

Pacific States/British Columbia Oil Spill Task Force

**Roundtable:
The State of Rail Oil Spill Planning
on the West Coast**

SUMMARY REPORT



November 5, 2015

Portland, OR

Pacific States/British Columbia Oil Spill Task Force

Rail Roundtable Summary Report

November 5, 2015
Portland Downtown Hilton
Portland OR

A. Introduction

During the 2013 Task Force Annual Meeting held in Seattle, the Task Force devoted several sessions to oil by rail safety and preparedness, a topic of concern given the new growth in transport of crude oil by rail across the Northwest. As part of the Annual Meeting, Task Force members toured a newly built rail oil-offloading facility in Anacortes to see first-hand the direction that refineries, facilities and ports were headed.

The Task Force continued to focus on oil by rail during the 2014 Annual Meeting, which included a series of presentations and panel discussions with representatives from railroad industry, federal and state agencies. This engagement across the various entities involved in oil by rail transport resulted in a productive discussion about coordination, planning and preparedness gaps. The conversations underscored the need for continued cooperation and information exchange to ensure that the West Coast is fully prepared for an oil spill from a derailment.

To help continue this conversation, the Task Force hosted a roundtable forum to discuss the current rail preparedness and response planning efforts underway as an important next step in fostering collaboration across the region. The invited roundtable participants included: the railroad industry (BNSF, Union Pacific and SRY Rail link); Federal regulators (PHMSA, EPA); US Coast Guard; State and provincial spill program managers (CA, WA, B.C.); Tribal governments (Umatilla Confederated Tribes and Yakama Nation); State representatives from WA and OR; local responders (WA Fire Marshall, City of Spokane Fire Chief); the Port of Longview; the City of Vancouver and the Columbia Riverkeeper. 135 registered participants and audience members attended the roundtable. A summary of the day's events is provided below.

B. Overview of the Event (See Appendix A: Agenda)

Tribal Welcome

Armand Minthorn, Board of Trustees of the Confederated Tribes of the Umatilla Indian Reservation provided a warm and poignant welcome to the roundtable participants. He spoke to the collaboration that is essential across all organizations and communities for effective oil spill preparedness planning. The Umatilla are very engaged in regional planning efforts and welcome the opportunity to work with others going forward. He stressed the need for inclusion and effective communications across the parties

involved. Mr. Mindhorn's straight-forward message focused on the concept "There is no 'I' in team".

Senator Cantwell Letter (See Appendix B: Cantwell Letter)

Senator Cantwell sent a letter to the Roundtable participants read to the audience by one of her staff. In the letter, the Senator regretted that she could not attend in person, and thanked the participants for their hard work in taking this opportunity to come together and address safety concerns related to rail transport of crude oil.

Session 1: Lessons learned from recent incidents

Representatives from U.S. EPA gave two presentations on rail derailments involving oil spills:

- Dennis Matlock, U.S. EPA Region 3. Dennis was the federal On Scene Coordinator for the Mt. Carbon, WV derailment that took place on February 16, 2015. Dennis shared photos and video footage of the fire that resulted from the derailment that involved 27 cars containing Bakken Crude. (See EPA's page: <http://yosemite.epa.gov/opa/admpress.nsf/0/52044B369010B18385257E00006BC6DF>)
- Paul Ruesch, U.S. EPA Region 5. Paul was the federal On Scene Coordinator for the Galena, IL derailment that took place March 5, 2015. Paul provided details on the complex response effort that involved access challenges to the remote site where 21 rail cars derailed spilling Bakken Crude near the Galena and Mississippi Rivers. (For additional details, visit the EPA Region 5 Galena Spill webpage: <http://www.epa.gov/il/galena-train-derailment>)

The two presentations can be found on the Task Force website:

<http://oilspilltaskforce.org/task-force-events/roundtables/>

Session 2A and 2B: Current Rail Spill Planning and Looking Forward

Representatives from federal agencies (EPA, PHMSA, USCG) railroads (BNSF, UP, SRY Rail Link) and state and provincial governments (WA, CA and British Columbia) provided updates on the status of their organizations regarding rail spill preparedness planning.

Session 3: Tribal State and Local Interests

Representatives from Tribal governments (Umatilla, Yakama Nation), state representatives (WA, OR), first responders (Fire Chief and Fire Marshall), ports and a community organization (Columbia RiverKeepers) participated in this session that addressed local perspectives on rail spill planning. Participants provided brief highlights of their views on the state of planning.

Following the introductions by tribal and local representatives, the entire group of roundtable participants engaged in Q&A from questions submitted via comment cards from the audience.

C. Q&A From Audience

During the Q&A, the following questions were read from the comment cards and responded to by the panel.

1. *How are you involving tribes?*

Tribes: Ask the tribes – tribes will participate. It is also important to increase the area of notification and update tribal information. Tribes know the importance of the environments – the faster you can plug the tribes in, the better.

2. *Two questions: Are there regulations differing from normal procedure, for school and hospital zones? Are schools and hospital personnel trained by the railroads or other agencies in response procedures in the event of an explosion or spill?*

Union Pacific (UP): We want to share info with hospitals and schools. Schools have a state-mandated emergency response plans. We are now putting into emergency response plans a ‘pre-plan’ that marks the milepost where these entities exists and includes evacuation plans, etc. We include a commodity flow that tells them what’s coming.

Fire Chief: We can’t add personnel to teach this information to schools without funding. This is a huge challenge. We need industry or legislatures help to help provide this education on prevention and response information. A fire alarm during a rail derailment and resulting fire would send teachers and kids out into a hazardous situation. We have not planned for this.

