

Upper Mississippi River Hazardous Spills Coordination Group Spring Meeting: May 2, 2024

Mike Rose welcomed participants and reminded participants that these meetings are a way to put our strategic plan into action. We developed a vision and mission statement and objectives to make our work more meaningful to members. This will carry into our final agenda topic about developing a barge-based response strategy. Mark Ellis then gave an overview of the agenda and began introductions.

Agency and Partner Updates

Minnesota

Dorene Fier-Tucker said MPCA has been going through a restructuring process. The Emergency Response Program was moved to the Operations Division several years ago to consolidate Emergency Management functions (response, safety, and business continuity). Now the agency has created a new Emergency Preparedness Unit, which focuses on Minnesota Statute 115e, colloquially known as the Spill Bill. The Unit has added supervisor Colin Heintzeman, who is putting together new staff positions. The focus of the Unit was to be rail preparedness, adding four positions for rail and one for enforcement. However, rail work is delayed because the railroads are not going to pay the fee; legal action is underway to resolve the dispute. MPCA is moving forward with adding positions and increasing preparedness.

Mike Rose added that Heintzeman briefed the Regional Response Team (RRT) 5 yesterday on the changes to training and exercise requirements in the Spill Bill amendments. Changes call for quicker reporting and response times in a spill event as well as more frequent exercises. A key change is that local units of government can now request exercises. This greatly increases resource demands on the railroads. MPCA can also request exercises at the time and place of the agency's choosing. Staff have met with railroads to talk about how they can comply with this in the future. Rose added that many of the spill incidents we typically see in winter did not happen this past winter due to the mild weather. There were some wastewater and feedlot releases but nothing significant since the last meeting.

Iowa

Kurt Levetzow reported that Adam Broughton is the Iowa DNR's sole staff in the Emergency Response Unit, which formerly had three staff. Field offices continue to keep someone on call 24/7. Iowa Executive Order 10 calls for agencies to remove the word "shall" from rules. Emergency response rules, the main one being Chapter 567.131 – Notifications of Hazardous Conditions, are slated to go through revision in 2025. Replying to a question, Levetzow said the language change is being done to appear less regulatory. Mike Rose said that he has run into problems with "should" and "shall" during inspections. Levetzow hasn't liked being put in the position to recommend compliance, noting that we need to require it. The Executive Order 10 process was not designed to make the rules more restricted; the agency can still regulate.

Levetzow said there was a 265,000-gallon ammonia spill in Southwestern Iowa that did not impact the UMR. A loading rack plug failed at a bulk plant due to an operator error. The spill impacted the Nishnabotna River and resulted in a major fish kill. The incident is going through enforcement now. The DNR has seen many lesser spills, including manure during springtime field applications. Levetzow reached out to a towing operator in Fort Madison who may be willing to take part in a barge exercise.

Wisconsin

Brenda Kelly said Wisconsin DNR staff are wrapping up review of the spill report for the 2023 De Soto derailment. The DNR has received the report from BNSF and its contractor. Jayson Schrank added that the DNR has returned the report for additional information. No major spills have occurred since the last meeting, but there was a minor dairy spill at a Fountain City creamery that entered a creek. Water quality sampling was conducted to monitor conditions. In another incident, road salt spilled into a USFWS buffered wetland in Buffalo County in March but did not impact the Mississippi River.

Jayson Schrank said the DNR continues to face financial and staff limitations. The West Central Region is functioning, but project managers are thinly spread. He added that agency work on site of the BNSF derailment in De Soto is done. There was not a significant chemical release associated with the incident. Staff will follow up on the site this year to see how the site has rebounded.

Lisa Olson-McDonald said Wisconsin Emergency Management has new legislation for the hazard mitigation program. This will complement response, but no funding was allocated to fill the staff position that was created. Another change was a 10% cut in FEMA emergency planning grants. This will be remedied by not filling vacant positions at this time.

