

UNION PACIFIC RAILROAD
1400 Douglas Street
Omaha, NE 68179

September 11, 2020

Mr. Michael Heffner
Office of the State Fire Marshall
4760 Portland Rd, NE
Salem, Oregon, 97305

SENT ELECTRONICALLY

Subject: PHMSA HM251-B – Notification Update

Dear Mr. Michael Heffner,

Union Pacific Railroad Company (Union Pacific) provided you an initial notification in August 2019 that included information to assist you with emergency response pre-planning efforts regarding High Hazard Flammable Trains (HHFTs) under the Pipeline and Hazardous Materials Safety Administration (PHMSA) regulation HM251-B (49 CFR 130). *(An HHFT is defined as a train comprised of 20 or more consecutive carloads of a Class 3 flammable liquid, or 35 carloads of a Class 3 flammable liquid intermittently connected throughout the entire train.)* The regulation also requires Union Pacific to monitor HHFTs and update you when volumes or routes materially change (> 25% increase or decrease) from the original or prior notifications. An update from the previous report is provided in Attachment 1.

If you have any questions about the information provided herein, please do not hesitate to contact me.

Sincerely,
UNION PACIFIC RAILROAD



Damian Guy
Manager, Hazardous Materials

List Attachments:

Attachment 1 - Union Pacific Railroad HHFT Train Expected Movements

Security sensitive or proprietary and exempt from public disclosure



SECURITY ADVISORY

This report is provided pursuant to 49 CFR § 174.312, administered by the United States Department of Transportation (DOT). This regulation requires railroads to provide certain information about high-hazard flammable trains (HHFTs) to emergency response authorities. Receiving agencies “shall further distribute the information to the appropriate local authorities at their request.” 49 CFR § 174.312(a). In the Fixing America’s Surface Transportation (FAST) Act of 2015, Congress acknowledged the need to prevent the release of this information to unauthorized persons. Thus, 49 CFR § 174.312(c)(3) provides an avenue for railroads to indicate that the data reported is “security sensitive or proprietary and exempt from public disclosure.”

The data provided in this report is security-sensitive. This determination is based on documented activities and aspirations of foreign terrorist groups and domestic extremists as well as threat assessments, analyses, and bulletins produced by federal government law enforcement and security agencies, notably the Federal Bureau of Investigation (FBI), multiple components of the Department of Homeland Security (DHS), including the Transportation Security Administration (TSA), and the interagency National Counterterrorism Center (NCTC). Further distribution should be limited to those with a legitimate need to know. Publication will exacerbate risks to security and public safety.

Attachment 1

| Union Pacific Railroad HHFT Train Expected Movements | |
|--|---|
| <u>State of Oregon</u> | |
| County | Estimated HHFT per week through the counties listed below |
| Gilliam, Oregon | 0 to 2 trains |
| Hood River, Oregon | 0 to 2 trains |
| Morrow, Oregon | 0 to 2 trains |
| Multnomah, Oregon | 0 to 2 trains |
| Sherman, Oregon | 0 to 2 trains |
| Wasco, Oregon | 0 to 2 trains |