

**Meeting Minutes - Special Meeting re: Mosier Train Derailment on June 3, 2016**

**June 9th, 2016**

***Mosier Senior Center at 500 East Second Ave., Mosier, Oregon***

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| I | **The meeting was called to order by Mayor Arlene Burns at 6:30 pm** |
|  | **Council:** Mayor, Arlene Burns, Council President Emily Reed, Councilors Bill Akin, Derek Hiser, Peny Wallace, Lacy Gries **Staff:** City Manager Kathy Fitzpatrick  **Minute Taker:** Rhonda Starling  **Panel from the Mosier Derailment Unified Command:** Jim Appleton, Mosier Fire Chief, Richard Franklin, EPA, Tim O’Brien, Union Pacific, John Grimm, Mosier City Engineer, Bob Schwartz, DEQ – The Dalles, Mike Renz, DEQ – Bend, OR, Sam Hunt, WA Dept. of Ecology, Paul Nony, Senior Toxicologist, Center of Toxicology and Environmental Health, LLC (CTEH)  Community: Approximately 40 people in attendance |
| II | **Agenda corrections or additions:** None |
| III | **Updates & Debrief on Mosier UPRR Oil Train Derailment:** Various members from the Unified  Command panel provided updates. CTEH has been conducting air monitoring since the derailment and will continue to do so. The smoke from the fire went very high which resulted in much of the smoke and gases leaving the area. Gas levels are being tested and monitored – it has been days since levels have been at any significant level. If anyone smells odors contact the command center. Emily Reed clarified that Mosier Manor is still at Level 2. Water Quality is also being monitored twice a day. So far tests show that the water is clean enough to drink. Rock Cr. Park is closed as the treatment site is being cleaned and is under construction. The city wells are also being monitored and will be for at least a year into the future.  Digging and removal of contaminated areas has started as trains are removed. Excavators are digging approximately 5 feet deep. The goal is to dig until no oil is seen. Samples of the soil are being tested to ensure the contaminated areas are completely clean. The digging could impact the stability of the road depending on how much spillage is found. Clarification was provided by Union Pacific (UP) that the new track that was recently laid is stable. UP followed standard protocol in laying the track and they noted that any digging on or around the tracks did not destabilize them.  John Grimm, City Engineer since 2002 who consults with the City of Mosier reported on the status of the Waste Water Treatment Plant (WWTP). He noted that the “good bacteria” from waste water was “killed” by the derailment. The derailment took out a manhole cover leaving a big area around the man hole where oil was leaking in and reaching the WWTP. The WWTP captured most of this oil which acted like an oil and water separator. John estimates that there was probably about 10,000 gallons of oil that leaked into the plant. The plant will be down for a while as a result. The outfall pipe was also contaminated that goes out into the river. This pipe has since been capped. Another pipe that is underground may need to be replaced due to damage from the oil. The WWTP should be clean by the end of Friday 6/9and may be operational by next Wednesday 6/15. Fecal material will be brought in from The Dalles to start the bacterial growth again. UP has brought in an excellent group of Engineers who are doing rigorous inspections of the WWTP and UP will cover all costs to get the treatment plant fully functioning again. Until the WWTP is functioning again, Mosier’s sewage is being trucked to Hood River.  There was a boil water advisory until Sunday night 6/5. There was low pressure due to hydrant use. John Grimm is asking for reports of everything that is done so if failures occur in the future, the city has recourse. City may need a bond to protect in the future. 600 feet of sewer line will be replaced. This should be done by Friday 6/17 at which point we can stop trucking sewage to Hood River. Rock Cr. Park may not be opening for a while until the pipeline has been replaced. It was suggested by a community member that the construction in the park be postponed until after the windsurfing season. No one at this meeting could respond to this request.  Matthew Kerner explained that the city’s back up water source is behind the school. The water quality in this reserve is very poor and hasn’t been used for several years.  Emily Reed provided a very high level explanation of how the response team was designated. On Friday at about 1:00 pm, local responders triggered a mutual aid call which triggered a federal response. Multiple state, local and tribal agencies then became involved and this required a Command Center where all of these entities could work together. Richard Franklin, the Federal On-Scene Coordinator for the EPA explained that after 9-11 President Bush mandated that there be a controlled process and common structure for communities responding to disasters. The command structure includes daily meetings where there are system goals, daily work orders and reporting. Richard noted that he has been on 13 different train derailments during his career and the Mosier incident was the best he’d seen. Jim Appleton also noted that Mosier had the A Plus team and he appreciated that UP used the Unified Command method.  