Missouri

Rick Gann said that Missouri DNR is also facing staffing issues. Currently the agency has two State OSC vacancies in the St. Louis region. The DNR hopes to fill one soon with a candidate who has agreed to join. Legislation is being introduced to redefine 'waters of the state,' which could significantly affect our spill bill requirements. It is even on the table to redefine that rule within the spill bill. However, Gann noted that internal legislative conflict might keep the bill from reaching the floor for a vote. Missouri also had a less busy winter due to the mild weather. The Nishnabotna River ammonia spill that took place in Iowa was reported to the NRC as 1500 tons of 32% liquid nitrogen used for drip irrigation systems. The incident happened on a Friday, but notification of the initial report did not happen until the following Monday. The river enters northwest Missouri and flows adjacent to Nebraska. Not much could be done about the released material. There was also a large tire fire on February 29, 2024, during the dry season. A no-burn advisory was in place, but someone started a fire that began to burn around 10 acres of scrap tire treads. Fortunately, the local fire department was experienced with this facility. Responders used a bulldozer to help separate scrap material to prevent the fire from spreading. A pile of scrap treads around 300 feet long, 30 feet wide, and five feet deep burned. This facility is in an area with karst geology. The state hired a response contractor because the facility was not financially able to do so. The fire burned for five days. The DNR had to replace hydraulic hoses on the track hoes used in the response due to damage done by the heat of the fire. Air monitoring was done locally in this rural area. Some monitoring was done offsite and downwind, but staff saw only a limited impact.

USEPA Region 7

Joe Krauska said USEPA Region 7 lost one OSC to another EPA department and another took a 120-day detail, but response capabilities should be adequate. Sub-areas are currently active with planning.

Krauska attended a New Madrid seismic zone workshop in Salt Lake City, UT, for USEPA to look at initial strategies to deal with seismic events. This included mechanisms on how to get staff on site to support a FEMA-led Stafford Act response to a natural disaster. The location of the meeting was chosen because a fault line runs through Salt Lake City. The New Madrid fault is centered in southeast Missouri and is one of the largest faults in the country. The 1811-12 earthquakes caused the Mississippi River to flow backwards, so another earthquake could have a huge impact on the region. Krauska has included earthquake preparedness in the Greater Saint Louis Sub-area planning.

USEPA Region 5

Andy Maguire said USEPA Region 5 has seen management staff retirements that led to promotions and thus gaps in the OSC ranks. Several new OSCs have been hired in the last two years, so the agency is now at full capacity. In a regulatory change, PFAS is now classified as a CERCLA hazardous substance, creating a big change in the way the agency handles response. There have been no significant releases along the UMR. The February 2023 East Palestine, OH derailment response is ongoing. Much cleanup is already done, but the agency is still doing more in the creeks leading to the OH River. The work should be done by the end of June 2024. There will still be some assessment work to be done and shipment of contact water as hazardous waste. Staff are testing to see if it is not hazardous so they can ship it at a lower cost.

David Morrison added that the Hazardous Substance rulemaking is moving forward. The CWA required oil facilities near water to have a plan; now chemical facilities must also have a response plan if they meet criteria. Region 5 fined a company \$45k for calling in an anhydrous release 3 hours late. CERCLA folks are serious about following the requirement to report a chemical release immediately. Mike Rose asked about the rule language and if there is any leeway for unusual circumstances. Morrison wasn't involved in the case so was unsure about what interpretation was made. Maguire thinks it depends, but enforcement staff would answer that it is based on the situation. His phone duty experience shows that people often withhold information.

Morrison said that Illinois has previously not had any federally recognized tribes, but there is now one tribe in the state. The Prairie Band Potawatomi Nation were previous residents of Illinois before being moved to Oklahoma. The tribe recently acquired lands in De Kalb County. Mark Ellis noted that this land will be included in the Inland Sensitivity Atlas in the next data update. Barbi Lee said the Regional Response Team (RRT) is pushing to collect response strategies from industry. We are doing well along the UMR due to the response plans we have made, but any other facilities are welcome to include their strategies in regional planning. Mark Ellis added that industry partners benefit because by contributing to the regional plan, it is easy to comply with the plan as required once the strategies are validated by a Federal OSC. It is also beneficial to have such strategies included in the regional plan so they can be used during a response from a different responsible party. Ellis can help any interested facilities or operators put their existing strategies into the USEPA Region 5 format.