Railroads (RR): Operation Lifesaver is a good resource. Folks go into schools and teach them about safety around trains. This group could be tasked to expand their educational messages to include safety with oil movement by rail. <http://oli.org/>

3. *How do derailment statistics of oil tank cars compare with other types of cars?*

RR: We look at hazardous commodities as a whole. We track to see which ones are releasing the most (both accidental and non-accidental releases).

4. *Contaminated materials are often removed from contaminated sites...are they reused?*

CA: With spills in general, it depends on the substrate. If it’s sand, sometimes you can use it for roadbed. If absorbent pads are used, they are sometimes incinerated. Sometimes you can clean the substrate. In CA, if it’s considered a hazardous material, it goes to a landfill.

RR: Most industry works with the regulators as there are various waste classifications. If it's reused/recycled, it's not a waste product. We try to minimize the amount of waste in a clean-up. All the water used on-site at Galena was cleaned on-site.

EPA: Product and cars are not owned by railroads. Adjustors need to decide if they can be saved or scrapped. That product is someone else's product and they come and collect to take off to its end destination.

5. In this situation you deal with so many environments, how do you make sure you have the right equipment in place to respond?

RR: We spend a lot of time looking at resources and equipment that is out there. We have a team of folks looking at the situation and finding out what we need to bring out to the response. Constantly in the process of making changes on the fly – rapid plan B deployment when needed.

Fire Chief: Our response plan requires response within minutes, unlike the railroad that has upwards of hours/days to respond. We need to be prepared but don't have the funding, equipment and capacity to respond to an incident that folks say are going to happen.

Fire Marshall: Hazmat teams have access to the rail equipment and for crude rail training. They will have the understanding, if not the tools. Within 20-30 minutes, hazmat teams will show up.

Additional comment: Oregon is leading the way by far with regard to fire department support.

6. Where does WA stand with the Fire Department capabilities? Where would the resources come from?

Fire Chief: The expectation that we're going to be the savior but we don't have enough people/staff to really help in an event like we're discussing.

7. A lot of analysis we're seeing is that it's not optimal to respond to a fire like this. Is this the case?

Fire Chief: We'll throw all our tools at the situation. If it happened in downtown Spokane, we're going to have a fire problem right next to a school and large hospitals. We'll try to prevent the fire from going up the hill and spreading. Not enough foam, equipment, etc. We need help within the first hour when folks often die; the help comes hours later but sometimes it's too late.

CA: We can't just let something burn necessarily given that we're in a drought. In some really dry areas, this is a serious concern.

RR: Local responders have very little resources but railroads will step up to help protect the environment and the public. We'd bring all our resources and equipment. Everyone will step up.

8: What is required by RR's in pre-planning, and what information are you required to share with state and federal agencies?

RR: If we are talking about building a pre-plan, we have GIS data for tracking oil trains, etc. We give out as much of this information as we can. The states and the responding agencies can have this information but we don't release to anyone (Homeland Security Issue according to RR). As far as requirements for railroads -- we just make the information available. Contingency plans, planning, training – all done in conjunction with states.

Before we take on any dangerous good commodity (in Canada), we have to take on a comprehensive risk assessment. We have to prepare an emergency response plan that addresses each of the risks identified. We must share this plan with every municipality that we operate in. Since Lac Megantic, this process has become more detailed and stringent.

CA: RR's in the U.S. are required to have federal oil spill plans through the FRA. States want contingency response plans for specific areas, equipment, and reasonable worse-case discharge. This is all part of our planning program in CA, and this is also part of the geographic response planning.

EPA: FRA needs to work closer with the responders and the community, through RRTs and Area Committees. RRs are stepping up to work with the states. But who's going to pay for the needs in Spokane?

10. What are your thoughts about containing a spill on the Columbia River using new technologies?

RR: Improve readiness – practice using the equipment and figure out what the shortcomings are from the equipment. We use difference devices. Also, based on GRPs, we go out and practice.

A complete list of all questions submitted by the audience and participants is provided in the table below.

Name or Organization	Your Topic	Your Question
Public Schools	Incident near school or hospital	Are there regulations differing from normal procedure, for school and hospital zones? Are

Name or Organization	Your Topic	Your Question
		schools and hospital personnel trained by the railroads or other agencies in response procedures in the event of an explosion or spill?
Jess Grant	Nationalized Rail System	Do you believe the railroads should be nationalized? Would this lower the risk or improve prevention/response?
Jess Grant	California	1. Can you now charge fees for oil that enters CA by rail? 2. Is fighting forest fires part of your inland response plan?
Jess Grant	Liability insurance	The rail company at Lac Megantic only had \$25M of liability insurance and declared bankruptcy after the disaster. How much liability insurance do your companies carry? Is it adequate for worst-case scenario? After Lac Megantic, MMA-RR declared bankruptcy and the public picked up the tab for cleanup. Could that happen here in the US? Is enough insurance available for American RR?
Vancouver Action Network	Real time oil train monitoring	Would any of the agencies, groups or individuals here join the Twitter Oil Train Watch or set up an Oil Train Webcam? If so, please contact Vancouveractionnetwork@gmail.com
OR Sierra Club		How do derailment statistics of oil tank cars compare to those of other types of cars? How does the weight of the oil cars compare to the at of other cars
Matthew Lippincott	Mapping the spill	Does NOAA or USCG have a laser-induced fluorescence lidar system accessible in the Pacific States? Will quantitative spill measurement be used or will qualitative shoreline surveys be the only official data, as it was after DWH?
Matthew Lippincott	Data sharing	Does BNSF survey data, such as ultrasonic rail surveys, get shared with public agencies on a regular basis?
Matthew Lippincott	EM PLDN Requirements	What requirements for spill and EM Pre-planning by railroads and what are they required to share with state and federal agencies? Do potential derailment areas (tight turns, steep slopes) have to be identified? Are records of derailments (non-hazmat) tracked?