19 fire departments from Oregon and Washington responded to the incident. While it was somewhat chaotic, having a relationship with each of these departments made things go well in the long run.  A community member asked about how the decision was made to restart the rail service. Richard Franklin explained that it was a done through the Unified Command process. Richard’s job is to keep oil out of the waterways, but not regulate trains. If the waterway and public health is not in jeopardy, then the trains could roll. Brent Foster noted that he had photographs showing that there was oil dripping out of the cars and sitting on tarps next to trains and questioned whether this was safe should a passing train create a spark. UP’s Tim O’Brien explained that the liquid that Brent was seeing was not oil, but water from cooling the units and foam residue. Some community folks expressed concern that since the new tracks went down so quickly and trains started rolling, it seemed that people’s safety was not the first response. Jim Appleton stated that the monitoring was constantly being done and simultaneously rails could be laid. Jim took responsibility for not getting the word out better to residents. A UP spokesperson stated that there was a Public Meeting scheduled at the Mosier Grange at 6:30 on Thursday 6/9 which would explain the process and the reasons for the derailment.  A community member asked why the train wasn’t moved earlier. Jim Appleton responded that there were crews immediately working on this. We had to consider where to uncouple the trains and not risk exposure to the fire. The first objective was also to get people evacuated. This took a while as the freeway was shut down. A community member who lives in the condos stated that she was never evacuated even though the rail cars were very close to her home. The sheriff ultimately made the evacuation decision. It was decided that the explosion hazard was not critical. Jim Applegate apologized and Kris McNall, Mosier Valley Volunteers stated she trusted the Chief and noted that we didn’t have a PR person to let everyone know what was going on at all times. A reminder was announced to everyone they should sign up for Citizen’s Alert through Wasco County’s website so you can receive timely updates and notices.  Another community member stated when the trains started rolling again, so soon after the derailment it sent a terrible message to those living in Mosier. He asked if there was a standard amount of time that UP follows to get the trains rolling again. UP responded that the decision is based on monitoring and scientific data. People’s emotional stability isn’t factored into the decision.  Council member, Peny Wallace asked if the speed of the trains could be reduced and will there be less that the standard 96-100 trains. UP state that this probably won’t change. Charles Young, Mosier Valley Volunteer asked that UP bring representatives from the business side of UP to the meeting on Thursday.  Linda Sacamano encouraged people to get involved with groups that are working to stop the oil trains. She mentioned River Keepers and Friends of the Gorge. She referenced the keynotes that were expressed by Bobby Kennedy and the Yakama Nation. Hood River passed a resolution stopping the trains, and she noted that if we can get all of the small towns along the river to do the same, then we can ask the governor and then the feds. Brent Foster noted that the Mosier City Council should make a plan to hire an attorney. Jackie Turner noted we should use this experience in asking ourselves if we are ready for the Cascadia event. What is our evacuation plan?  A question was asked of UP about the train whistles going off through the night. It was explained that during construction, it is required that the trains send warning whistles as a safety precaution.  UPRR will pay for an ad campaign to get folks back to Mosier. Mayor Burns encouraged community members to come to future council meetings. |
| IV | Public Meeting closed at 9:00 pm |
| **V** | **Council then went into Executive Session under ORS. 192.660 (2) (h) Legal Counsel: To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.** |
| **VI** | **Mayor reconvened City Council meeting at 10:00 pm.** |
| **VII** | **Adjourned 10:00 pm** |

Approved 7/6/16: Attest:

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Mayor Arlene Burns Kathy Fitzpatrick, City Manager