Lee has asked the START contractor to develop maps for the Quad Cities exercise in June 2024, which she will share at the next sub-area planning meeting. Region 5 is also planning for areas between sub-areas by starting with information about Worst-Case Discharges.

Maguire added that this summer, the Democratic and Republic National Conventions are being hosted in Region 5. He said that OSC involvement is not clear yet. Lee noted that Jim Mitchell is planning Region 5 involvement and plans to use IMAAC for air monitoring. Rose shared that from his time working in Army intelligence, the US Department of Defense has big involvement to support local authorities with very complex information management tasks.

USCG

MSTC Danielle Ruelle said USCG has seen almost full turnover of staff, and most are new to the area at MSD St. Paul. Additionally, the unit's Lieutenant supervisor will be replaced by a new FOSC representative. Replying to a question, Ruelle said USCG reduced staff for stations and removed boats in the area but has not changed their capabilities.

Industry

Robert Barnhart said the National Response Corporation is preparing for a PREP exercise for the end of September in Two Harbors, MN. Barnhart has a good budget for boom deployment and training. The week-long exercise is still being planned but Barnhart invited anyone interested in taking part to contact him.

Mapping and Planning Updates

Regional Response Team 5

Barbi Lee said RRT5 is busy with an update of the regional plan; work with USCG is in process right now. The Inland Area plan will also get updated. The MOA with USCG District 8 is still in place but the agencies had to go through a review of Great Lakes coastal area jurisdictions. There has not been as much work for the Mississippi River. Sub-area planning done in cooperation with Region 7 gets updated every 3-4 years.

Inland Sensitivity Atlas (ISA)

Mark Ellis shared an update of Inland Sensitivity Atlas progress. UMRBA has completed the update of all Illinois data layers except one that should be complete soon. In Wisconsin, we have completed updates of managed lands and aboveground oil storage facilities. Staff are updating contact information for public water supplies; update of the geography has been on hold for several years because the state decided to stop sharing data. Wisconsin and USEPA legal teams have been working to find a resolution. Updating contact information will ensure the data is as current as it can be, given the impasse. We have begun updating Minnesota data and expect to have the bulk of data layers done by the end of the calendar year. Dorene Fier-Tucker said the Minnesota Department of Health would like to see the addition of wellhead protection areas to the ISA. Ellis said these are included in sub-area planning but

are not currently in the ISA. He will discuss the suggestion with USEPA at the next mapping group meeting.

Greater St. Louis Sub-area

Joe Krauska said the Greater St. Louis Sub-area comprises seven counties between both Regions 5 and 7. He, Anna Dismang, and Valerie Wilder support the sub-area from the USEPA Region 7 Fenton field office. At last year's spring meeting they had only seven months' experience. Now the three OSCs are more experienced and have received considerable training. The Mississippi River at Saint Louis is full of debris right now and is expected to reach minor flood stage by Saturday. At 30 feet, the USCG allows no recreational vessels between the Chain of Rocks and the Meramec River.

Krauska held an in-person sub-area meeting on April 26, 2024, in St. Charles, MO. There was a low turnout because the meeting was in-person only. Participants talked about the training USEPA can offer partners. Training can be held for oil spill response, mercury cleanup, data collection apps like Esri's Survey123, or using the UMR Map Viewer. Users can find registration information on the sub-area website at https://response.epa.gov/site/site_profile.aspx?site_id=11518. Within the map viewer, users can see many features of infrastructure, including hospitals, schools, mile markers, NPL sites, and more. Users can add graphics or data to enhance printed maps. Training to use the website is available. The meeting featured a demonstration of wildlife hazing and capture equipment with USDA APHIS Wildlife Services personnel, who are stationed at Lambert International Airport to deal with wildlife there. Krauska shared photos of the equipment demonstration. Upcoming events include a Monroe County, IL tabletop exercise on May 10, 2024. USEPA staff plan to attend the exercise because Monroe County LEPC normally holds its meetings in the evening, making it hard to meet folks. The Buckeye Terminal along the Mississippi River is also holding tabletop exercises this summer. The UMR River Reconnaissance project collected more data last year, and staff are now working with START contractors to build response plans with the information. Staff are looking at existing response plans to build a template for USEPA Region 7. Krauska will share the template with members of this group for feedback soon.