Name or Organization	Your Topic	Your Question
Matthew Lippincott	VOC Monitoring	What monitoring procedures are used to verify that VOC's aren't escaping from cars in normal operation? Will MWIR cameras be put into regular use?
Matthew Lippincott	Train tracking	Railroads track car locations with wireless (RFID) tags. Do state agencies have access to location information for hazmat cars? If not, why not?
Portland Raging Grannies	BNSF foam trailers	35 trailers with foam and equipment are mentioned. Are those on rail, on road or both? Are crews available rapidly from BNSF to use this equipment or can local, often volunteer fire departments expected to be responsible to locate and use this equipment?
Portland Raging Grannies	Ultimate responsibility for contaminated materials	Contaminated materials are often removed from the incident site – are they decontaminated in order to be re-used or stored in perpetuity? Are those storage sites often located in low-income areas?
Portland Raging Grannies	Fast water mitigation	What have the fast water booming and mitigations revealed about the feasibility of containing an oil spill on the Columbia River? Please address the differences between the sinking fuels and those in suspension.
Portland Raging Grannies	“Reaching out to”	I've heard the phrase “reaching out to” used on several occasions by state and the federal agencies. Does this mean creating an actual detailed plan of cooperation or is it an opportunity to meet other individuals before meeting them at an emergency?
Alberta Department of Energy	Properties of products	How aware are you organizations of the differences in properties for different types of crude or fuel? Such as Bakken, conventional oil, bitumen, (i.e. oil sands), diesel, ethanol, etc. This would consider density, flashpoints, and reaction with water. How does it factor into your prevention and response programs?
Alberta Department of Energy	General concerns	For all: You've been asked what you would do if you were king/queen for a day. I want to know what keeps you up at night re: crude by rail.
Alberta Department of Energy	Attention	For EPA and PHMSA: Given that many of you deal with a variety of hazardous materials, is the public/media/NGO concern of crude by rail proportional to the risk and volumes moved compared to other commodities?
Brady Kent	Tribal Involvement	How are you involving tribes? Give details -- how many? (There are 29 in WA) What obligations do you have to tribes?

Name or Organization	Your Topic	Your Question
		What agency is senior in that responsibility? <ul style="list-style-type: none"> • What criteria is used • What threshold is used? • Is there any oversight done?
EPA Region 5	Mutual Aid	Do railroads have mutual aid agreements to assist each other in incidents (i.e. share foam trailers)?
British Columbia	Rail company reciprocal agreements	Does short line rail have reciprocal or MOU/MOA to respond or assist in E.R.?
None provided	Recovery	To what extent does a responsible party must pay for recovery efforts? Who signs off/evaluates that enough has been done?
Non provided	Railroad inspections	According to an FRA statement, CSX and it's contractor Sperry Rail Service missed the broken rail during 2 inspections just prior to Mt. Carbon derailment. Would Union Pacific testing have had different results?
Paul Shukovsky		For Chris Field: You said "We are all interested in seeing the information provided by BNSF...there is more that can be done". Please specify what information you are talking about and what more can be done. For BNSF+UP: Please respond to Chris.

D. Summary of take-aways

The roundtable participants were asked to provide a 30-second summary of where they see room for improvement in the preparedness and response capacity in the region. Here is the list of improvements that were offered:

- Support communities in remote areas
- Utilize local knowledge – Tribal knowledge
- Ensure there are on-going funding resources for collaborative response. During first few hours of a response, resources are needed. Local emergency responders lack adequate support.
- Recognize this is not just about crude, but multiple products
- Conduct comprehensive planning on a broader scale
- Improve community outreach
- Involve more folks in table-top exercises, drills, and practice
- Consolidate and integrate plans – disaster plans, response plans, etc.
- Volunteer training – they are often the first to the scene
- Improve information availability to the public and planners on what's on the trains – increase transparency and collaboration
- Maintain relationships especially when there's staff turnover

- Improve collaboration among stakeholders
- Improve how the public and stakeholders are integrated during an incident
- Spills don't recognize jurisdictional boundaries; increased collaboration and coordination will improve response time.

E. Resources mentioned during roundtable

Operation Live-Saver: In-school education program on railroad safety. May be possible to expand education to cover oil by rail derailments. (<http://oli.org/>)

Ask Rail: This app contains access to all Class 1 railroads on the type of hazardous materials a railcar is carrying. This app is being used by First Responders across the country to help make informed decisions about how to respond to a rail emergency. (<http://www.askrail.us/>)

F. Pacific States/British Columbia Oil Spill Task Force -- Next steps

The Task Force has initiated several follow up actions based on the rail roundtable and these are included in the *2016 Annual Workplan*.

(<http://oilspilltaskforce.org/documents/annual-workplan/>)

1. The Task Force will continue to track volumes of crude oil moved by rail across the West Coast, and will provide information to stakeholders in the change in trends of transport in rail in addition to pipeline, barge and vessel.
2. The Task Force will provide resources, information and tools on rail transport safety. These may include:
 - Links to apps, websites, trainings and existing outreach materials that have been developed to help first responders and communities prepare for possible oil spills from rail.
 - Maps of rail lines, points of contact at major railroads and other key information will be provided on our rail webpage:
<http://oilspilltaskforce.org/wp-admin/post.php?post=1425&action=edit>
3. Collaborate with NOAA on possible training or outreach on the use of ERMA by railroads and first responders. Possibly work with NOAA to host ERMA rail workshops or trainings across the West Coast.

