting Unit Trains of crude oil. However, other products such as ethanol, grains, etc. are being transported through Feather River Canyon in Unit Trains.
* UP indicates that they are transporting Unit Trains through the Sacramento River Canyon. Unit Trains along this route are transporting Canadian Oil Sands (product has potential to sink).