Great Rivers Sub-area

Nick Goeke said the Great Rivers Sub-area has one section of the UMR reconnaissance left to do along Ste. Genevieve County (MO) from RM 136-109. Perry County (IL) is on the left descending bank. The sub-area is working with the Missouri Department of Conservation and USCG to arrange a boat. There are five sections to verify collection, diversion, and exclusion sites. Goeke said Tetra Tech surveyed participants, who expressed interest in training for SCAT or booming later in the year. They would also like to exercise data collection using Survey123 and field maps.

Minneapolis/St. Paul Sub-area

David Morrison said we have expanded the geographic coverage of the Sub-area plan to encompass the source water protection areas for the public water supplies drawn from the Mississippi River. The sub-area has expanded upstream from Minneapolis and will need to add GRPs upstream for potential spill sources along the river as far as St. Cloud. UMR Pool 3 is still a problematic area with bluffs and wildlife areas on the banks but no access. Existing strategies essentially say to push a spill downstream. This

began the open water barge response strategy talks. Another focal point is the Minnesota River upstream of the Minnesota Valley NWR. Crude oil pipelines pass under the river and go to the adjacent airport. Some facilities are also in the area, but no strategies have been developed. Morrison wants to start spill preparedness for the area. Last year Morrison held a tabletop exercise with tribes to talk about emergency consultation for historic properties and cultural resources. DOI is going to put on a Historic Properties Specialist training in the Twin Cities this fall. The next sub-area meeting has yet to be arranged.

Answering a question, Morrison explained that the expansion upstream is due to protection areas for Minneapolis, St. Paul, and St. Cloud. The Twin Cities protection area overlaps with that of St. Cloud, so we are adding both. There is a problem that large swaths of Minnesota, Wisconsin, and Illinois are not covered by a sub-area plan despite having pipelines and fixed facilities of interest. Covering a whole state allows everyone a chance to connect to area planning. The St. Croix River Spill Response Plan is an appendix to the Minneapolis/St. Paul Sub-area plan but not its own sub-area. We will continue to exercise this through the Twin Cities planning group.

Quad Cities Sub-area

Barbi Lee said the Quad Cities Sub-area is supporting the DOI training and tabletop exercise for both USEPA Regions 5 and 7. She hopes this will generate interest and re-invigorate sub-area planning. Locals meet with their LEPC and EMA so it has been hard to hold sub-area planning meetings separately. The DOI exercise is being held on June 24-26, 2024, in Bettendorf, IA. It will begin with an inland SCAT training with some field components. Day two will comprise an overview of response capabilities and resources. The tabletop exercise takes place on day three. USCG District 9 will be giving a SCAT training in Milwaukee, WI in late September. This training may address inland issues, not just coastal SCAT.

Industry Connection: Wakota CAER

Bill Lazarz of West Central Environmental Consultants and President of Wakota CAER introduced himself and shared the Wakota CAER vision and mission statements:

- The vision of Wakota CAER is to provide and support preparedness for public safety and environmental quality
- The mission of Wakota CAER is to foster a collaborative culture through networking, communication and education that results in a higher level of public safety and environmental quality.