[Note: This may already be underway at NOAA – we will research what may already be taking place by NOAA in sharing ERMA and rail information]

G. Evaluation

A survey for participants to evaluate the roundtable was sent to all attendees approximately 10 days following the event. The survey was created and delivered via

Survey Monkey, an on-line evaluation service and tool.

Of the 130 participants, 17 responded to the survey (approximately 13% response rate). Over 80% of respondents found the roundtable to be a valuable use of their time. The complete results of the evaluation are provided in Appendix C.

H. Appendices:

- A. Agenda
- B. Senator Cantwell's letter
- C. Roundtable evaluation results

APPENDIX A

Rail Roundtable Agenda



Roundtable: The State of Rail Oil Spill Planning on the West Coast

November 5, 2015, 8:30 AM – 4:30 PM
 Hilton Portland Executive Tower -- Pavilion East
 921 SW Sixth Avenue, Portland OR 97204

OBJECTIVE:

The goal of the Roundtable is to convene a forum of representatives from the rail industry along with federal, state and local governments with regulatory responsibility to discuss preparing for and responding to oil spills by rail. This roundtable provides an opportunity to share perspectives and information on preparedness and planning efforts underway across the participating organizations. It is also intended to foster conversation on appropriate measures and best response practices that could be implemented in the near future, to ensure an advanced level of readiness across the region to address the rapid increase in movement of oil by rail.

AGENDA

THURSDAY NOVEMBER 5, 2015	
8:30-8:40	<p>WELCOME AND OVERVIEW OF ROUNDTABLE</p> <p>Sarah Brace, Executive Coordinator Pacific States/British Columbia Oil Spill Task Force</p>
8:40-8:45	<p>TRIBAL WELCOME</p> <p>Armand Minthorn, Board of Trustees of the Confederated Tribes of the Umatilla Indian Reservation</p>

8:45-10:15	<p>SESSION 1: LESSONS LEARNED FROM RECENT INCIDENTS</p> <p>Presentations from recent derailments will focus on lessons learned from spill response and causal factors, as well as how the events have influenced rail preparedness planning in the jurisdictions in which they occurred.</p> <p>Mt Carbon, West Virginia derailment, 2015 - Dennis Matlock, OSC, EPA Region 3</p> <p>Galena, Illinois train derailment, 2015 – Paul Ruesch, OSC, EPA Region 5</p>
10:15-10:30	Break
10:30-11:45	<p>SESSION 2A: CURRENT RAIL SPILL PLANNING AND LOOKING FORWARD</p> <p>In this session, participants will each provide a 10-minute overview of the current preparedness and response planning activities they are responsible for within their organization. The goal of this session is to provide a picture of where agencies and rail industry are focused now, and where they wish to be in the future.</p> <p><u>Moderator</u>: Mike Zollitsch, Emergency Response Unit Leader, Oregon Dept. of Environmental Quality</p> <p>Sean Lynum, Acting Regional Director, Western Region PHMSA OHMSFO</p> <p>Chris Field, Emergency Management Program Manager, EPA Region 10</p> <p>Heather Parker, RRT/JRT Coordinator, USCG District 13</p> <p>Dominic Winslow, Manager, Hazmat Planning, BNSF Railway</p> <p>Kim Keeling, Program Manager for Hazardous Materials Management, Union Pacific Railroad</p> <p>J. Singh Biln, Director Community Relations & Chief Mechanical Officer, Southern British Columbia Railroad (SRY Rail Link)</p> <p>Yvonne Addassi, Acting Deputy Administrator, Chief of Preparedness, California Department of Fish and Wildlife, Office of Spill Prevention & Response</p> <p>Dale Jensen, Spill Prevention, Preparedness & Response Program, Washington Department of Ecology</p> <p>Graham Knox, Environmental Emergency Director, British Columbia Ministry of the Environment</p>
11:45-1:00	Lunch

1:00-2:30	<p>SESSION 2B: CURRENT RAIL SPILL PLANNING AND LOOKING FORWARD (con't)</p> <p>During this session, participants will have an opportunity as a group to ask questions and discuss issues raised during Session 2A. The goal of the session is to foster dialog among the participants on where preparedness and response planning gaps exist, identify solutions and discuss opportunities for future collaboration.</p>
2:30-2:45	<p>Break</p>
2:45-3:30	<p>SESSION 3: TRIBAL, STATE AND LOCAL INTERESTS</p> <p><u>Moderator:</u> Jennifer Purcell, North Coast Regional Solutions Coordinator, Oregon Department of Environmental Quality</p> <p>The following participants will join the roundtable to offer their perspectives on the morning and afternoon sessions; to share what they learned from the discussion and provide perspectives on the preparedness and response needs they would like to see addressed in their communities.</p> <p>Leo Stewart, Vice Chair, Board of Trustees, the Confederated Tribes of the Umatilla Indian Reservation</p> <p>Terry Ganuelas, Yakama Nation</p> <p>Mark Johnson – Oregon State House of Representatives</p> <p>Jessyn Farrell, Washington State House of Representatives</p> <p>Brian Schaeffer, City of Spokane Fire Chief</p> <p>Chad Hawkins, OR Office of State Fire Marshal, OR State Police</p> <p>Lisa Hendriksen, Director of Planning and Environmental Services, Port of Longview</p> <p>Eric Holmes, City Manager, City of Vancouver WA</p> <p>Brett Vandenheuval, Executive Director, Columbia RiverKeeper</p>
3:30-4:00	<p>RESPONSE TO AUDIENCE QUESTIONS</p> <p>Throughout the day, the audience may submit questions on comment cards to be considered by roundtable participants during this Q&A period.</p>
4:00-4:30	<p>TAKE-AWAY SUMMARY AND WRAP UP</p> <p>Dale Jensen, Spill Program Manager, Washington Department of Ecology</p>

APPENDIX B

Senator Cantwell Letter to Roundtable Participants

MARIA CANTWELL
WASHINGTON



United States Senate

WASHINGTON, DC 20510-4705

November 5, 2015

Pacific States/British Columbia Oil Spill Task Force
2211 Elliott Ave, Suite 200
Seattle, WA 98121

Dear Friends,

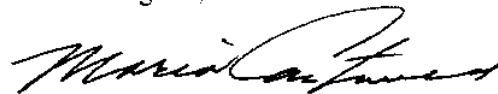
I regret I am unable to join you for today's roundtable. Like you, I have been watching as more and more trains carrying crude oil have rolled through communities in Washington and across the Pacific Northwest. Five years ago, railroads hauled almost no crude oil. Today, we see mile-long trains transporting more than one million barrels of oil every day. In Vancouver, over the past year, we have seen as many as 11 to 15 trains per week carrying crude oil pass through our communities. In Washington state, that number is projected to increase to nearly 16 trains per *day* in the next two decades, with many of those trains traveling through Southwest Washington. This increased movement of crude by rail must be accompanied by bolstered oversight and a substantial focus on preparedness for communities living near these rail routes.

Earlier this year, I introduced the Crude-By-Rail Safety Act in the U.S. Senate to promote the safe movement of crude oil by rail and to ensure residents and first responders living along oil routes were well-prepared for any incident that may occur. This comprehensive legislation seeks to halt the use of older-model tank cars that are no longer safe for crude oil use, establish new regulations to mitigate the volatility of crude oil shipped by rail, and provide resources and training to first responders who will be first on the scene in the event of an accident. These common-sense measures will better protect communities that now face the increased threat of an oil train derailment.

Recent rules developed by the U.S. Department of Transportation do not go far enough to remove unsafe railcars from the tracks and do not adequately prepare first responders to deal with the extremely hazardous conditions that would result from a derailment. USDOT estimates we should expect 10 derailments of oil-transporting trains every year for the next two decades. We must act quickly to put in place rules that will protect our communities.

Today's roundtable sends a clear message from our communities: we must do more to promote the safe movement of crude oil and to prepare our first responders to deal with the derailments we may see in the coming years. Thank you all for your hard work to make our rail lines and communities safer. You have my best wishes for a successful event and I look forward to learning more about your findings.

Warmest Regards,



Maria Cantwell
United States Senator

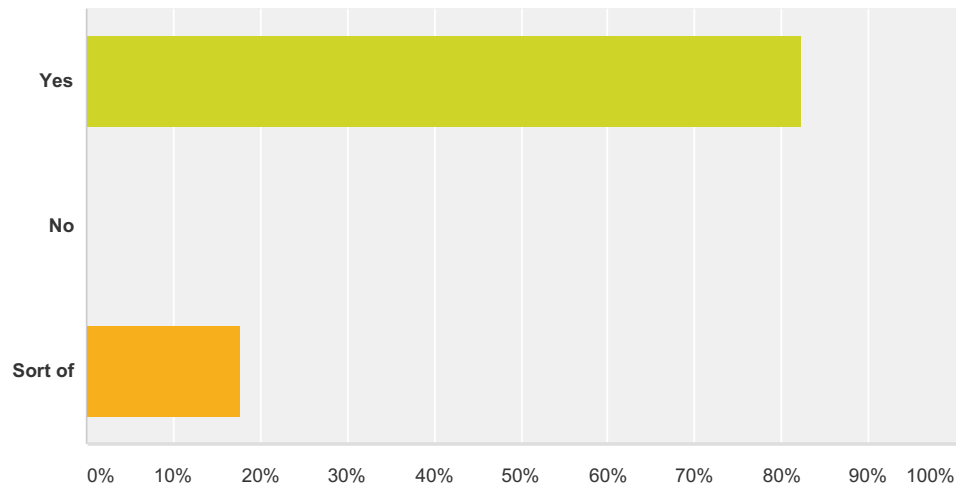
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APPENDIX C

Evaluation of Rail Roundtable

Q1 Overall was the roundtable a valuable use of your time?