Lazarz said the main goal of the Wakota CAER is networking and collaboration with industry, OSROs, contractors, and regulatory agencies. It is always helpful to know who you are working with on a response. The group encourages interagency coordination and provides for the exchange of technical information and expertise. It also supports, coordinates, and cooperates with other organizations, and serves as a clearinghouse for ideas, efforts, and suggestions. Wakota CAER's name comes from Washington and Dakota Counties (MN) but has expanded over the years and extends beyond the Twin Cities metropolitan area.

The group formed primarily with pipelines, railroads, and refineries and their contractors with a donation of money or boom equipment. The intent was to get response equipment in easy-to-reach places for use on the river. Membership comes with a \$5,000 donation of equipment or money. Government agencies are not charged for membership. Other general members pay only \$250. The Board meets monthly, general meetings are monthly except during the summer. The Board primarily is the industry partners, but welcomes federal, state, county, or city people to take part.

Wakota CAER functions as a training and networking organization but has no responders on staff. In an incident, you would still need a contractor to deploy equipment. Wakota CAER has only minimal volunteer administrative staff. Board members could be available to support response or exercises. They can be reached through the Minnesota Duty Officer or by direct contact. Members would be happy to take part in exercises.

Resources include ten Conex boxes with response equipment. It can be used as long as it gets replaced or cleaned, as appropriate. We cooperate with other CAER groups, such as Red Wing CAER. Railroads are very active members of all of the CAER groups along the UMR. The boom caches are placed so they can be reached from the river. Access to the locked Conex boxes can be given by the hosting facility.

Wakota CAER holds two training courses each year: one open water boom deployment training in the summer and a cold weather response event in winter. There was no good ice this year so the group had to cancel the winter training. Ice response equipment is in the cache in Rosemount at the Flint Hills Resources refinery, which maintains the equipment. This year the summer training will be at Hidden Falls Park in late June. The training is held with volunteer trainers to keep costs down. Last year the entry fee was \$250. Instructors have decades of experience, so it is well worth doing. In August the group holds a networking event such as a boat cruise. Next Tuesday is the annual networking luncheon at Mancini's in St. Paul.

Lazarz shared some pictures from the 2023 ice response training featuring ice slotting and ice removal. He noted that in past years, Wakota CAER has held multi-day events but has found one day events work better. He also shared summer open water spill responder training pictures from the 2023 event at CF Industries. Check the website www.wakotacaer.org for updates.

Mike Rose asked if the locations for equipment caches were chosen in collaboration with USEPA or UMRBA. Lazarz replied that the locations were chosen where responders could get access by boat and deliver with a truck. Logistics was thus the biggest driver. Kurt Levetzow asked what is in a cache and how much it costs. Lazarz said each cache holds at least 1000 feet of boom, anchors, and mooring balls to deploy. The group inspects each cache yearly and will replace equipment as needed. The cost is hard to pinpoint but there is probably \$15k worth of equipment in each cache. A combination lock is used on each box, we can give the code to anyone who needs it. Lazarz said that Wakota CAER has a total of 14,000 feet of boom and can mobilize at any time. There is a mutual agreement to share resources with downstream CAER groups. The original members all signed an agreement early on, but it functions as a handshake agreement. Andy Maguire asked if Wakota CAER keeps relevant deployment strategies posted in the boxes. Lazarz said no, but members use the response plans that have been developed by

UMRBA, PHMSA, and facilities. Rose noted that he usually sees these groups dominated by regulatory agencies at the startup, but they are sustained by industry involvement. Lazarz agreed, noting that Steve Lee of MPCA worked a lot to get the group started, but it has shifted to a very industry-heavy group.

Barge-based Response Strategy

Mark Ellis recapped recent conversations with state members, who agreed that developing a collection strategy using a barge as a platform in open water would be beneficial for all members. This session is intended to further explore the idea and look ahead to perhaps developing a tabletop exercise late in the year. It might be something that lends itself to a fact sheet for a strategy that could be applied in many geographies. To start, Ellis has queried two tow operators to find out some basic information, but is still awaiting replies:

- If your company had a tow and barge available, approximately what would it cost to hire them per day?
- What sort of paperwork would be required for such an arrangement, and could it be prepared beforehand for just-in-case use?
- Assuming arrangements were already made, how long would it take to mobilize the equipment after receiving a request for support from the State or Federal On-Scene Coordinator?
- How much additional time would be needed to load the responder equipment onto the barge, assuming it was ready at an agreed upon location?