Answered: 17 Skipped: 0

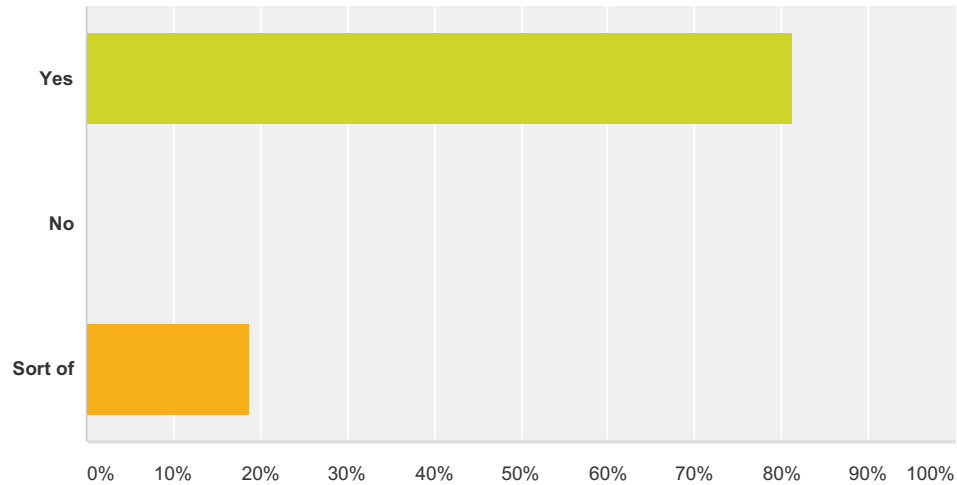


Answer Choices	Responses
Yes	82.35% 14
No	0.00% 0
Sort of	17.65% 3
Total	17

#	Please elaborate	Date
1	the roundtable brought together a diverse group of emergency responders, regulators, industry, NGO and law-maker representatives that are not commonly convened. The different perspectives made for a very informative day.	11/24/2015 7:21 AM
2	It provided face to face access to many of the parties that are affected by movement of oil trains.	11/19/2015 10:12 AM
3	Valuable connections and discussions were made	11/18/2015 3:32 PM
4	I was researching a screenplay based on Lac Megantic, re-set in Redding CA. The round-table was very useful to me, learning the protocols and language of oil spill responders.	11/18/2015 12:23 PM
5	I found the content to be valuable, however, I felt that an opportunity was lost when we were unwilling to discuss prevention as a key part of mitigating oil by rail incidents. I also felt that a presentation on what Bakken Crude is and what it isnt, from a chemistry perspective would shed more light on the "danger" of this commodity.	11/18/2015 9:37 AM
6	It was very useful to have the state and national organizations at the table with reps from the railroads. The presentations on response to spills was very informative - especially the information on financing the response efforts.	11/18/2015 8:42 AM
7	There was mainly talk about what to do once a spill happens but very little discussion of prevention.	11/17/2015 2:48 PM
8	It was outstanding! The only improvement I would suggest is to make sure people stay on schedule and within their allotted time when speaking.	11/17/2015 2:38 PM

Q2 Did the derailment presentations given by EPA's Paul Ruesch on the Galena IL incident and EPA's Dennis Matlock on the Mt. Carbon WV derailment add value to the event?

Answered: 16 Skipped: 1

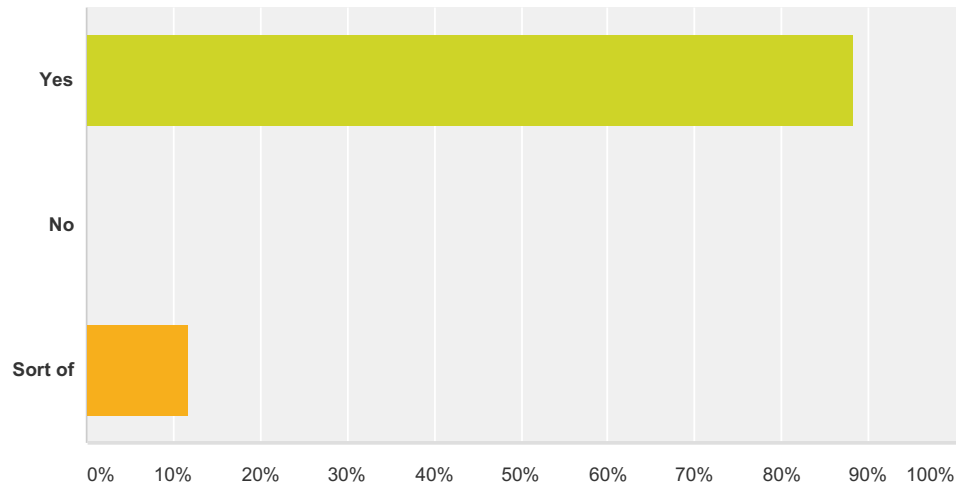


Answer Choices	Responses
Yes	81.25% 13
No	0.00% 0
Sort of	18.75% 3
Total	16

#	Please elaborate	Date
1	Absolutely added value, gave everyone a common sense of the consequences of inaction on this important issue.	11/24/2015 7:21 AM
2	I thought the info from EPA reps was small-minded, saying that's not my job is not what I expect from high ranking federal government officials, the tone was flip and should have aimed at thinking globally and acting regionally	11/23/2015 11:57 AM
3	It provided background on issues that oil train movements.	11/19/2015 10:12 AM
4	It starts the conversation of typical size and duration of crashes. We need modeling on in river spills and more adjacent to rivers spills. The Columbia has a lot of pools because of the dams and some free flowing areas. Different river characteristics, properties and hazards in different sections.	11/18/2015 3:32 PM
5	Understandably it focused on post incident response and recovery; however I'm sure there was significant response in the first hours of the incident that would have been good to hear from the first responders perspective.	11/17/2015 3:04 PM
6	Legislators from Oregon did not participate in morning. Educational opportunity was unfortunately lost to key stakeholders in our state.	11/17/2015 2:42 PM

Q3 Did you find Session 2A and 2B (federal, state and industry perspectives) interesting and informative?