David Morrison noted that when UP Railroad had a spill on a bridge over the Mississippi River, they had a vac truck on a barge within hours to carry out shoreline recovery. So, we know it can be done. But can it be done at the scale required for a large spill? We would need equipment to hold a large volume of oily water for transport and disposal. Mike Rose asked if a barge would be used as boom. Morrison said barges could fill both roles. We can put frac tanks and a vac truck on a barge.

Robert Barnhart said that NRC has barge sets with boom and skimmer heads. They are transported in pairs on a standard 53' trailer. A vessel pushes the barge sets through the spilled product to collect. Though they are not large enough to have a vac truck loaded onto them, they are recovery options themselves. NRC has them strategically staged along the Mississippi River from Memphis upstream. Barnhart can look into the contractual or legal side for more information.

Morrison said the National Pollution Funds Center (NPFC) of the USCG has money available for response entities to use for response that can get billed back to the Responsible Party (RP). For example, if USFWS must set up a wildlife recovery center and needs to assess damages or start an NRDA, USEPA can issue a Pollution Removal Funding Authorization (PRFA) from the oil fund, which USCG can recover from the RP for USFWS. If a state incurred oil response cost, we could allocate PRFA money to those public entities responding to the incident. Morrison was not sure if it applies to private resources. The first task would be for the OSC to ask the RP to hire them. If the RP is unable to do so, there are avenues to subcontract through USEPA. Andy Maguire added that when issuing a PRFA, you write in a scope of work; by writing the barge in as the response equipment, it could be done. We may need to ask NPFC for clarification about how far we can extend the scope of a PRFA. We have direct contracting authority to subcontract as needed if the RP's OSRO cannot provide the technical skills needed for a particular incident. Answering a question, Maguire said the money would be reimbursed, not directly allocated to an agency. Dorene Fier-Tucker thinks the key is to see which contractors have agreements with what

tow operators. MPCA uses BayWest and WCEC as state contractors who may be connected to URSI or others. Bill Lazarz confirmed that WCEC has an agreement with URSI and could work with them if their help was needed.

Barbi Lee added that if you have an exercise, have the NPFC take part. She recalled that an oil production operator in Indiana used a PRFA to hire a contractor. So, it can be done with a specific scope of work. Funding is available only for public agencies, not private entities. Lee said an operator could submit a claim against the fund to decontaminate a barge if it gets oiled by a spill, so it would be the same for one used in response. The operator could bill the RP and recover costs through the PRFA.

Mike Rose noted we are trying to identify response barriers. There is not much time to respond during a spill event, so these steps would have to be in place beforehand. We need to identify the coordination steps to make this happen. Jeff McCrery said USACE uses whatever is available in a response. Locks are typically closed until an emergency passes, so no traffic moves in or out until it is safe to do so. Danielle Ruelle said USCG would be the FOSC for a vessel source and would have to get waterways management involved to control river traffic. Answering a question, McCrery said that flow through locks doesn't really affect the current much at all. The greatest impact is the setting of the roller gates. A big consideration is that the Corps must maintain pool levels within an operating band. Flow can be slowed but not stopped, and for a limited time.

Though we can also consider using barges as boom, the topic today is about using a barge as a response platform. Mark Ellis said that there are locations along the river that are not accessible and other areas may be inaccessible during high water. Having a strategy like this may be the only viable way to get equipment where it needs to be. It can fill gaps in our planning where other options are limited. Fier-Tucker noted that we need a platform for equipment, not the standard barge with caps. McCrery said the Corps has several work barges that are the same size but are flat with a work platform. Jason Moran added that many flat top barges could be available through construction companies. Oil could possibly be pumped into standard barges to offload elsewhere. Could we pre-designate an NPDES permit to treat water on the barge and pump back into the river?

USFWS sensitivity with the UMR National Wildlife & Fish Refuge is a very important consideration. Millions of birds pass through the UMR flyway.

Bill Lazarz said WCEC could support this type of response. WCEC has boats, skimmers and other equipment, and frac tanks. They also can work with a barge company. Brady Lubenow reminded attendees that we would need to consider product volatility before loading and offloading a container barge. Facilities must have a lot of proper equipment in place before transferring the product. Bill Lazarz agreed, saying there would need to be air monitoring and vac trucks grounded and bonded. Rick Gann said the use of barges probably will work well in the pools of the river but might not work in the open river. Missouri DNR had training around Cape Girardeau, MO during which a navy vessel nearly sank when its hard boom was drawn by current underneath a barge. Responders will need to keep in mind the greater danger of strong currents. Missouri DNR has used work barges with vac trucks to recover oil behind wing dams or cranes with clamshell buckets to pull debris out of the river. He sees a high potential for uses on the river but cautions about the increased risk.

Barbi Lee suggested we ask about this at the DOI training in June in the Quad Cities tabletop exercise. There may be a tow operator taking part in the exercise, the scenario of which involves a train colliding with a barge. Jason Moran said if we get spills in Minnesota, we have small equipment that would not be large enough for a significant spill. Are there bigger resources available that could be put on a barge, such as wastewater treatment pumps to draw large quantities of water onto the containment setup? Ellis reminded attendees that we may find that this response technique is not viable. We will continue to discuss the topic to see what can be done. Rose noted that finding it untenable could also be valuable when fielding questions from the public or media about why things were or were not done in a response.

Next Meeting

Mark Ellis asked to consider the week of November 11. He will share a schedule poll to find the best date. The fall meeting is normally to be held virtually. Andy Maguire suggested considering an in-person meeting if we end up holding a tabletop exercise.

Mike Rose offered final remarks. This group has many people with different expertise; combining all this creates a broad set of experiences that makes a well-thought-out product. Strategic planning is what leads to our work through the priorities we agreed upon. Much work will be done behind the scenes, so we will put together a team to make progress. We have approval from our agencies to do this work, so we may ask for your help on this project. Thanks to all who attended today.

Attendees:

Kurt Levetzow	Iowa Department of Natural Resources
Dorene Fier-Tucker	Minnesota Pollution Control Agency
Brady Lubenow	Minnesota Pollution Control Agency
Jason Moran	Minnesota Pollution Control Agency
Mike Rose	Minnesota Pollution Control Agency
Maizie Reif	Wisconsin Department of Natural Resources
Jayson Schrank	Wisconsin Department of Natural Resources
Lisa Olson-McDonald	Wisconsin Emergency Management
David Morrison	USEPA Region 5
Andy Maguire	USEPA Region 5
Mike Schulte	MPCA
Robert Barnhart	National Response Corporation

Online Attendees:

Kayla Hovde	Minnesota Pollution Control Agency
Tyler Boley	Minnesota Pollution Control Agency
Rick Gann	Missouri Department of Natural Resources
Brenda Kelly	Wisconsin Department of Natural Resources
Darrin Gudgeon	Wisconsin Emergency Management
Valincia Darby	DOI
Jeff McCrery	USACE MVR
MSTC Danielle Ruelle	USCG MSD St. Paul
Kevin Turner	USEPA Region 5

At the Minnesota Pollution Control Agency
520 Lafayette, Suite 100
Saint Paul, MN 55155

Barbi Lee	USEPA Region 5
Carol Ropski	USEPA Region 5
Joe Davis	USEPA Region 7
Anna Dismang	USEPA Region 7
Joe Krauska	USEPA Region 7
Valerie Wilder	USEPA Region 7
Aleshia Kenney	USFWS
Chris Biellier	Seneca Industries
Nick Goeke	Tetra Tech
Bill Lazarz	West Central Environmental Consultants