Answered: 17 Skipped: 0



Answer Choices	Responses
Yes	88.24% 15
No	0.00% 0
Sort of	11.76% 2
Total	17

#	Please elaborate	Date
1	PHMSA and Federal Rail people should have stayed to engage in the discussions.	11/18/2015 3:32 PM
2	Needed more Q&A the presenters should have kept to a shorter time frame and visuals would have added value.	11/18/2015 8:43 AM
3	Just although FRA needed to be at the table. And the reps from the railroads, although I assume they were there willingly, were not from the area and not versed on the problems in the NW..	11/18/2015 8:42 AM
4	I felt they brought great factual information which is greatly needed in these types of meetings to eliminate some of the assumptions or incorrect understandings.	11/17/2015 7:49 PM
5	I think a local perspective would have been good	11/17/2015 3:04 PM

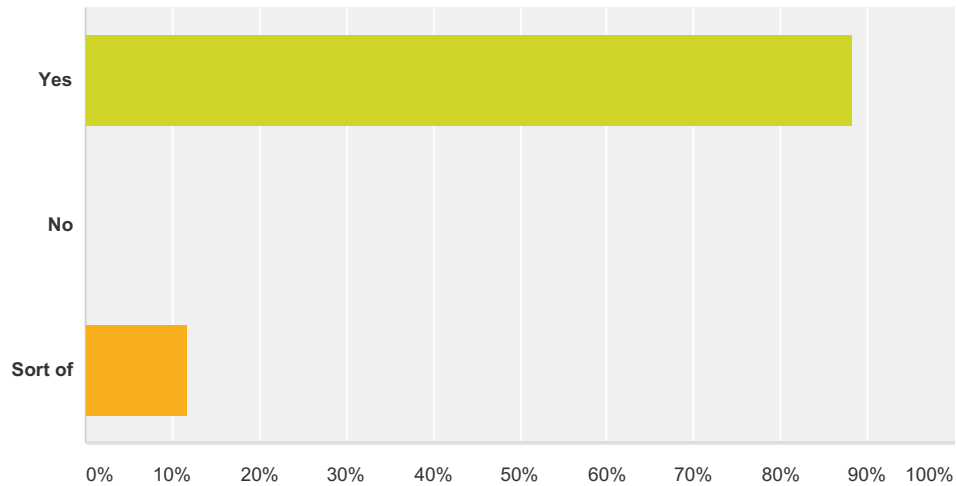
Q4 Do you have feedback for the moderator of Sessions 2A and 2B (Mike Zollitsch, Oregon DEQ)?

Answered: 8 Skipped: 9

#	Responses	Date
1	I thought Mike and all the moderators did a very good job.	11/24/2015 7:21 AM
2	good job, right approach from your industry	11/23/2015 11:57 AM
3	Some of the speakers went way longer than their allotted time of 10 minutes each and that took away valuable time from some of the tribal and local speakers.	11/18/2015 1:17 PM
4	It was difficult to keep everyone on task. Each participant was given a period of time to speak. They should have been held to that amount of time, or in planning for additional roundtables allow more time or narrow down the number of participants.	11/18/2015 9:37 AM
5	see above	11/18/2015 8:43 AM
6	Please stick to the time limits - it isn't equitable for the following sessions.	11/18/2015 8:42 AM
7	Some speakers were allowed to go on too long. They had been allocated 10 minutes but some speakers talked for at least 20 minutes limiting time for questions and discussion.	11/17/2015 2:48 PM
8	Keep the speakers on schedule!	11/17/2015 2:38 PM

Q5 Did you find Session 3 (local and community perspectives) interesting and informative?

Answered: 17 Skipped: 0



Answer Choices	Responses
Yes	88.24% 15
No	0.00% 0
Sort of	11.76% 2
Total	17

#	Please elaborate	Date
1	particularly valuable to have the fire fighter perspective in the room.	11/24/2015 7:21 AM
2	more fire and law perspective would have been helpful	11/23/2015 11:57 AM
3	Gave tribes a time to speak and express concerns.	11/18/2015 3:32 PM
4	I continually am impressed at the untouchability of the railroads. I was especially interested in the statement that RR can not refuse service to any shipper as long as the item is appropriately packaged. The packaging of oil and coal was been less than appropriate up to this point.	11/18/2015 8:42 AM
5	I think the disparity of the time allowed for the 2A and 2B sessions vs session 3 and the limited time given local and community response was disproportional.	11/17/2015 3:04 PM
6	I was very interested in the Native American perspective and felt the speaker from Riverkeepers was the only one to answer what the root cause of derailments is - too many trains carrying volatile fuel.	11/17/2015 2:48 PM

Q6 Do you have feedback for the moderator of Session 3 (Jennifer Purcell, Oregon DEQ)?

Answered: 6 Skipped: 11

#	Responses	Date
1	Jennifer Purcell did a great job facilitating conversation between participants and keeping them within their time allotments.	11/24/2015 12:58 PM
2	well done.	11/24/2015 7:21 AM
3	good job, right perspective for her position	11/23/2015 11:57 AM
4	Good job keeping everyone to a short time frame but it would have been better if they'd had more time overall.	11/18/2015 1:17 PM
5	No feedback.	11/18/2015 9:37 AM
6	Excellent job. I wish you could have read the questions as written rather than editing them.	11/18/2015 8:42 AM

Q7 What aspects of the roundtable did you find most worthwhile?

Answered: 15 Skipped: 2

#	Responses	Date
1	The discussion at the end of the day	11/24/2015 12:58 PM
2	The overall organization and flow, starting with the 2 spill case studies, and then the various perspectives around the room.	11/24/2015 7:21 AM
3	snacks were outstanding!	11/23/2015 11:57 AM
4	Background on previous spills and the perspective from tribes.	11/19/2015 10:12 AM
5	The discussion at the end	11/18/2015 3:32 PM
6	The dialog and panel discussions. Especially with the tribes and local folks there.	11/18/2015 1:17 PM
7	Attitude, language, political orientation, relationships between players.	11/18/2015 12:23 PM
8	An overview of the political and technical challenges and the intermixture of dialogue from different points of view.	11/18/2015 9:37 AM
9	The different specialists all shared information that are vital to a response. The first responders, especially the fire chief from Spokane, asked the hard questions of the railroads and the response from the railroads was entirely underwhelming. I don't feel that the participants at the table left with any new plans for cooperation. Hopefully I am mistaken.	11/18/2015 8:42 AM
10	The presentations by EPA OSC's	11/17/2015 7:49 PM
11	The opportunity to provide feedback and discuss response.	11/17/2015 3:04 PM
12	Discussion and questions	11/17/2015 2:48 PM
13	Hearing tribal and NGO stakeholders perspectives and importance of conversation to the community at large.	11/17/2015 2:42 PM
14	Case studies from EPA and the summaries of the local updates on progress and new work.	11/17/2015 2:38 PM
15	hearing different perspectives on the subject	11/17/2015 2:36 PM

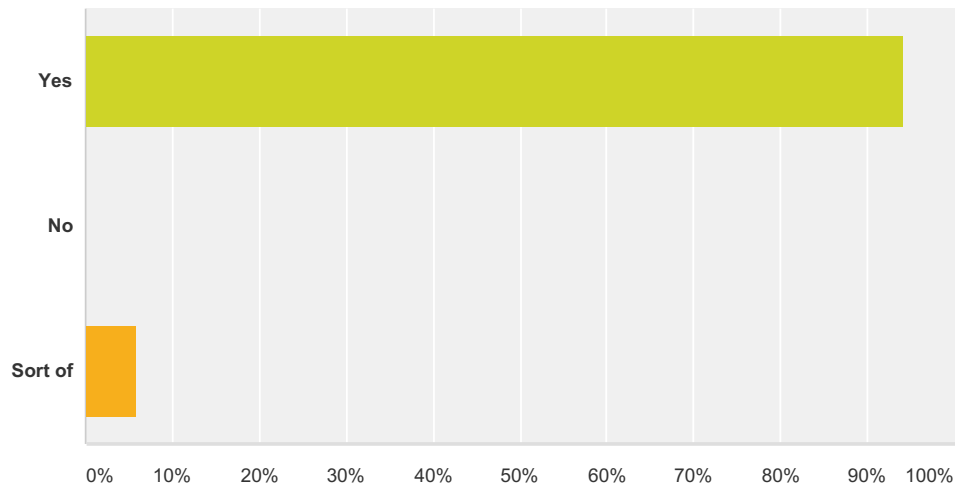
Q8 What aspects of the roundtable would you suggest we change next time?

Answered: 14 Skipped: 3

#	Responses	Date
1	More discussion time	11/24/2015 12:58 PM
2	We have to work harder to get the right DOT representatives in the room. They are the only ones that can enhance federal regulations for spill prevention and they really need to hear this type of content.	11/24/2015 7:21 AM
3	see above	11/23/2015 11:57 AM
4	Full participation all day	11/18/2015 3:32 PM
5	Keep some of the panel speakers to 10 minutes or under.	11/18/2015 1:17 PM
6	Keep sessions on time. By running late, you shorted those of us who who have enjoyed hearing more questions from the audience on cards.	11/18/2015 12:23 PM
7	Add additional, difficult challenges section and cause them to be discussed without accepting that all disasters or incidents are inevitable.	11/18/2015 9:37 AM
8	More representation from green/renewable energy groups which may soon be a part of the energy committee. More representation from local groups representing communities along the oil routes. More time for them to converse with the state/federal/industry groups.	11/18/2015 8:42 AM
9	I think it is important to have FRA at the table.	11/17/2015 7:49 PM
10	Give more time to initial emergency response and the challenges faced early in an incident.	11/17/2015 3:04 PM
11	More time for discussion	11/17/2015 2:48 PM
12	These conversations are typically generalized and don't really provide perspective on whether a rail company is prepared to respond and operate within an ISC framework to mitigate releases.	11/17/2015 2:42 PM
13	Maybe limit the number of people on the roundtables...it a person only has 5-10, they're not likely to say anything real useful...not enough time for them to provide details about anything.	11/17/2015 2:38 PM
14	more discussion/less presentation	11/17/2015 2:36 PM

Q9 Did you find the meeting room at the Portland Hilton suitable for the event?

Answered: 17 Skipped: 0



Answer Choices	Responses
Yes	94.12% 16
No	0.00% 0
Sort of	5.88% 1
Total	17

#	Please elaborate	Date
1	great fit.	11/24/2015 7:21 AM
2	convenient, places to eat nearby, hotel cafe	11/23/2015 11:57 AM
3	Plenty of room and fairly easy access	11/19/2015 10:12 AM
4	Large enough for the people who attended	11/18/2015 3:32 PM
5	Was a little too small, otherwise that is a great venue for such an event.	11/18/2015 1:17 PM

Q10 Please use this space to provide any additional feedback for the roundtable organizers.

Answered: 7 Skipped: 10

#	Responses	Date
1	Nice job Sarah, as always.	11/24/2015 7:21 AM
2	thanks for doing this!	11/23/2015 11:57 AM
3	It was not clear what the take home or next steps or action items were from this event. Also, it was unclear whether the focus was on response to Bakken spills or response to the fire - those are handled by distinctly different agencies and authorities.	11/18/2015 1:17 PM
4	https://www.facebook.com/notes/jess-grant/spilling-the-beans-on-the-oil-spill-task-force/10153779384315982	11/18/2015 12:23 PM
5	The roundtable was valuable. It was very discouraging to hear from everyone that oil spills and explosions are inevitable and not preventable.	11/18/2015 8:42 AM
6	It seemed the intent of the roundtable gave the Federal, State and Private sectors a platform to showcase their response and capabilities, but didn't provide adequate time or opportunity for local emergency response to discuss the challenges and capabilities they face.	11/17/2015 3:04 PM
7	Thank you for organizing. This type of communication is valuable and necessary.	11/17/2015 2:38 PM

